

THE LIFE - BOAT,

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HOSPITAL FOR AGED AND DISABLED MASTER MARINERS AND SEAMEN.

INTIMATELY connected with the work of Preservation of Life from Shipwreck is all that concerns the welfare, and tends to improve the character of the men who constitute our Mercantile Marine. That is the point, in any scheme for their improvement, which chiefly concerns us; but we might with truth add, that intimately also is it connected with our national character, nay more, that intimately is it connected with the future welfare of mankind. For what must not be the influence for good or ill of so vast a number of men for ever in motion—circulating, as it were, through the body of the great human family? A bad man may often contaminate those about him; he may live in a polluted atmosphere, vitiated by the example of his own evil life—but the seaman carries himself and his moral example to the remotest corners of the world: he is here to-day, to-morrow at the Antipodes, where he may be the only exponent and representative of his country, his religion, and of civilization. This granted, and is not his moral and religious improvement an object of general and national importance? But an important element in moral improvement is self-respect. A man that respects himself will be careful not to demean himself either in his own eyes or in those of others; he will not only feel that he has a character to lose, but he will find himself possessed of some portion of that dignity of mind—a faint type of the divine principle within him—which, with God's help, shall preserve

him from falling into the practice of vicious or immoral deeds.

Now probably the greatest defect, or rather perhaps the chief origin of the other defects, in the character of our merchant seamen, is this want of self-respect. To what cause then shall we trace this want? Why should not a sailor respect himself as well as any other man? Why should he not as well as another feel it a disgrace to be drunk—to lie—to be sensual, or profane—or even to be dishonest? We reply to this question—Because, as a class, he has been neglected—he has long felt that nothing better was expected of him—and judging from the little interest too often felt in him by his employers, and from his being hopelessly left a prey to crimps and vagabond thieves of every description whensoever he should step ashore on his native soil, he might well believe that he was looked on as the refuse and offscouring of society, whose moral or even temporal welfare was not worthy of consideration.

A brighter day has, however, dawned on the British seaman, and we confidently hope that it will light him on his way to a higher goal than it has been hitherto his ambition or his endeavour to attain to. Legislative interference in his behalf, evinced by many clauses in the Merchant Shipping Act of 1854; sailors' homes springing up in all our chief ports; the public support given to the NATIONAL LIFE-BOAT INSTITUTION, and to that equally valuable Society, The Shipwrecked Fishermen and Mariners' Benevolent Society, all show an increase in the public esteem and regard for our merchant seamen; whilst the provident associations, formed by themselves and their own great

and increasing support to the before-named Benevolent Society, show a greater amount of thoughtfulness and foresight in their own body, and a juster appreciation of their duty to help themselves.

As another and noble instance of the increase of public favour and interest in the class of whom we are treating, we now are enabled to add "The Proposed Hospital for Aged and Disabled Merchant Seamen."

We rejoice in the reflection that there is a reasonable prospect of such an Asylum being afforded to the aged sailor, in which he may quietly, cheerfully, thankfully, respectably, and religiously pass through the decline of life, calmly reflecting on the past dangers and stirring incidents in his chequered career; with leisure to compose and prepare his mind hopefully to look forward to his approaching end, and to seek and obtain thereafter an admission into the haven of everlasting rest.

Alas! for want of such an Asylum, what is but too often the end of the merchant seaman at the present day? Bereft perhaps of all relatives and friends, infirm or diseased in body, with no regular means of subsistence—no home comforts—no medical aid—he ekes out the remnant of his life in poverty and misery, amidst the lowest haunts of profligacy and crime; wishing, may be, that the last shipwreck he had suffered had ended his career, or perhaps even lamenting the day that he was born!

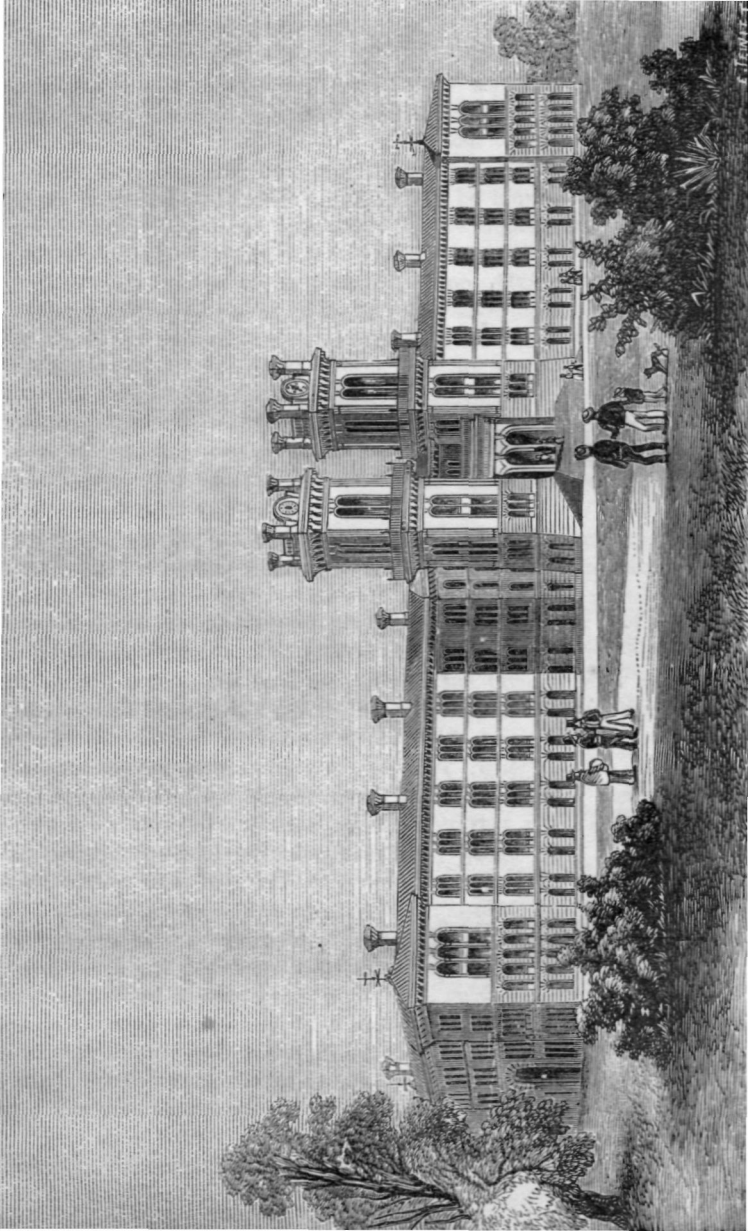
The first step towards the promotion of this great work has been taken by that above-named Society, which is so pre-eminently the seaman's friend, The Shipwrecked Fishermen and Mariners' Society, which on the 17th of July last, at a Public Meeting convened by it, and held at the Mansion House, London, with the Right Honourable the Lord Mayor in the chair, announced its intention to make from its funds the magnificent donation of 5,000*l.*, and which then appealed to the British Government, to the British public, and to the whole body of British seamen to aid in the great undertaking.

We now present to our readers the Appeal made by the above Society at the Meeting in question; the Address of the Lord Mayor

on the occasion, together with an engraving of the proposed building, the whole extracted from the quarterly periodical entitled *The Shipwrecked Mariner*, published by The Shipwrecked Mariners' Society. We will, therefore, conclude our own observations by commending the good work—1st, To the blessing of Almighty God, remembering that "Except the Lord build the house, they labour in vain that build it." 2nd, To the British Government, who could not more appropriately and justly expend the whole residue of the Mercantile Marine Fund than in the erection of the building, and on its endowment. 3rd, To the British people, who cannot better advance the nation's honour and the nation's interests than by promoting the welfare, and thereby raising the character of the British seaman. 4th, To the British seamen themselves, that, by their regular contribution in the days of their health, strength, and prosperity, to this provision for their old age, they may feel themselves in the proud position of being their own helpers—in the Christian position of being helpers of their neighbours, if they should not need that help themselves. We will only further remark, that if this work is undertaken at all, it must be on a scale proportionate to the necessity. It must be no hole-and-corner affair, providing for a few favoured hundreds out of more than as many thousands in need of its sheltering care. In proportion as our Mercantile Marine is more numerous than our Royal Marine, in such proportion must the magnitude of this Institution be greater than that of the noble Hospital at Greenwich for our Royal Marine, of which the nation has been long so justly proud.

At a large and influential Meeting held in the Egyptian Hall, Mansion House, on Friday, the 17th July, 1857, the Right Honourable the LORD MAYOR, Chairman,—his Lordship addressed the Meeting as follows:—

"I am perfectly aware of the arduous nature of the duty which we are about to undertake in endeavouring to establish an Hospital of the character which will be laid before you, for the benefit of the worn-out Seamen of the Merchant Service of the United



THE PROPOSED HOSPITAL FOR AGED AND DISABLED MERCHANT SEAMEN.

Kingdom. It appears to be an immense undertaking, and one which requires 'hearts of oak' to attempt to carry out; but, at the same time, we know the cordial feeling cherished by every individual in this country towards British seamen; and we also know that, except we make a beginning, it is useless to expect that we shall ever come to a satisfactory conclusion.

"I am not sanguine enough to suppose that this can be carried out in a few months; but I am satisfied of one thing, that unless we begin in good earnest, there will be no chance of our succeeding in any way whatever. Much has been said as to the possibility of creating an institution of this kind, but we all know very well that the Mercantile Marine of this country consists of thousands of individuals, and if they would only put their strength together, a large amount of good may arise out of it; for however small individual subscriptions may be, they will, in the aggregate, produce a sum which will enable us to erect a building which will be an ornament to our native land. Connected as I have been with the shipping interest, I cannot help feeling that it is a reflection upon the country at large, and upon the City of London in particular, that up to the present time we have had no institution of this character for the relief and support of the worn-out seamen of the Merchant Service. We know that they are men taken from all parts of the land, with ties in no particular locality, and, in very many instances, with no friends except the owners of the ships which they so thoroughly well man; and therefore it does seem to be our duty to come forward and endeavour, if possible, to do something which shall be of real service to them in their declining years.

"I should not be so sanguine of an institution of this class answering, were it not that we have already the details of a plan laid down in connection with the Shipwrecked Mariners' Society, established some few years ago, and which has been so eminently successful. And how? By the seamen themselves coming forward to support it with their own contributions, by which means they have raised a fund for the relief of their necessitous brethren, alike honour-

able to themselves and to their country. Now, gentlemen, we must recollect that this institution was established only about eighteen years ago, and that, at the time it was started, the same kind of difficulties and objections were urged that are now pressed upon our notice in connection with our present enterprise. I know very well that without the assistance of the Government, as well as of the sailors and shipowners, it will be impossible to carry out our views as we desire; but, with that assistance, I trust we shall be able to accomplish them."

Lord HENRY HOLMONDELEY then read the following statement, on the part of the Shipwrecked Mariners' Society:—

"My Lord Mayor, Ladies and Gentlemen, —Having first obtained the assurance of co-operation and support from a number of influential gentlemen of the City of London, and others, the Committee of the Shipwrecked Mariners' Society have called this meeting, and your Lordship having most kindly consented to take the chair for the important object of making some provision for the worn-out and disabled Merchant Seamen of this great empire, I am deputed by the Committee to say that they feel it due to you briefly to state the circumstances which have led them to think they are in their right place in taking this step, and also their general views on the subject, in order that your Lordship and the Meeting may judge how far you can give them your support, and commend the object proposed to the patronage of the public at large, whom they feel assured, with the commendation of such a Meeting, will not fail nobly to show that the sympathy for our gallant seamen, which is so largely expressed, exists in something more than words.

"The Shipwrecked Mariners' Society, as your Lordship and the Meeting will be aware, twenty years since had no existence.—It is now represented on every part of the coast of the United Kingdom—relieves in the aggregate 6,000 persons annually, and is supported by about 70,000 subscribers, of whom 47,000 are blue-jackets.—Finding the Institution rapidly increasing in usefulness to the Merchant Seamen and their families, the Committee of Management obtained an Act

of Incorporation in 1850, and being impressed with the feeling that the Society was left the only representative of the Mercantile Marine of the empire, in consequence of the entire failure of the Merchant Seamen's Fund, which was ordered to be wound up by Act of the Legislature, the Committee, looking forward to a time when they might be in a position to set on foot a provision, and places of refuge in different parts of the country for worn-out Merchant Sailors, somewhat similar to Greenwich Hospital, obtained a clause in the Act of Incorporation, authorizing them to build asylums for this purpose.

"The Corporation, through the blessing of God, finding itself in the position hoped for—at its last General Meeting voted 5,000*l.* to head a subscription to carry out this long-desired object. In the course of their inquiries into the subject, the Committee have gathered from various sources important information—a part of which is a fact which they think is by no means known to the general public, that there are upwards of a quarter of a million of men employed in the Merchant Navy (30,000 of whom are sailing out of the port of London alone), for whom (with a trifling exception) there is no provision but the workhouse, when, from age or otherwise, they are disabled from further service.

"They therefore respectfully commend to the Meeting, by way of a beginning, that an effort be made to establish an hospital for the reception of 500 persons of all grades of the Mercantile Marine; and that the wives of a certain number of each grade be admitted, under regulations yet to be considered. That the hospital be built on or near the banks of the Thames, in the port of London, to be called (with her Majesty's gracious permission) The Royal Hospital for Worn-out and Disabled Merchant Seamen; and, in order to meet the feelings of all, that Out-pensions be provided for those who may have a home of their own, and prefer remaining in it; thus, by having a pension, the aged mariner, when unfit for sea, will be helped while passing the evening of his days in the bosom of his family. The hospital will contain only those who give it preference, or those who, from infirmity

and lack of relative ties, find a small pension of 10*l.* or 12*l.* per annum inadequate to keep them from the workhouse. Though it is not the desire of the Committee to congregate unnecessarily in one spot a large body of men, the building first raised will be so constructed as to form the centre of a plan which may be extended when necessary, and as the funds will permit.

"The Committee feel it to be important that the seamen should voluntarily subscribe towards providing themselves with a pension, and the maintenance of the establishment; and that their subscriptions should make them eligible for their admission into the hospital, subject to the rules of the Institution. They believe that their doing so, coupled with the knowledge that they will never be reduced to pauperism, will operate to raise their moral standing, and bind them more effectually to their country and its colours. It is proposed also, with a view to increasing their comfort by providing them with suitable occupation, to set apart a portion of the building where the inmates may manufacture such articles as they are accustomed to make, and that the profits arising out of the same should belong to the parties by whose labour they have been produced. The married women it is proposed to employ as much as possible in the domestic arrangements of the establishment, and in order to the internal government of it, that, under the Governor, there should be two Master Mariners appointed to each ward, which will consist of a certain number of cabins; it being intended that each man should have a separate cabin, and that there should be first and second captains of the ward.

"The Committee having sent a Circular to the 500 honorary agents of the Shipwrecked Mariners' Society, to gather up the mind of the Merchant Seamen round the cause, are happy to say that they have received from various quarters the gratifying testimony that numbers of them are willing to aid the movement; and the Committee feel no doubt, from the information they have received, that a large number will do so as soon as a well-digested plan for out-pensions is brought intelligently before them, by

which they will perceive the benefit which it is proposed to confer, by combining their own subscriptions with any funds that may be raised from other sources.

"There are three sources from whence it may reasonably be hoped funds for carrying on this benevolent object will be obtained.

"First, from the public—in donations, subscriptions, and legacies; and the Committee's ground of hope here is, from the universal sympathy that is known to be felt for our sailors.

"The second is from the seamen themselves—who, if satisfied of its usefulness, no doubt will subscribe in great numbers. The Committee argue from their experience in the Shipwrecked Mariners' Society, which began its operations only eighteen years since, during which time they compute that 65,000 mariners have subscribed. The new subscribers increasing annually on the average of 3,500 from the commencement, and the losses by death or otherwise of old subscribers being 1,000 per annum, leaves the numbers subscribing at present 47,000; and they remark, that when they proposed to them to subscribe an additional threepence annually for life-boats, 30,000 of them immediately responded.

"The third source is, the Board of Trade—and here they may notice, that they speak without having any official encouragement—but their hope arises from the fact that the Board receive the wages and effects of deceased seamen, and that it has, according to the official returns, a surplus from that source of 44,232*l.*, with a probable annual increase of about 12,000*l.* after the payment of all established claims, and which moneys, it may be supposed, legitimately belong to the Merchant Seamen as a body,—added to which the Board had last year 165,137*l.* balance over the working expenses of the Mercantile Marine, besides a large sum that has accumulated from this source. The Committee think it important to state to the meeting and their supporters, that the Corporation of the Shipwrecked Mariners' Society having voted a donation of 5,000*l.* to the Hospital now sought to be established, propose that it should be perfectly distinct, though under its watchful care, and that

once fairly launched, it will not be allowed to cripple the resources of that noble Institution.

"The Committee desire me to conclude with reminding the Meeting, that England, which may well be designated the greatest commercial country in the world, of which this great city is the centre, is the only maritime nation of any consequence in Europe or America that has no national provision for her Merchant Seamen—no provision for the men by whose skill and courage her vast commerce is conducted across the mighty deep, and who are the main instruments of her greatness—no link, such as is now proposed, to bind to their country those brave and hardy men by whose toil her merchants have become princes, and her ship-owners and manufacturers loaded with wealth—no place of refuge when incapacitated to toil at sea any longer, by some of the thousand casualties to which they are daily exposed, or when old age or infirmity cramps their energies, and leaves them destitute—no mark of their country's care that proves her estimation of her gallant tars, though, without them, if a daring foe should suddenly assail her, she would fall at once from the eminent position which she now holds in the family of nations.

"The Committee leave it to the Meeting and the public to decide, whether from this day forward it shall any longer be said, that England, who owes most and is most dependent on her seamen of any nation in the world, and boasts most of them, and deservedly, should nevertheless do the least for them, when unable to serve their country any longer."

Various Resolutions, pledging the Meeting to use its best exertions to promote the laudable object in view, were afterwards unanimously passed.

LIFE-BOAT REGULATIONS.

IMPORTANT alterations having been made in the Life-Boat Regulations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION since they were many years ago published in this Journal, we again insert them for the information of our readers.

The following Regulations are intended for the guidance of the Local Committee to be formed at each place at which a Life-Boat is stationed by the NATIONAL LIFE-BOAT INSTITUTION, and to whose care and control the Life-Boat, her Crew, and everything connected with her management and maintenance, will be intrusted.

The Local Committee to consist, if practicable, of not less than five persons usually resident, one of them to be a sailor. The Inspecting-Commander of Coast-Guard of the District, or in his absence the nearest Coast-Guard Officer to the spot, to be *ex officio* a Member of the Local Committee.

1. The Life-Boat's Crew to consist of a Coxswain-Superintendent, a second Coxswain, a Bowman, and as many Boatmen in addition as the Boat pulls oars.

2. For every Boat, at least double the number of men required (if they can be found at or near the spot) shall be enrolled and numbered. The first men on the List to form the permanent working Boat's Crew; the remainder to fill up vacancies and casual absences in succession.*

3. Such List to consist of Sailors and Fishermen who are usually resident, and (with permission of the Comptroller-General) of any Coast-Guard Men of the station who may volunteer for the service. As a general rule, no man to be enrolled whose age exceeds 55 years.

4. The Salary of the Coxswain-Superintendent shall be 8*l.* a-year. On every occasion of going afloat to save life, the Coxswain and each of the crew shall receive alike, 10*s.* by day, 1*l.* by night; and for every time of going afloat for exercise, 3*s.* in smooth weather, 5*s.* in rough weather. In the absence of the Coxswain, the second Coxswain will take charge of the Boat, and the Boatmen will be numbered, and take charge in order, from aft to forward.

5. In the event of money being received by the Life-Boat for salvage of property, or similar service, one-fifth of the whole shall be reserved by the Local Committee towards the maintenance and repair of the Boat, the remainder shall be divided into equal shares

* This rule may at some places require to be waived.

amongst the Coxswain and Crew. If, however, salvage be paid for the preservation of life, no portion shall be reserved for the boat.*

6. If local subscriptions be raised to reward any special act of gallantry or exertion, the Institution recommends that the whole of the money be paid to the Crew, divided into shares and apportioned as above.

7. As at each Life-Boat station there will be a Local Committee, the Coxswain will act under their immediate directions, and the Boat, except in case of Wreck, is never to be taken afloat without their sanction.

8. As the efficiency of a Life-Boat depends on the good training and discipline of her Crew, the strictest attention must be paid by them to the directions of the Coxswain on all occasions connected with the service. The Boat shall be taken afloat for exercise, fully manned, once during each quarter, giving the preference to blowing weather.

9. The Local Committee at each Station is requested to make a Quarterly Report to the Institution, as to the behaviour of the Boat during exercise, pointing out any defect that may require to be remedied, and offering any suggestion that may conduce to the efficiency of the service. Also generally to report on the state and condition of the Boat, the Carriage, the Boat-house, and all the Life-Boat Gear. Should occasion for immediate repairs arise, the Local Committee is authorized to make them to the extent of 5*l.*; more extensive repairs to be referred, with an estimate, to the Parent Institution.

10. The Boat is to be kept on her carriage in the Boat-house, with all her gear in her,

* The 458th Section of the Merchant Shipping Act 1855, enacts—That "Salvage in respect of the preservation of the life or lives of any person or persons belonging to any such ship or boat as aforesaid shall be payable by the owners of the ship or boat in priority to all other claims for salvage; and in cases where such ship or boat is destroyed, or where the value thereof is insufficient, after payment of the actual expenses incurred, to pay the amount of salvage due in respect of any life or lives, the Board of Trade may in its discretion award to the salvors of such life or lives, out of the Mercantile Marine Fund, such sum or sums as it deems fit, in whole or part satisfaction of any amount of salvage so left unpaid in respect of such life or lives."

ready for use, except matches, rockets, and perishable articles which may require to be secured from damp.

11. There are to be three keys to the Boat-house kept in different places, with the address of each painted on the door; one in possession of the Coxswain, and the others as the Local Committee may decide.

12. Immediately on intimation of a Wreck, or of a vessel in distress, the Coxswain is to use his utmost exertions to assemble his Crew, launch his Boat, and proceed to her assistance: and in the event of a sufficient number of his crew not being present, he is to select the best volunteers he can get on the spot, who shall be paid the same as the enrolled boatmen.

13. If a Wreck occur at some distance from the station, so as to require the Boat to be transported along the coast, the Coxswain is to send to procure sufficient horses (which, by the Wreck and Salvage Act, any Magistrate, Constable, or Revenue Officer, may demand the use of), attach them to the carriage, and lose no time in making the best of his way with the crew to the scene of Wreck.

14. A reward of 7s. to be given to the man who first brings intelligence of a Wreck at such a distance along the coast as not to be in sight from the Coast-Guard, or other Look-out.

15. A signal shall be agreed on by which the Life-Boat Crew can be called together when required. A flag hoisted at the Watch-house is recommended by day, and the firing of the mortar (or other alarm signal) at the Coast-Guard Station twice, quick, by night.

16. On approaching a Wreck, the Coxswain will use his judgment, according to the circumstances of the case, whether he will board the Wreck end on, either on the bow, on the quarter, or on the broadside: or whether he will go to windward, drop his anchor, and veer down to the wreck; or if he will lay her alongside. The greatest caution, however, is recommended in this latter case, and it is not to be resorted to when any other mode of boarding a wreck can be adopted.

17. On boarding Wrecks, the Preservation of Life is to be the Coxswain's sole consideration, and he is on no account to take in any goods, merchandise, luggage, or other articles, which may endanger the safety of his boat, and the lives of those intrusted to his charge. And should any be brought in contrary to his remonstrance, he is fully authorized to throw them overboard.

18. In the event of any men being brought ashore from a Wreck, the Coxswain shall give immediate notice to the Local Agent (if any) of the Shipwrecked Fishermen and Mariners' Benevolent Society, in order that he may take the steps prescribed by the regulations of that Society, for their relief, and for forwarding them to their respective destinations.

19. No one besides the Crew, namely, the Coxswain, the second Coxswain, the Bowman, and one Boatman for each oar, is on any account to be allowed to go out in the Life-Boat when going to a Wreck, except with the express sanction of the Local Committee.

20. The Life-Boat is not to be used for taking off an anchor; nor for the purpose of Salvage; nor for taking off stores, a pilot, or orders to a ship; so as to interfere with private enterprise, (except in cases of emergency, with the special sanction of the Local Committee,) but to be reserved for cases involving risk of Life.

21. The Coxswain is to see generally to the efficiency of the boat for service: when the weather appears threatening at sunset, he shall have the sand removed from the Boat-house door, the wheels of the carriage greased, the ways (if any) ready for laying, a breaker of fresh water, hand rockets (if supplied), and all other gear placed in the Boat ready for use at a minute's warning.

22. On the approach of winter, in exposed situations liable to Wrecks, it is recommended that a Mooring Anchor, with no upper fluke (having a block attached, and a warp rove and buoyed), be laid out below low-water mark, opposite the Boat-house, (or more suitable situation,) for hauling the Boat off in case of need.

23. The Coxswain will enter in a Journal, according to the annexed Form (with which he will be supplied), all services performed by his Boat, stating the time of launching, time of reaching the Wreck, the vessel's name, whither bound, number of persons rescued, &c., a copy of which, on each occasion of Wreck, is to be forwarded, by the Local Committee, to the Secretary of the Institution in London.

24. The full Instructions of the Institution for restoring suspended animation, to be posted in each Boat-house; and a copy of the Abstract to be kept with the Boat's small stores, and taken off in the Boat, so as to be at all times at hand.

25. On returning from service, the Boat is not to be left in the surf on the beach, but is to be as soon as possible got on her carriage, and placed in the Boat-house. On the first fine day after use, the boat is to be drawn out, to dry up any wet that may remain about her, and any damage is to be immediately made good.

26. The Coxswain will be held responsible for the efficiency and general good order of the Boat-house, the Boat, and her gear. And it is hoped that a sense of the trust confided to them in the cause of humanity will lead the Coxswain and Crew to be most careful on these points, and to distinguish themselves by the readiness and seaman-like manner in which their Boat is handled.

NORTHUMBERLAND,

*Vice-Admiral,
President.*

PAINTING LIFE-BOATS.

General Rules.

1. It will be desirable, that in or about the month of May in each year, or as soon as fine summer weather shall have fairly set in, and the exercise for the current quarter have been performed, the Life-Boats should undergo their periodical examination, painting, and refit.

When it is intended to apply to the Institution for payment of the cost for the same, estimates should be forwarded to the Inspector of Life-Boats at the Institution

before the work is performed, and in every instance it will be desirable, that when completed to the satisfaction of the Local Committee, their Secretary should report the same to the Inspector, in order that the General Committee may be informed when all the Boats in connexion with the Institution have been painted and refitted in readiness for the work of the ensuing winter.

2. The exterior of the Life-Boats to be painted annually. If a boat has been much used during the preceding twelve months, she should have two coats of paint; if but little used, one will suffice; but it should be very carefully performed, and well worked into the seams, more especially in those boats which are clench built.

3. The interior of the boats to be painted once in two years: on those occasions the side air-boxes (where detached) should be taken out of the boat and separately painted, not being replaced until the paint on them has become dry and hardened. The deck should however be payed over with black varnish every year, and the side air-boxes be then taken out, carefully examined, and not replaced until the deck is perfectly dry.

4. If the boat continues tight, never use a caulking-iron except to the keel seam, and that only once in three years (unless leaky). It should then be used with great care and judgment. In fact paint should supply the place of caulking, unless under peculiar circumstances.

The cost of painting the Life-Boats of the Institution in London is, for a 30-ft. boat, 1*l.* 1*s.* each coat, and for a 27-ft. boat, 18*s.* each coat, externally, and the same sums internally, including the decks and air-boxes, or 2*l.* 2*s.* for one entire coat to a 30-ft. boat, and 1*l.* 16*s.* for the same to a 27-ft. boat. These accounts, as an average, may be some criterion as to price.

LIFE-BOAT GEAR.

1. Anchor and Cable; Anchor for a 30-ft. boat, not less than 75 lbs. weight; Cable 60 fathoms of 3½-inch rope. The Anchor and Cable to be secured to the deck of the boat amidships.
2. A grapnel 25 lbs. weight, for letting go from the stern, to prevent the boat ranging ahead when at a wreck.

3. A spring for the Cable in case of need. A boat's Painter.
4. A Norman, with forelock, to ship in the step of the boat's mast when in tow, or riding at anchor.
5. A set of short fir Oars complete, with lanyards; and a spare Oar for each two the boat pulls.
6. A set of rope Grummets and iron Thole Pins (with forelocks), and with half the number of each, spare.
7. Two steering sweep Oars; two Boat-hooks, with lanyards.
8. A hand Grapnel, with Heaving Line (of 2-inch Manilla rope).
9. A sharp Axe secured under the main thwart; and a small sharp hatchet at each end of the Boat.
10. One Life-Buoy with line attached (of 1-inch Manilla); Short knotted Life-lines to hang over the side at each thwart.
11. Boat Binnacle and Compass (where necessary); Lamp (*kept trimmed*); Oil-can; Matches (*to be kept dry*).
12. Spy-glass (where necessary); Lantern; Fisherman's White Light, or Port-Fire.
13. Hand Rockets for throwing a line on board a Wreck (when thought necessary).
14. Boat's Hand Lead and Line for Sounding in case of fog.
15. Hammer, Nails, Chisel, Marlinespike, Grease, Oakum, Sheet-lead, &c.
16. A Cork Life-Belt for each of the Crew.
17. A Breaker of Fresh Water, and Biggin (where necessary).
18. A Boat's Carriage, Luff-tackle, Handspikes, &c. (where necessary).
19. A Chest for Small Stores in the Boat-house.
20. Masts, Sails, Gear, and Rudder (when required).

The Coxswain-Superintendent is to keep a List of the Stores, which should be examined every quarter by the Local Committee, in order to their being repaired, or replaced with new if in the least degree doubtful.

Form of Return of Wreck and Services of Life-Boat at _____.

1. Name of Vessel, and where belonging to?
2. Name of Master, and of Owners?
3. Rig, tonnage, No. of Crew?
4. Where from? Where bound to?
5. What Cargo? or in Ballast?
6. Wind and Weather?
7. Time of day? State of Tide?
8. Exact spot where Wrecked?
9. Number of Lives Saved?
10. Number of Lives Lost?
11. Supposed cause of Wreck?
12. Was it a total Wreck, or Stranded, or Sunk?
13. Time of Launching Life-Boat?
14. Time of reaching Wreck?
15. Time of returning Ashore?
16. Did the Boat behave well?
17. Was any damage done to the Boat? Extent of Repairs required?

18. Number and Names of men employed, and number of times they have been off in the Life-Boat to a Wreck; noting any special case of individual exertion?

19. Amount, if any, of Reward received, locally or from elsewhere?

20. Amount, if any, of Salvage?

21. Remarks, &c.

(Signed) _____

Coxswain-Superintendent, _____

(Certified) Secretary, _____

Dated, _____

LIFE-BOAT SERVICES.

BERWICK-ON-TWEED.—On the 2nd of September a strong gale and heavy sea having sprung up, two large herring-boats, in attempting to get into Berwick Harbour, got to leeward of it, and went on shore. A steam-tug proceeded to their assistance, but was unable to approach near enough to effect a communication with them. The Berwick life-boat, belonging to the NATIONAL LIFE-BOAT INSTITUTION, was then quickly launched, and, proceeding into the surf, succeeded in conveying lines from the boats to the steamer, which was thus enabled to tow them off and to take them into the port. Without the aid of the life-boat, both boats would probably have soon been lost, with those on board them. The boat was reported to have behaved remarkably well on the occasion.

TEIGNMOUTH.—On the 27th November a boat with four men in her was upset in the entrance to Teignmouth harbour, when attempting to board a vessel coming in. One man succeeded in getting on board the ship, but the boat herself, with two men clinging to her, and the third man holding by an oar, were carried by the ebb tide over the bar and out to sea through a very heavy surf. The life-boat was launched and proceeded over the bar, but it having become dark nothing could at first be seen of the boat or men. Fortunately, however, their cries were presently heard, and the two men clinging to the swamped boat were picked up. The other unfortunate man, HENRY WHITEAWAY, a pilot, was nowhere to be seen. The life-boat was very highly reported on upon the occasion.

The ALDBOROUGH, LOWESTOFT, PAKEFIELD, PORTMADOC, and RHYL life-boats, belonging to the NATIONAL LIFE-BOAT INSTITUTION, have also recently been taken out to assist wrecked vessels; but as their services did not immediately result in saving lives we need not remark on them further than to state that the life-boats are often taken out through heavy seas, in reply to signals of distress or where danger is apparent, yet on arriving at the object their services may not be required, or the vessel may be found to have been previously deserted by her crew.

RAMSGATE.—The Ramsgate life-boat has been so frequently off to the Goodwin Sands, towed by the harbour tug, in reply to night signals of distress from the floating light-vessels moored off those fatal shoals, that we cannot attempt to describe them. In the great majority of these cases, although much risk and exposure has been incurred by her gallant crew, her services have not been made available to save life. On the 26th of November her last service was performed, when at 9 P. M., it blowing a hard N.E. gale at the time, in reply to signal-rockets from both light-vessels, the Ramsgate harbour steam-tug *Aid*, and her constant attendant the *Northumberland* life-boat, were quickly on the spot, and found a large brig on shore on the face of the sand. The life-boat proceeded through the surf to the brig, and found the Broadstairs small life-boat under her lee, and her crew of 5 men on board the brig. As the officers and crew would not leave their vessel, although it was evident she could not be saved, the *Northumberland* life-boat remained by her until 2:30 A.M., when she filled and began to break up. The Broadstairs life-boat being also damaged and disabled, her crew, together with that of the brig, numbering 18 in all, were then taken into the *Northumberland*, which, with her load of 30 persons, including her own crew, and with the small damaged life-boat in tow, made sail through the broken water across the sands in the direction of Ramsgate. Striking heavily on the sands, she came in contact with the smaller boat and completed her

destruction; but driving safely over the shoals herself, she arrived, together with her living freight, safe and sound in Ramsgate Harbour. The master of the steam-tug, DANIEL READING, having lost all trace of the life-boat, lay to until daybreak, under some anxiety for her safety. When returning into port, he, as reported by the harbour-master, Captain Marten, "to his great joy found them all safe and right."

The NATIONAL LIFE-BOAT INSTITUTION has awarded the master of this life-boat, JAMES HOGGIN, its silver medal, in appreciation of this very gallant service, and of the many previous occasions on which he had distinguished himself in command of this very valuable boat. On this occasion he and his gallant crew have the satisfaction of knowing that they were the means of saving from perhaps certain death no less than 18 of their fellow-creatures.

This life-boat in this instance, when she drove over the shoals through a heavy surf, striking violently and repeatedly on the ground, has again shown the great strength of the principle of her construction, which, together with other sources of strength, includes an iron keel of 15 cwt. and 4 inches in thickness. She was built by Messrs. BEECHING of N. Yarmouth on the *Northumberland* "prize model," but her iron keel was subsequently added, and other alterations made in her under the superintendence of the NATIONAL LIFE-BOAT INSTITUTION, to assimilate her to the further improved boats of that Society. The services which she has since rendered have been constant, and we believe she has been off to the Goodwin Sands in reply to signals of distress, chiefly in the night, no less than 60 or 70 times during the past five years.

LOSS OF LIFE ON THE EAST COAST OF SCOTLAND.

ANOTHER of those terrible visitations which have so frequently of late years befallen the fishing population on the east coast of Scotland, has again occurred, by which calamity no less than 44 men, mostly in the prime of life, have lost their lives, and no fewer than

27 widows and 79 orphans are left to bewail their loss.

On the 23rd of November last, the whole fleet of large fishing-boats belonging to the small ports of Portknockie, Buckie, and Portgordon, were caught in a N.E. gale, which produced the above disastrous results, together with the destruction of a large amount of valuable property.

From Portknockie 14 boats, with 9 men in each, had left port at from 2 to 3 A.M. They had arrived at their fishing-ground, and had cast their lines, and it was near the usual time for drawing them, when the first signs of the coming storm gathered around them; the atmosphere thickening, the wind shifting to the N.E., and each moment increasing in force. Certain that they were to be overtaken by a gale, they instantly got on board their lines, and made sail for the shore, which, alas! many of them were never to regain.

From Buckie no less than 29 boats had gone out, and from Portgordon, five. And they, too, at the first warning of the gale, fled for the land. But a fleetier one than they—"the demon of the storm"—was fast following in their wake, and had already singled out the victims who were to be encircled within his cruel embrace. How many an anxious fear must have disturbed the bosoms of those hardy men as the waves gathered height around them! How many a poor soul with palpitating heart and straining eye awaited them in agony upon the strand! We will however leave it to the imagination of the reader to complete the harrowing picture; suffice it to say, that of the Portknockie fleet, 2 boats were lost, and 18 men drowned, and that 12 widows and 34 orphans are left to bewail them. That of the Buckie boats, 2 were lost, and 15 men drowned, leaving 8 widows and 22 children unprovided for. And that of the boats from Portgordon, 1 was lost, together with her crew of 9 souls, leaving 7 widows and 23 orphans bereaved of their chief earthly stay and support.

Yet, great as this calamity is, it is only one of a series which has been of periodical occurrence on the N.E. coast of Scotland in time past, and which will as surely be

again and again repeated in time to come, unless some means be contrived to prevent its being so. Thus, in the single gale of August 19th, 1848, the results of which were so ably inquired into, and reported on, to the House of Commons by Captain WASHINGTON, R.N., no less than 100 men were drowned, and 124 boats lost or damaged, involving a pecuniary loss of 7,011*l*. In August 1845, a large number had perished in the same manner; and so late as the spring of the past year, the port of Wick, on the Caithness-shire coast, was again a scene of desolation from a similar cause.

Now surely it were sufficient that these poor men are our fellow-creatures and fellow-countrymen, to make us sensible of their claim on us for sympathy and protection; but over and above those natural ties, are they not a class who have especial *claims* on us? For whose benefit do they pass their lives in a dangerous avocation? For whose use do they gather in the living treasures of the deep? What class of their fellow-countrymen is there who partakes not of the fruit of their labour and of their peril? Whether it be the costly turbot at the rich man's feast, or the prolific herring at the poor man's humble meal, how often has dear life been hazarded in its capture! How commonly have the long and bitter hours of the winter's night been employed by these hardy men in providing it, or in seeking it, whilst the more effeminate world on shore has been hushed in sleep!

But there is a further reason why the community at large are interested in preserving this valuable class of men; in that they not only form the great nursery of our fleets, but also tend perhaps more than any other class, to keep alive and in activity that spirit of maritime enterprise, that love of the sea, which, under Providence, is as the very life-blood of an island-kingdom like our own.

We have dwelt thus long on the claims and on the importance to us of this class of men—the fishermen of the United Kingdom—preliminary to specifying the manner in which we think they may be helped and protected, as such efficient help and pro-

tection can only be afforded them by public aid.

The manner in which we conceive the fishermen on our coasts may be thus aided is threefold. 1st. By the making, the enlargement, or the improvement, of fishing-harbours and ports of refuge for fishing-boats when overtaken by storms at sea.

2nd. By the improvement of fishing-boats, and especially by their being generally so far fitted as life-boats, that is, provided with the properties of life-boats, in that they shall not be submergible if filled by a sea, and that their stability or obstruction to upsetting shall be very greatly increased.

3rdly. By the establishment of life-boats at all fishing-stations, where they are not already provided, for the purpose of proceeding to the rescue of fishing-boats upset by a sea, and of attending on them when crossing a bar, or through any dangerous surf on their return to the land. The work under the first of the above heads will be one of great magnitude, and which can only be effected by the Government of the country. That under the second head would probably come under the same category. That under the third head might be undertaken by the NATIONAL LIFE-BOAT INSTITUTION, but the Institution would have especial claim in such cases for the Government's pecuniary aid.

We have said that the work under the first head would be one of great magnitude, but we conceive it also to be one of incalculable importance, and for which no amount of cost should be grudged. To be sure there would be no Holyheads required, costing millions of pounds; for very many of our small fishing-harbours a few thousands, or even hundreds, expended in adding to or improving a pier, or deepening the water, or removing a few rocks, would suffice. Yet the aggregate would amount to millions, and the only question should be, over how many years should it be distributed. We think that at the least 50,000*l.* should be annually voted by Parliament to this great national object, until every body of fishermen in the kingdom be provided with all the protection and convenience that can be shown to be alike available and important.

As a first step, an especial Fishery Board

should be appointed, for carrying out the above objects round the whole coasts of the United Kingdom, combined of naval and engineering talent, who might take a certain number of fishing-ports in hand together, completing and perfecting each in every respect before proceeding with others. These N.E. ports of Scotland, where there seems to be the most crying need for help, might be first commenced with. The want of safe harbourage for the fishermen on that coast, and the especial advantage of a harbour of refuge, at Wick, on the Caithness shore, was urgently advocated by Captain WASHINGTON in his valuable Report to the House of Commons, above alluded to, and other high authorities have likewise done so since that period. A special Harbour of Refuge Committee of the House of Commons is, we believe, at this time engaged in the consideration of Wick, amongst other places, as a harbour of refuge. If our space admits of our doing so, we will add at the conclusion of this article some quotations from an interesting pamphlet which has just been put into our hands in the shape of an appeal on the behalf of Wick, to the Harbour of Refuge Committee, by JOHN MACKIE, Esq., of that place, editor of the *Northern Ensign*.

On our second head, the improvement of fishing-boats, and their partial life-boat equipment, might be readily brought about by a Government Board, and a vastly improved class of boats would, we think, be the infallible permanent result. Thus, as in the case of the improvement of fishing-ports, the boats of a certain number of localities might be at first taken in hand. One of each class at each port would be carefully examined in detail, and the various requirements of each be well considered, and the opinions of all the most experienced of the fishermen attentively heard and weighed, having reference to the character of the shore, shoalness of the water, nature of the sea, amount of stowage-room required for nets, lines, cargo, masts and sails, warps, &c. The form and size thought best calculated to meet these requirements, and at the same time to insure stability, speed, handiness, strength, general safety, and cheap-

ness, would then be decided on; and next, the important question as to what spaces within-board could be spared to occupy with the buoyant air-cases or life-boat property, would be maturely considered and decided on. On this latter point we believe it will be found that the space which can best be spared, is just that which is most conducive to safety, viz., the extreme sides and the extreme ends of a boat beneath the thwarts. Few persons, indeed, who have not considered the subject have any conception how greatly the safety of a boat is increased, independently of her becoming insubmersible, by the simple occupancy of the spaces along the sides and at the extreme ends of a boat by water-tight cases or compartments of air: without them the moment the side or end of a boat is forced under water, all buoyancy of the part submerged is at once lost, and the boat of necessity submerged or upset: with them the upward or floating power of the submerged air is immediately brought to bear against the upsetting power, to the amount of about 64 lbs. for every cubic foot. The effect of these cases alone along the sides would prevent many a boat's upsetting on her broadside, and their extra buoyancy would enable an iron keel of moderate weight to be safely added, which forming the most powerful description of ballast, would still further increase lateral stability, whilst a large buoyant compartment at the bow, or the space under the fore-castle deck, fitted with a water-tight door, would make it impossible for a boat to run her bow under water, and would thus often, if not always, prevent her upsetting when running before a sea, by the act of broaching-to, which is by far the most frequent cause of loss to fishing-boats when running for the shore in a gale.

Having decided on the improvements on the above heads, the Fishery Board might then cause a model-boat or boats to be built for each locality, and might place it or them in the hands of a selected party of fishermen for a full trial. Its superiority being settled, and every available improvement made in it, it might be either sold by public auction or private contract to the highest bidder amongst the fishermen of the port; and for

the improvement of all the other boats, by furnishing them with the life-boat fittings, and for conforming all future boats built to the Board's model, a proportional grant might, for a certain number of years at least, be given from the funds at the disposal of the Board.

In the above manner we think that the two great objects of improved fishery-ports and improved fishing-boats might be readily effected. As regards the third proposition—the supply of a perfectly equipped life-boat, to be maintained ready for instant service, in every fishing locality on exposed parts of the coast—we may state that the NATIONAL LIFE-BOAT INSTITUTION is at all times ready to receive overtures from any locality where the inhabitants themselves will be willing to subscribe a sufficient amount to insure a local interest in the establishment.

We will offer but one further remark on this subject. There is a prevailing opinion, that it so happens, either fortuitously, or as the result of experience, or by a special Providential provision, that the fishing and other boats in every locality are just those best adapted for it. Now, whilst admitting to a slight extent the truth of the conclusion, we cannot do so altogether. Fishermen, as a class, are an inert body; as a general rule, they are satisfied with what has been handed down to them by their fathers, and thus an inferior description of boat, or gear, is as likely to be perpetuated as one of a superior kind. All we advocate is, that where the combined wisdom of science and experience shows that improvement may be made, it shall forthwith be so.

We now subjoin, in conclusion, the very graphic and feeling remarks of Mr. MACKIE on this subject, having especial reference to the formation of a Harbour of Refuge at Wick, in Caithness-shire.

Another phase of the fishing question is presented in the fact that it furnishes to the nation at large a valuable article entering largely into the diet of the masses. Wick herrings are carried away on British and foreign bottoms to every port in the kingdom; and are found in the provision markets of the most inland city and town of England.

Here, then, as regards the fishing, the question of a breakwater stands. Nine thousand men, most of them unconnected with Caithness, for ten months

in the year—engaged in a calling which yields a valuable article of national diet—which gives employment to many thousands throughout the kingdom in producing the material required for its prosecution, and which circulates a large sum of money over the whole industrial districts of the country, are nightly, during the season, exposed to the perils of our northern coasts, and liable every night to be overtaken by a sudden storm. These nine thousand men, manning boats and casting nets into the sea of an aggregate value of nearly a quarter of a million sterling—their all—proceed every night distances of from two to thirty miles, and sometimes more, in pursuit of their calling; and they do so without having on the whole Caithness and Sutherland eastern seaboard, from the entrance of the Dornoch Firth to Duncansbay, one harbour accessible beyond half tide, or even safe to enter at any time of the tide during storms from certain directions. And hence, as was the case in 1848, in a storm from the south-east, the boats ran for Wick Harbour, where there was plenty of depth of water—and thirty-seven men perished in the attempt. Only those who have seen the miserable creeks whence the boats proceed nightly to sea can have the slightest idea of the peril to which these thousands of active and industrious men are exposed; and only those on the spot enter into the feelings of crushing and intense anxiety in which the weary nights of the fishing are passed by the people on shore. On the slightest appearance of a gale, the shores are lined with tremblingly anxious thousands, and so dreaded is the coast, that frequently hundreds of boats return from sea before sunset, and without prosecuting the fishing, in comparatively fine weather, rather than run the risk of a threatened gale, and destruction in the flight for safety wherever it may be faintly imagined to exist. And it is worthy of notice that the present state of our bay and harbour—the former so open and the latter so unsafe—has every year a most serious effect in retarding the progress of the fishing. As an example, I may state that during greater part of a whole week in the past season, when the coasts were teeming with herrings, when a smart, but by no means serious breeze was blowing from the south-east, and when the fishing could have been prosecuted at sea with the greatest safety, not a boat ventured out, the bay and harbour being in a condition that rendered it perilous for the fishermen to attempt going out. This is a circumstance of yearly occurrence; and I am borne out by the opinion of every fisherman of experience when I state that its results is an annual loss of at least 30,000*l.* worth of herrings.

Were you to go over the whole Caithness seaboard, commencing at Duncansbay Head, and terminating at the Ord, during a gale from any point of the compass, from north-eastward to south, you could not fail to be struck with the totally shelterless condition of the coast, nor to wonder at the fewness of the calamities—despite their number and sadness—that occur. In fact, but for the circumstance that the fishermen, too well aware of the nature of the coast, and the peril to which they are exposed, refrain from going to sea when

the weather threatens, we should almost weekly be startled with such calamities as those of 1845, 1848, and 1857, and others of a less disastrous character.

Permit me also to state that time is everything. Not a year passes without some calamity of greater or less extent occurring in this neighbourhood, through its harbourless condition, involving numerous individuals and families in desolation and ruin. The fishermen, wearied almost to exhaustion with patient expectation that something would be done for them, nightly exposed to the most imminent peril, and yearly alarmed at events which result in the drowning of their fellows and the destruction of their property, are becoming more and more afraid to venture themselves in such a dangerous occupation. Need this excite wonder, when on a seaboard of little more than twenty-five miles, on a coast of unbroken projecting rocky headlands, without a creek where refuge for one hundred boats can be obtained, seventeen hundred boats, with 10,000 precious lives on board, every night during the season, venture on the treacherous waters of the Caithness coast, in open boats, not knowing but that in a few minutes the storm may assail them, and the whole seventeen hundred boats may have to flee to land for shelter? Whither shall they fly? Eastward there is nothing but one vast expanse of ocean. Northward the perilous and troubled waters of the Pentland Firth mock their attempts at gaining shelter in Orkney, and there they have never been known to run. Southwards sixty miles of treacherous sea lie between them and Fraserburgh, to which only one boat has been known to escape during the last twenty years; while to both Fraserburgh and Cromarty, the latter at a distance of sixty miles to the south-west, the general direction of the winds of our autumn storms prevents the possibility of escape; whilst along the westward shores, to which alone they can fly, with the shadow of a hope of safety, there runs one long chain of towering rocks, broken here and there by creeks, over which the seas break with a surging violence, and where hundreds of boats and scores of precious lives have been sacrificed.

MEETINGS OF THE COMMITTEE.

Thursday, 6th Aug. 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.

Reported the death of Captain STEPHENSON ELLERBY, a member of the Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and one of the Elder Brethren of the Trinity House. The Committee passed a vote of condolence to the family of the deceased gentleman.

The Deputy Chairman reported, that during a recent visit on the west coast, he found the Appledore life-boats, which belong to this Institution, in excellent order.

Laid before the Committee, four different lithographic drawings of the Life-boat Carriages adopted by the Institution for varying localities. The same are to accompany the lithographic drawing of the Life-boat adopted by the Society.

The Inspector reported that various alterations and repairs were required for the tubular life-boat at Rhyl, and that the same were now being done, at the cost of this Institution, at Manchester, by the original builder of the boat.

Ordered a 30-feet, and a 28-feet life-boat, to be built by Messrs. FORRESTT, to be ready for exigencies.

Also a life-boat carriage to be built for the Cahore life-boat.

Also the erection of a life-boat house at Camber, near Rye, at a cost of 75*l*.

Reported that the South Eastern Railway had offered to take, free of charge, the Walmer life-boat carriage, from London to Deal.—To be thanked.

Reported that the Youghal life-boat had been gratuitously conveyed to Dublin, on board one of the steamers of the British and Irish Steam Packet Company.—To be thanked.

Read letter from Mr. JOSEPH WALKER, President of the New York Shipwreck Society, of the 5th July, calling attention to Captain BUNKER's life-preserving and bathing shirts, three of which the former gentleman had presented to this Institution.—To be thanked.

Read letter from Mr. R. C. PAULING, of Denbigh Street, Pimlico, calling attention to his invention for keeping vessels from sinking.—To be acknowledged.

Read letter from Mr. ROBERT TAYLORSON, of Tryon's Terrace, Hackney, detailing his method for Improving the Construction of Iron Ships.—To be acknowledged.

Captain KYNASTON, R.N., C.B., presented a copy of his pamphlet for Lowering and Disengaging Ships' Boats at Sea.—To be acknowledged.

Read letter from Mr. J. MCGREGOR,

Barrister at Law, of the Inner Temple, presenting a copy of his pamphlet relative to Marine Propulsion.—To be acknowledged.

Read letter from Captain MARTIN, of the 3rd July, stating the services rendered by the life-boat of the Royal Harbour Commissioners, Ramsgate, to shipwrecked crews on the Goodwin Sands.

Paid 44*l*. 3*s*. 4*d*. for altering the Newbiggin life-boat house and roadway, and 277*l*. 16*s*. 3*d*. for sundry charges on life-boats, life-boat carriages, and life-boat houses.

Read the Report of the services of the Lytham life-boat, manned by 13 men, to the schooner *Philanthropist*, of Aberystwith, which was observed in a dangerous position on the verge of the Crusader Bank. The life-boat had been taken out for inspection and exercise on the occasion.

Voted the silver medal and 2*l*. each to HENRY POMEROY, chief boatman of the Coast-guard at Mevagissey, JOSEPH LEY, pilot, and WILLIAM CLOKE, pilot; and 28*l*. to 14 other men, in acknowledgment of their intrepid services in saving, at great risk of life, the crew, consisting of 5 men, of the schooner *Rochellaise*, of Cette, which was stranded on Mevagissey Bar on the 14th July last.

Also a reward of 1*l*. 10*s*. to 3 persons who had waded into a heavy surf to the rescue of a boy, who was seen on the bottom of a capsized boat, off the Pigeon House Light-house, Dublin Bay, on the 30th June last.

Also the silver medal and 2*l*. each to Mr. PETER INKSTER, Master of the steamer *William Tell*, and JOHN BLANCE, apprentice-boy, in testimony of their courageous services in rescuing, with a small boat, at great hazard to their lives, 2 out of 4 persons who had been capsized from their boat, during a gale of wind, off Grief Skerry, Shetland, on the 17th June last.

Thursday, 3rd Sept., 1857. Captain LAMBERT PERROTT in the Chair.

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

Elected C. H. COOK, Esq., Honorary Architect and Surveyor to the Institution.

Read and approved the Inspector's Report of his recent visit to the life-boats on the Lancashire and Welsh coasts.

Resolved—

1. That a new life-boat house and a winch be erected at Rhoscolyn. Also a winch at Cemlyn.

2. That the launching-ways at Penmon be made efficient.

3. That the Llanelly life-boat be brought to London, to be altered to Mr. PEAKE'S plan.

Ordered the erection of a new life-boat house on the Braunton Sands.

Also the building of a life-boat carriage, furnished with Boydell's Endless Railway Apparatus, for the Wicklow life-boat.*

Read letter from the President and other Members of the Boulogne Shipwreck Society, of the 6th Aug., requesting that the Institution would allow the Inspector of Life-boats to visit their establishment, in order that they might have the advantage of his experience to make their life-boats as efficient as possible, having especial reference to providing them with self-righting power.

Resolved—That the Inspector of Life-boats do visit Boulogne accordingly, and that Mr. PEAKE be requested to accompany him.

Reported the transmission, on the 12th Aug., of the Danube life-boat to her station. She had been thoroughly equipped with every kind of store.

Reported the transmission from Ipswich of the Arklow life-boat carriage.

Paid Messrs. BOYDELL and GLASIER for two pairs of Endless Railway Apparatus, 109*l.*; and 115*l.* 8*s.* 4*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses, to various other parties.

Voted a reward of 6*l.* to a boat's crew of 6 men, who, at the risk of their lives, had saved 2 out of 4 persons who were capsized during squally weather, off Hamnaroe, Shetland, on the 6th July last.

Also a reward of 6*l.* to 3 Coast-guard men, in testimony of their intrepid services in going off in their boat and rescuing 4 out of 5 men, who had been capsized during heavy weather from a boat near Barr Mouth, Coleraine, on the 22nd July last.

Also the silver medal and 2*l.* each to WILLIAM WEDGE, JAMES TURPIE, and DAVID THOMAS WARDER, Coast-guard men of Salcombe Station, for putting off in a small boat and rescuing, at great risk of life, 2 out of 3 persons who had been capsized from their boat, on Bantham Bar, Devon, on the 22nd Aug. last.

Thursday, 1st October, 1857. Captain LAMBERT PERROTT in the Chair.

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

Read letter from Captain KENNEDY, R.N., Deputy Comptroller-General of the Coast-guard, of the 17th September, stating that this Committee would always find him both willing and ready to forward in every way the objects of this most valuable Institution.

Also from Captain KENNEDY, R.N., of the 17th September, transmitting, agreeably to the request of the Committee, the opinion of a large number of medical men residing in the neighbourhood of the several Coast-guard Divisions on the coasts of the United Kingdom on the relative merits of the two methods of treatment of persons apparently drowned, as described in the Circular of this Institution.

Recommended—That the special thanks of this Committee be given to the Commodore Comptroller-General, and to the Deputy Comptroller-General of the Coast-guard for their courtesy in aiding the Institution to obtain the valuable information contained in the said opinions.

Read and approved the Report of Mr. PEAKE and the Inspector of their visit to the Boulogne, Calais, and Dunkirk Life-boat Stations. They reported that they had been most kindly received on the French coast, and that the Boulogne Society had decided to alter one of their life-boats to Mr. PEAKE'S plan.

Resolved—That the thanks of the Committee be presented to Mr. PEAKE for the trouble he had taken in visiting the Boulogne and other life-boat stations on the French coast.

Read also the Inspector's Report on his

visit to the Eastbourne, Rye, Margate, and Walmer life-boats, and approved of the several recommendations therein made.

Reported that Miss BURDETT COUTTS had presented a life-boat, on Mr. Clarkson's plan, to the Margate boatmen.

Resolved—That a set of life-belts be presented to the Life-boat Committee at Margate.

Ordered the paper entitled "Our Life-Boat," which appeared in the September and October numbers of the *United Service Magazine*, to be reprinted, and circulated in a pamphlet form.

Read letter from MATTHEW PARKER, Esq., Hon. Sec. of the Youghal Branch, conveying the thanks of the Local Committee for the new life-boat and carriage which this Institution had placed on that station.

Ordered a warp and anchor to be supplied to the Southwold life-boat.

Read letter from Mr. JOHN GRAVEY, boat-builder of Hastings, of the 21st September, calling attention to his plan of life-boat.—To be acknowledged.

Read letter from H. D. P. CUNNINGHAM, Esq., of Gosport, of the 11th September, calling attention to his new plan of life-boat carriage.—The Inspector was directed to examine the same at an early opportunity.

Read letter from M. LOUIS VIRTU, of Matignon, France, requesting that a model of the life-boat of the Institution might be sent to the Society of Arts at Paris, in order that the attention of the French Government might be directed to the same, who would probably build from it life-boats for exposed points on the French coast.—Decided, that drawings of the life-boat be furnished.

Resolved—That the Commodore Comptroller and Deputy Comptroller-General of the Coast-guard be addressed by the Institution requesting the co-operation of Coast-guard Officers in forwarding the objects of the Society by aiding the Local Life-boat Committees in the management of their life-boat establishments.

Reported—That the Board of Ordnance had forwarded the stores of Manby's Life-preserving Apparatus to R. B. FORBES, Esq., Chairman of the Massachusetts Shipwreck Society, United States.

Paid 75*l.* for the Camber life-boat house, and 55*l.* 8*s.* 2*d.* for sundry charges on life-boats, life-boat houses, and life-boat carriages.

Voted a reward of one sovereign to JOHN ROE, master of the barge *Bessie*, in acknowledgment of the services he had rendered to 3 out of 6 sergeants of the Royal Marine Artillery, whose boat had been capsized, near Southsea Castle, on the 6th August last.

Also a reward of one sovereign to 2 fishermen for saving 3 men who had been capsized from a boat off Innisturk Island, on the coast of Mayo, on the 24th May last.

Also three sovereigns to 3 pilots who had saved 17 persons from a boat which had become unmanageable on the Patch Sand, Bristol Channel, on the 17th August. The pilots had very laudably exerted themselves on the occasion.

Also the silver medal to Commander TUDOR, R.N. He and 13 other men had put off, on the 9th October, in the Wick life-boat, and had attempted to save the crew of a Hanoverian galliot, which was observed in a dangerous position, in a gale of wind, off Wick. The life-boat, which had behaved very well on the occasion, had been rendered useless by the heavy seas which had swept over her, which had broken or carried away all her oars. One of the crew had, unfortunately, been thrown out of the boat, and perished on the occasion. He had left a wife and seven children. His name was Mr. ALEXANDER BAIN, retired master-mariner and part shipowner.

Voted a gratuity of 20*l.*, in aid of the subscription raising for the widow and children of Mr. BAIN.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

WICKLOW, IRELAND.—A branch of the NATIONAL LIFE-BOAT INSTITUTION has been recently founded at Wicklow, and a life-boat on Mr. BEECHING's prize model modified in correspondence with the boats on the Institution's plan has been stationed there. This boat is 30 feet in length, and rows 10 oars, double banked. She is supplied with

a transporting carriage, so that she may be conveyed along the coast to any favourable position for launching to assist a wrecked crew. A substantial house has also been erected for her reception. This boat was gratuitously conveyed to Dublin from London by the liberality of the British and Irish Steam-Ship Company.

CAMBER, SUSSEX.—A new life-boat has been stationed by the NATIONAL LIFE-BOAT INSTITUTION at Camber near Rye, and is placed under the general care and superintendence of the Rye branch of the Institution. This boat is on Mr. PEAKE's plan, is 28 feet long, and rows six oars single banked. She will be manned by the Coast-guard stationed at Camber and its vicinity, under the immediate superintendence of the Lieutenant in command of that station. She is provided with a suitable carriage, and a good house has been built for her. By the establishment of this life-boat the inhabitants of Rye, in conjunction with the NATIONAL LIFE-BOAT INSTITUTION, have now provided full protection to their port, Camber lying on one side of the entrance to their harbour, and Winchelsea beach, where their other life-boat is placed, being on the opposite side.

NEWHAVEN, SUSSEX.—The Newhaven life-boat, on Mr. BEECHING's model, the property of the NATIONAL LIFE-BOAT INSTITUTION, has been taken to London, and altered at considerable expense by Messrs. FORRETT, builders to the Institution, to its plan after Mr. PEAKE's design. On a subsequent trial, she has been reported on by her crew as being very greatly improved in several respects.

GUERNSEY.—A new life-boat on Mr. PEAKE's plan has been provided by the inhabitants of Guernsey, and is stationed on an exposed point on that island. She is 28 feet long, and rows six oars single banked; she was built by Messrs. FORRETT, of Limehouse.

MARGATE.—A life-boat has been presented to the boatmen at Margate by that well-known benevolent lady, Miss BURDETT COUTTS. And the boatmen, aided by subscriptions from their wealthier neighbours,

have also purchased another life-boat from Messrs. WHITE of Cowes. The former of these boats will, we believe, be furnished with sails, and the latter be used solely as a rowing-boat. Miss BURDETT COUTTS purchased the above boat, together with another one from Mr. T. C. CLARKSON; the latter, which, we understand, she has presented to the seamen of Sunderland, is wholly constructed of Mr. CLARKSON's patented material, consisting of layers of cork, wood, and canvas, cemented together by marine glue. The Margate boat is a wooden boat, which was formerly stationed at Dover, and which Mr. CLARKSON altered and fitted up with air-cases of his material.

The NATIONAL LIFE-BOAT INSTITUTION, in appreciation of the public spirit of the Margate boatmen in providing themselves with a life-boat, presented them with a set of life-belts of the best description, for the use of their boat's crew.

CLIFFORD'S IMPROVED METHOD OF LOWERING BOATS AT SEA.

It is now two years since, in conjunction with other plans, we reviewed this novel and ingenious mode of lowering boats, and we then emphatically declared our opinion as to its value, and expressed our hope that it might meet with that encouragement from ship-owners, steam companies, and the Government authorities, to which it appeared to us to be entitled. During the above-named period, we are happy to say that it has made rapid progress, and is now extensively in use; whilst the high encomiums passed on it in all quarters fully justify the favourable opinion we entertained of it when but yet in its infancy. We now again draw attention to it, hoping that our doing so may be instrumental to making its merits more universally known, and thus lead to its still more general adoption. We also feel it due to Mr. CLIFFORD, that we should thus publicly acknowledge the extraordinary zeal, energy, and public spirit which he has exhibited amidst difficulties and discouragements of no ordinary kind; and without the exertion of which, we believe that no step would yet have been taken to render

the process of lowering boats at sea more safe and expeditious than of yore, and without which the public would have been thus deprived of a highly useful and most important invention.

We are happy to say that the Emigration Commissioners now require all ships chartered by them to have their boats fitted with Mr. CLIFFORD'S apparatus—that the Board of Admiralty, after receiving the highest testimonials of its value from the Captains of several men-of-war in which it had been experimentally fitted, have ordered its general adoption, both in the vessels of the Royal Navy and in the Transport Service—that the East India Company have directed that it shall be fitted to all their vessels of war—and that the example has been followed by several of our large steam companies. Even during the short time that it has been in use, and that to a very limited extent, it has been the means in several cases of saving lives. From H.M.S. *Shannon*, twice on her passage to the Cape—from the emigrant ships, *Commodore Perry*, *Blundell*, *Washington Irving*, *Hooghley*, *Black Eagle*, and *Ebba Brahe*, and from the *Transatlantic*, belonging to Messrs. THOMPSON, of Aberdeen—have lives been saved by the ready and almost instantaneous means for lowering a boat ready manned, which Mr. CLIFFORD'S plan affords; and in each of these cases have the officers in command given their written testimony to the value of the invention, in two instances admitting that such would have been the danger of lowering the boats by the ordinary tackles, in consequence of the heavy sea running, that they would not have felt justified in risking the lives of their crews in attempting the operation.

Now, it must be remembered that all the above cases have occurred within the past twelve months, attended by the drawbacks naturally attendant on a new invention, which, although simple, is perfectly novel in its mechanical action and mode of application. What a vast number of lives may not then in prospective be saved through its instrumentality, when all ships that carry outside boats have them so fitted!

In illustration of the entire trustworthiness

and perfect safety of the plan, as also of Mr. CLIFFORD'S confidence in it, and of his own energetic character, we may state that, during the last two years, he has himself not only personally superintended the fitting of the apparatus in nearly every instance of its first adaptation, but that he has been lowered literally hundreds of times in boats so fitted on their first experimental trials, frequently when proceeding in steamers rapidly through the water, in order to show its practical efficiency and to give confidence to those about to use it for the first time.

We are of opinion that Mr. CLIFFORD is entitled to the greatest credit for thus perseveringly carrying out his invaluable plan, constantly in the face of the prejudices and difficulties of no ordinary kind, such as so often beset the way of the inventor. "We think him the more entitled to credit in that he is not by profession a sailor, and that nearly his whole time and labour, for the space of three years, to the detriment of his worldly and pecuniary interests in his proper calling, have been consumed in this work.—Very great additional loss has been also entailed on him by experimental and travelling expenses in effecting his determination to bring, if possible, into general use, an invention which experience has now shown he was justified in considering to be one of great, and even national importance.

From what we have ourselves seen of Mr. CLIFFORD, we feel sure that his chief reward will be the knowledge that he has rendered an important service to suffering humanity; but nevertheless we trust that the Government, the commercial and shipping community, and indeed all those who are directly or indirectly benefited by the invention, will together aid, if not in a substantial remuneration to Mr. CLIFFORD, in acknowledgment of his public service, at least to remove the stigma that he has been suffered to accomplish it only at great pecuniary loss.

SHIPWRECK OFF BRIGHTON.

On the 10th of October last at an early hour the inhabitants of Brighton were aroused from their beds by the report of an approach-

ing wreck. It had been blowing hard all night from the south, and the sea, as far as the eye could reach, was covered with foam, when at daybreak a brig was seen in the S.E. driving before the wind, and throwing out signals of distress.

It was soon perceived that she was making for the shore—a step attended with infinite peril; and quickly, although it was not yet 7 o'clock, thousands had assembled on the cliff, and were waiting in breathless anxiety to witness her impending fate. As described by eye-witnesses, on she came, rolling and staggering through the sea, not with the steadiness of a ship under control, but wavering and uncertain in her movements, as if those on board had already given up the unequal contest with the storm, and had resigned themselves to their inevitable fate. Presently she struck on the sand near the pier end; and although for awhile she stood up nobly against the fury of the waves, it was but too soon evident that she must speedily go to pieces, and that her crew must perish unless succour could be conveyed to them.

There were at that time three life-boats at Brighton; one, we believe, belonging to the town authorities; a second had formerly been the property of the Brighton Humane Society, but about three years since had been condemned as unserviceable; she was, however, at that time bought by a well known spirited, and justly popular boatman of Brighton, named JOHN WRIGHT, who determined that her days of usefulness should not yet be numbered, gave her a new keel, with a thorough general repair and refit, and resolved to maintain her as a second life-boat at his own expense—an honourable resolution, and one which was now about to meet with its just reward. A third, we believe, is the property of the Brighton Humane Society.

Before the ill-fated brig had taken the ground, the two first-named life-boats had put off to attempt to reach her. WRIGHT'S boat, being the fastest sailer, at first made the most progress, but not fetching sufficiently to windward, her crew had to row her up, when she was presently struck by a heavy sea which filled the boat and carried away five of her oars. Thus disabled she

was compelled to return to the shore. The town life-boat then succeeded in getting alongside, and in taking on board five out of eight of the brig's crew, who with much difficulty and considerable risk, she having filled with the sea, were landed in safety. Two more attempts were now made by WRIGHT to go off for the remainder of the crew, but without success. The town boat also made a second attempt, but was compelled to put back by the violence of the sea. Four of WRIGHT'S crew had now deserted him, and he was for a short time in despair, no other volunteers coming forward, when the officer in command of the Hove station of the Coast-guard, Lieutenant MANSELL, R.N., came to the spot, and at once, with four of his men, volunteered to make up the deficiency. WRIGHT gladly availed himself of the services of the men, but wishing to go off in command of his own boat, declined those of the Lieutenant; and thus replenished, again made his fourth attempt—this time happily with success—and succeeded in bringing the master and two remaining hands of his crew in safety to the land, amidst the cheers and hearty greetings of the crowds assembled to receive them.

The third boat was also taken out and her crew manfully struggled for two hours to reach the wrecked vessel, but getting disabled she was compelled to relinquish the laudable attempt and to return to the shore.

Under the superintendence of the deputy mayor, Mr. Alderman BURROWS, and other authorities, every kindness and care was bestowed on the shipwrecked mariners, who were fed, clothed, and housed for the night, and on the morrow, with money in their pockets, were sent on their way rejoicing that they had been cast on so hospitable a shore.

The brig was the *Pilgrim*, of Gosport, WILLIAM SMITHSON, Master. She was from Middlesboro', bound for Portsmouth, and was laden with coals. She had sprung a leak on the previous morning, and the crew having been twenty-four hours at the pumps could hold out no longer, when the master was therefore compelled to run for the shore to avoid foundering at sea. Pre-

vious to the life-boats reaching the wreck, several rockets with lines attached had been fired under the superintendence of Captain WILLOUGHBY, R.N., Inspecting Commander of Coast-guard, to effect, if possible, a communication with her by line, but it appears without effect.

There are three reasons why we think this case of shipwreck especially deserving of record:—1st. It was a very gallant case of saving life under difficulties. For each of the three life-boats engaged in the service was of an inferior character, as evinced by their filling with water and being thereby disabled, it being one of the most necessary qualities of a life-boat that all water shipped should be self-ejected, and the buoyancy of the boat be thereby preserved. 2nd. The public spirit of the boatman, WRIGHT, in providing and maintaining a life-boat on his own account, and his courage, determination, and perseverance, in making four successive attempts, undeterred by failure, until he had attained his object and rescued the remainder of the shipwrecked crew, are deserving of especial record. 3rd. The occurrence of a wreck at Brighton, where such accidents are not frequent, and the narrow escape of the crew owing to the imperfect character of the means available to afford relief, is an illustration of the fact—that, because wrecks have been unfrequent in any exposed locality, its population are not justified in expecting a permanent immunity from them—and, that fact being granted, of the duty that devolves on certainly every wealthy or populous neighbourhood to provide the most efficient means to meet such calamities in the event of their occurring.

We are happy in being enabled to add, that at a public meeting held at Brighton shortly after the above occurrence, it was resolved to immediately take steps to provide the most efficient life-boat protection; which has resulted in the formation at Brighton of a Branch of the NATIONAL LIFE-BOAT INSTITUTION, which Society is now having a first-class life-boat constructed for the locality, the inhabitants providing a house for the reception of the boat, and undertaking to subscribe annually a sufficient amount for its permanent support.

CORRESPONDENCE.

COMMUNICATION WITH STRANDED VESSELS.

SIR,—I have recently read with painful interest strictures upon the failures on the Norfolk coast to establish prompt communication with a wrecked vessel. Few persons, indeed, are aware of the difficulty of covering with a sure aim from the shore, by means of mortars or rockets, so small a space as that occupied by a wrecked vessel in a storm of wind. Is it not melancholy, then, to perceive the continued neglect on the part of the owners and masters of vessels in not providing on board some resources for immediate communication with the shore? Could a shot from the ship miss the shore? and if a wooden cone in lieu of it was attached to the line and fell short, would it not be cast on shore by the wind and sea? Would not a rocket, carrying its line before the storm, progress further and in a more certain direction than when it has to drag the line against it? Or, if the vessels were too small for these valuable appliances, would not the boat preserver (the models of which the ROYAL NATIONAL LIFE-BOAT INSTITUTION did me the honour to accept), which can be easily and quickly attached to any boat, with a crew supported also in their attempt by Captain WARD's life-belts, convey a line to the shore before the wind and sea, and establish a communication by which the life-boat or other means would be available for rescue? It really appears to me, from the state of the vessels I receive in this harbour of refuge, that the more we see done for them, the less they are disposed to do for themselves. A few pounds in each case would give them resources of their own, which, combined with the life-boats of the above Institution, would not only give courage and confidence to all engaged, but be the means of saving many valuable lives. I do hope to see the day when a policy of insurance shall be vitiated if the lost or damaged ship is proved to be deficient in certain necessary auxiliaries for the preservation of life and property.

I am, &c. K. B. MARTIN.
Royal Harbour Office, Ramsgate,
Oct. 30, 1857.

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

FOUNDED IN 1824.

Supported by Voluntary Subscriptions.

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The Committee of the Royal National Life-Boat Institution would earnestly call the attention of the Public to the great and extraordinary exertions which the Society has recently made to provide efficient Life-boats at various parts of the coasts of the United Kingdom, including Seaton Carew, Walmer, Camber (Rye), Appledore (Devon), Braunton (Devon), Penmon (Anglesea), Arklow, Wicklow, 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.

The establishment of Life-boats at Hastings, Brighton, Holyhead, Groomsport (near Belfast), Kilmore and Rosslare (Wexford), and Ardmore and Courtmasherry (Cork), has since been undertaken 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 urgent demands on the Institution need only to be known to insure for it the liberal support of the Community at large.

The Committee gratefully acknowledge the following additional Contributions:—

	£.	s.	d.		£.	s.	d.
A. R. A. (Donation)	50	0	0	Parry, Lady Jones, Madryn Park (Donation)	5	0	0
Arden, The Hon. Miss (2nd Donation)	10	0	0	Procter, John, Esq., Highbury (Donation)	10	10	0
Ballingall, James, Esq., Melbourne, Australia (Annual)	1	1	0	Reynolds, Joseph, Esq. (6th Donation)	5	0	0
Barclay, Mrs. E., Blackwell (3rd Donation)	5	0	0	Selkirk, Lord (Donation)	5	0	0
Cochrane, Admiral Sir Thomas, K.C.B., and Lady Cochrane (Donation)	10	0	0	Shearman, J., Esq. (2nd Donation)	0	10	0
Friends, the Misses, the Black Friars (Donation)	60	0	0	Sherborne, Lord (Donation)	20	0	0
Hollings, John, Esq., Victoria Road (Annual)	1	1	0	Shipwrecked Fishermen and Mariners' Society, collected from its Members (4th Donation)	150	0	0
Lambert, Miss E., Ryde (3rd Donation)	5	0	0	Smith, Rev. Edward, Ashley (2nd Donation)	0	10	0
Larking, Rev. Lambert, per— Moore, Esq. (Don.)	1	0	0	Taylor, James, Esq., Furnival's Inn (Annual)	1	1	0
Limerick, the Bishop of (Donation)	3	0	0	Wensleydale, Lord (Donation)	5	0	0
Middleton, Sir William, Bart. (Donation)	5	0	0	Widow's Mite (Donation)	0	10	0
Murray, Lord (Donation)	5	0	0	Wilder, Edmond, Esq., Stanstead Park (Don.)	10	10	0
				Wilson, Thomas, Esq., Waterford (Donation)	5	0	0

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Payments may be made by cheques (crossed), or by Post-office Orders, to Messrs. WILLIS, PERCIVAL, and Co.; or to the Secretary.

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