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THE RESTORATION OF PERSONS APPARENTLY DROWNED.

In the 21st Number of the *Life-Boat Journal* we introduced this important subject to our readers in connection with a new mode of treatment proposed by the eminent physiologist, the late Dr. MARSHALL HALL.

Again, in our 25th Number, we enlarged on the subject, and inserted in juxtaposition the old code of instructions, so well known as those of the Royal Humane Society of London, and that proposed by Dr. MARSHALL HALL; the former of which the NATIONAL LIFE-BOAT INSTITUTION had until then circulated, through the medium of its life-boat stations on the coasts of the United Kingdom.

We then stated that the Committee of Management of the Institution felt deeply impressed with the very great importance of the subject, to which their attention had been drawn by one of their most active honorary secretaries;* and, sensible of the great responsibility incurred by promulgating any system of rules of the efficacy of which the slightest doubt could be entertained, that they had determined to bring the subject so far as possible before the medical world, and to solicit the opinions of all medical men and medical authorities, with a view to issuing a new Code of Instructions which the Institution might, with confidence, circulate at its stations on our coasts.

In pursuance of this resolution, an appeal was at once made through the medical journals, asking for information, and similar

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appeals were made by letter to all the principal medical associations and hospitals in the United Kingdom, and to a large number of private practitioners, especially in neighbourhoods contiguous to the sea and to inland waters.

Application was also made through some of the Foreign Embassies, for the opinions of the chief medical authorities in foreign countries.

These appeals were in general readily and promptly replied to, and the result is, that the Institution is in possession of such a mass of valuable information and expression of opinion on this interesting and important subject as has probably never previously been collected.

Possessed of this information, the Committee have felt justified in acting on it, and after its being carefully considered in detail, and the several opinions collected compared one with another, they have caused a new code of instructions to be printed, which is now being extensively circulated on the coast of the United Kingdom.

We now place these new Instructions before our readers, together with a summary of the information received, so far as concerns the numbers of opinions that have been collected respecting the two methods, which is all that our limited space will admit of. From the summary, it will be perceived that the great majority of medical men are in favour of the new method by MARSHALL HALL and by comparing the Instructions with Dr. M. HALL's plan, it will be seen that his method has been altogether adopted in principle, and with but slight modification in detail and in wording.

It will be well, however, for the benefit of our non-medical readers, that we should, in the first place, explain the difference in principle between the old method of the Royal Humane Society and the new one of Dr. MARSHALL HALL. The one great distinction in principle is,—that the old method directed all its efforts to the restoration of warmth and re-circulation of the blood, there being no one part of its rules that had reference to the function of respiration; whilst, on the contrary, MARSHALL HALL not only insists on the restoring respiration as of vital importance, but he affirms that every attempt to restore and increase circulation of the blood before respiration has been effected is positively deleterious, and must be liable to cause death. In support of his opinion Dr. M. HALL quotes the fact so well known to all medical men, that the circulation of the blood generates carbon (termed by the faculty blood-poison). That as carbon or charcoal is a product of ordinary combustion, so carbon is produced by that mysterious animal combustion which maintains the heat of the animal body and supports life; but, that remaining in the blood, that carbon or refuse matter would produce asphyxia, and thereby death. That accordingly nature, by the beautiful process of respiration, carries out of the system this carbon or waste matter.

Difference of opinion, we believe, still exists as to the precise time and manner in which this change in or purification of the blood takes place. It will not be necessary here to discuss the same: we may, however, shortly explain that the blood is the medium by which the constant waste of all parts of the body is re-supplied, and its substance and bulk maintained, and by which its heat is supported;—that the engine by which this vital fluid is, as by a force-pump, driven through every part of the body is the heart, by the contraction and dilatation of which it is forced through the arteries to every part of the body, whence, at their extremities, it is taken up by the veins and returned to the heart again;—that the out-going stream, the arterial blood, is red in colour, and contains that heat and nourishment which it is its office to impart to the whole system;—that

the returning stream, the venous blood, is black in colour, deprived of its nutritive property, and impregnated with carbon, which, as above stated, has unfitted it for further use;—that it is then handed over to another and separate system of arteries and veins for its purification, being at once transferred to the pulmonary arteries, which, by their innumerable ramifications, expose it in the lungs to the freshly-inspired air, when the carbon, combining with the oxygen of the air, forms carbonic-acid gas, which, by each expiration, passes off into the atmosphere, and the blood thus purified is carried back to the heart by the pulmonary veins, whence, again red in colour, renovated and re-vivified—if we may use the term—it once more starts on its ceaseless, unwearied round, and thus the wondrous system of life is maintained for its appointed time.

This digression, to explain the beautiful connection between the functions of respiration and circulation of the blood, was necessary to convey to those who are not already acquainted with the subject, a clear idea of the principle on which Dr. M. HALL's theory of restoring life in cases of suspended animation from drowning is founded. As he states, the two functions must act together, being mutually dependent on each other. To restore, therefore, the animal heat and quicken thereby the circulation, without the purifying process of respiration, must produce death. As a rather striking illustration of this truth, he quotes the case of the hibernating animals, which are enabled to exist for a long period without breathing, simply because circulation of the blood is also suspended, and life is at a very low ebb. He quotes also the cases of newly-born infants, and in the cases of still-born infants his method has been most successfully employed. He therefore advances as an axiom on the subject, that the greater the amount of vitality the more necessary is the accompaniment of respiration, whilst it is when at its lowest ebb that life may exist, in abeyance, as it were, for the longest period without respiration.

On reviewing the details of the two methods therefore, the old and new, we find that the former directed the drowned person

to be conveyed to the shelter of the nearest dwelling, and then placed in a warm bed, in a warm chamber, and every available means to be then at once taken to restore warmth and promote circulation of the blood, such as friction on the skin, hot bricks or bottles, or bladders filled with hot water, &c., applied to various parts of the body, or, in preference to all, when obtainable, immersion in a warm bath. These means were to be persevered in until life was restored, or the case pronounced altogether hopeless. Such was and we believe is now the system adopted by the Royal Humane Society of London. It appears, however, that many private practitioners have felt the importance of attempting to promote respiration where suspended, which it has been endeavoured to effect by forcing air into the lungs through a common bellows applied to one nostril. Although, however, instances are recorded of recovery following such treatment, and even that of inflation of the chest by the already vitiated air blown from the mouth of a bystander, yet serious risk was incurred of injuring the delicate tissues of the lungs by the use of such means.

It remained for Dr. MARSHALL HALL to discover the far closer imitation of natural respiration which has been already successfully practised in several cases of drowned persons, and in many more instances in the analogous cases of suspended animation in still-born children, which important discovery bids fair to produce a revolution in the treatment of all such cases, and to prove an important benefit to mankind.

Having reference to the above-named important principles, Dr. MARSHALL HALL, then, in the first place, insists that no time be lost; that instead of removing the body to the nearest house, it should be treated instantly, on the spot, in the open air, by which treatment less time is lost and a purer air is inhaled than that within a dwelling. In the second place, he requires that the body be placed with the face downwards, in which position the tongue will fall forwards, carrying with it the "epiglottis," and so leaving the "glottis" clear and open for the discharge of any fluids which may have passed into the windpipe, and for the ingress

and egress of air to and from the lungs. In the third and last place, he directs that the process of respiration be imitated by the simple and natural means of changing the posture of the body itself. When placed on the stomach, or with the face downwards, the cavity of the chest is compressed by the weight of the body alone, and Dr. MARSHALL HALL states that experiment with dead subjects has proved that about 20 cubic inches of air will in that manner be exhaled. Also, that a further steady pressure of the hand on the back, between and below the shoulders, will expel a further quantity of 10 cubic inches, or 30 cubic inches in all. That by then placing the body on one side, from the natural elasticity of the framework which encompasses the lungs, a complete expansion of the chest cavity again takes place, and, following a natural law, the outer air once more rushes into, and refills the lungs to the amount of the 30 cubic inches previously expelled. By this truly simple and beautiful operation, an artificial respiration is completely established, the alternate acts of which may be repeated at intervals, the length of which are at the command of the operator. Dr. HALL recommends their being repeated at intervals of four seconds, or fifteen times in a minute. A complete expiration and inspiration thus occupying a period of eight seconds.

Whether this particular rate of alternate movement of the body be the most suitable, or whether it should be the same in all cases, and in all stages of suspended life by drowning, will no doubt be shown by the light of further experience.

During the time that the efforts above described are being made to restore the breathing power, Dr. HALL recommends that means be adopted to increase warmth, and restore the circulation of the blood, by friction, drying the body and clothing it, or by any available means except the continuous warm bath, which is known to impede breathing. He however urges, as of the utmost importance, that these efforts to restore heat, &c., must not go ahead of the respiratory action, which itself generates heat by the chemical change it produces in the blood.

On perusing the summary of the opinions given by three hundred medical men, and by medical bodies within the United Kingdom, which we now place before our readers, it will be observed that, owing to the short time since its promulgation, only seven have tested the correctness of Dr. MARSHALL HALL's plan, by actual experiment on drowned persons; but that the greater number of 22 have done so in the cases of asphyxiated or still-born children. Although the operations have been successful in all the reported cases of both kinds, yet it must be admitted that the proof of experience, especially as regards drowned persons, is as yet but of a limited character. Since, however, the great body of those medical practitioners who have theoretically expressed their approval of Dr. HALL's method, have pronounced their opinions in a most emphatic manner, as founded 'on physiological facts and reasoning, and have stated their intentions to adopt it in future cases; and seeing, from the comparatively small number of persons drowned within reach of the aid of medical men, that a long period would necessarily elapse before any rules founded on long experience could be adopted, we feel sure that the Committee of the NATIONAL LIFE-BOAT INSTITUTION have acted rightly in pronouncing and promulgating rules on this subject for the guidance of uninstructed persons, founded on the opinions thus expressed by so large a number of the members of the distinguished medical profession of this country; backed as those opinions also are by the continental authorities who have kindly favoured the Institution with their opinions on the relative merits of the old and new methods.

Referring to the opinions of foreign authorities, it may be stated that although Dr. MARSHALL HALL is known to them by his writings, and has a European celebrity as a physiologist, they do not appear to have heard of his proposed system for restoring drowned or other asphyxiated persons. They have therefore only pronounced theoretically on the subject; affirming the correctness in principle of his method, and generally adding that if his manner of restoring respiration by postural action only, should be proved by

experience to be as effectual as the Doctor anticipated, it would be an invaluable acquisition to medical knowledge.

With reference to the opinions received from the Board of Public Health at Paris, we may observe that whilst that Board approves of the principles advocated by Dr. MARSHALL HALL, it states that the necessity of restoring respiration has been for a long time known and acted on by their medical authorities, but their mode of effecting it differed from that of Dr. M. HALL's.

Opinions of medical men and medical bodies in the United Kingdom on the comparative merits of the two methods of restoring drowned persons, viz.—That of the Royal Humane Society and that proposed by Dr. MARSHALL HALL.

Total number of replies received	300
of whom 11 sign as representing medical bodies.	
Total number of the above which are altogether in favour of Dr. M. HALL's plan	254
Number in favour of the plan of the Royal Humane Society.	10
Number who recommend the addition of some of the Royal Humane Society's rules to those of Dr. M. HALL	20
Number whose replies are undecisive.	12
Number who decline to offer an opinion	4
Number who have successfully practised Dr. M. HALL's plan on drowned persons	7
Number who have successfully practised Dr. M. HALL's plan on still-born children,—some of them in several instances	22

NEW DIRECTIONS TO RESTORE THE APPARENTLY DROWNED.

1. Treat the patient instantly, on the spot, in the open air—exposing the face and chest to the breeze, except in severe weather.

TO CLEAR THE THROAT—

2. Place the patient gently face downwards, with one wrist under the forehead, in which position all fluids will escape by the mouth, and the tongue itself will fall forwards, leaving the entrance into the wind-

pipe free. Assist this operation by wiping and cleansing the mouth.

If there be breathing—wait and watch; if there be no breathing, or if it fail, then—

TO EXCITE RESPIRATION—

3. Turn the patient well and instantly on the side, and—

4. Excite the nostrils with snuff, hartshorn, volatile salts, or the throat with a feather, &c., and dash cold water on the face, previously rubbed warm.

If there be no success, lose not a moment, but instantly

TO IMITATE RESPIRATION—

5. Replace the patient on the face, raising and supporting the chest well on a folded coat or other article of dress;

6. Turn the body very gently on the side and a little beyond, and then briskly on the face, alternately; repeating these measures deliberately, efficiently, and perseveringly about fifteen times in the minute, or every four seconds, occasionally varying the side;

[by placing the patient on the chest, its cavity is compressed by the weight of the body, and expiration takes place; when turned on the side, this pressure is removed, and inspiration occurs.]

7. On each occasion that the body is replaced on the face, make uniform but efficient pressure, with brisk movement on the back between and below the shoulder-blades or bones, on each side, removing the pressure immediately before turning the body on the side;

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

** The result is—Respiration, or Natural Breathing;—and, if not too late,—Life.

8. After respiration has been restored, promote the warmth of the body by the application of hot flannels, bottles or bladders of hot water, heated bricks, &c., to the pit of the stomach, the arm-pits, between the thighs, and to the soles of the feet.

TO INDUCE CIRCULATION AND WARMTH—

9. During the whole time do not cease to

rub the limbs upwards, with firm grasping pressure and with energy, using handkerchiefs, flannels, &c.

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

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

CAUTIONS.

1. Send quickly for medical assistance, and for dry clothing.
2. Avoid all rough usage and turning the body on the back.
3. Under no circumstances hold up the body by the feet;
4. Nor roll the body on casks;
5. Nor rub the body with salts or spirits;
6. Nor inject tobacco-smoke or infusion of tobacco.
7. Avoid the continuous warm-bath.
8. Be particularly careful to prevent persons crowding around the body.

GENERAL OBSERVATIONS.

On the restoration of life, a teaspoonful of warm water should be given; and then, if the power of swallowing have returned, small quantities of wine, or brandy and water warm, or coffee. The patient should be kept in bed, and a disposition to sleep encouraged.

The treatment recommended should be persevered in for a considerable time, as it is an erroneous opinion that persons are irrecoverable because life does not soon make its appearance, cases having been successfully treated after persevering several hours.

The leading principles of the above instructions are those of the late Dr. MARSHALL HALL for the Restoration of the Apparently Dead from Drowning.

In conclusion, we may state that the Committee of the NATIONAL LIFE-BOAT INSTITUTION will be gratified to be the vehicle for collecting any information which further experience may develop on this important subject; and they will feel indebted to all medical men or others who may have opportunities to test the new Marshall-Hall method, if they will communicate the results of the same to the Institution.

SWIMMING.

THE Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION have frequently brought under their notice lamentable instances of persons being drowned, from the capsizing or swamping of boats, who might probably have been saved had they been able to swim to the shore, or even a few paces, to some other object. We have, on several occasions, called attention in this *Journal* to the desirability of seafaring persons, in particular, being able to swim. There is no reason whatever why this useful art should not be almost as universally learnt and practised as that of walking. In warm climates, the infant or child is often almost as capable of doing the one as the other—the most trifling errand or whim launches him into the water.

In every large educational establishment the pupils should be taught to swim. In too many of them, however, the practice is, that in the event of one of the youths being drowned from his inability to swim, all the other scholars are strictly forbidden ever again to enter the water; and thus ignorance of a useful and healthy recreation is too often perpetuated from one generation to another, until it is now, in our country, all but neglected. It is computed that there are about 500,000 persons following a seafaring life in this country, and we believe that we are within the mark when we say that not one in twenty of that large number whose business is on the sea is capable of swimming. Let existing schools institute swimming-matches, and let the children of our seafaring people on the coast be encouraged by their influential neighbours to pursue the same course, and the ability to swim will soon become as general as it is now neglected.

In promotion of this object, we have much pleasure in calling attention to an excellent little pamphlet by Mr. F. E. BECKWITH,* Swimming-master, and in re-

publishing the following extracts from the same:—

ADVICE TO SELF-LEARNERS.

On Entering the Water.—Before going into the water, the beginner is strongly recommended to be careful to ascertain the depth, and on no account whatever to venture beyond his neck. It is very difficult for those unaccustomed to bathing to keep their feet when the water reaches to their shoulders; and I have seen some incur danger by jumping in feet first, and have a hard struggle to maintain their equilibrium.

I should therefore advise the beginner to enter at the shallowest part of the bath, or river, and having previously flung a handful of water on the hair, to prevent the blood rushing to the head, to walk deliberately in, step by step (never be in a hurry), till the water reaches his shoulders, then, carefully stooping, to dip the head. By this it will be found that the submersion of the whole body gives more confidence than if the head were kept dry. Many persons advise beginners to go in head first; but it is attended with great danger to those unaccustomed to bathing, let the water be ever so shallow, although there is not a greater luxury to a good swimmer than to plunge in head foremost. Having thus submerged the whole body, proceed as Dr. FRANKLIN directs:—“Turn round your face to the shore, and throw an egg or piece of chalk into the water, between you and the shore; it will sink to the bottom, and be easily seen there if the water is clear. It must lie in the water so deep as that you cannot reach it to take it up but by diving for it. To encourage yourself in order to do this, reflect that your progress will be from deep to shallow water, and that at any time you may, by bringing your legs under you, and standing on the bottom, raise your head far above the water; then plunge under it with your eyes open, throwing yourself toward the egg, or chalk, and endeavouring, by the action of your hands and feet against the water, to get forward till within reach of it. In this attempt you will find that the water buoys you up against your inclination; that it is not so easy a thing to sink as you

* *The Whole Art of Swimming, for the Use of Teachers and Learners.* By F. E. BECKWITH, Swimming-master to the Lambeth Baths, London. Price 6d.

imagine, and that you cannot, but by active force, get down to the egg. Thus you will feel the power of the water to support you, and learn to confide in that power, while your endeavours to overcome it, and to reach the egg will teach you the manner of acting on the water with your feet."

On the First Attempt to Swim.—The learner, having gained confidence by diving after the egg or chalk, can now take his first lesson in striking out with arms and legs. The water should be breast high. It will prove of great advantage should he have some competent person to assist him at this period of his study, to prevent his falling into a bad style of swimming, which will be found difficult to remedy; but should such not be at hand, he should be particular in his endeavours to carry out the following instructions as closely as possible:—

Having given yourself sufficient space for the action of your limbs, commence by drawing your hands in towards your breast, the palms being pressed together, then throw yourself forwards on your stomach, keeping your head as high as possible out of the water, and advancing your breast well forwards, then, drawing your legs from the bottom with a spring, stretch them out behind you, at the same time sending your hands out straight in front of you, still pressed together; and having extended your arms to their full length, turn the palms outwards, and taking a wide sweep, pressing slightly downwards, send them as far back in a line with your shoulders as possible before returning them in front of your breast; meanwhile, push against the water with your legs as much as you can, drawing them up, and striking them out behind you with all your force. Endeavour to accomplish this as slowly as the buoyancy of your body will permit; remember that you want to swim in the water, therefore do not exhaust yourself by striving to raise your body out of the water. Do not be discouraged by the apparent difficulty of striking out, the action is naturally awkward at first, and more difficult to acquire by some than others. I have had some pupils who have swam some yards over the first lesson, while others have received two

or three before they could strike out properly. It is natural that you should feel exhausted by holding your breath, and by the exertions you employ; but that will gradually decrease as the action becomes more familiar.

A Safe and Expeditious Way of Teaching Swimming.—Let the teacher take a piece of rope two yards in length, and attach thereto a band of wash-leather, or stout canvas, some three inches wide, and sufficiently long to go round the pupil's waist; then, having fastened it in such a manner that the rope may come out behind, let the learner enter the water, the line being held by the master. Should the bathing-place be the river or the sea, it will be necessary to have a boat or raft, the latter preferred, as a boat is liable to rock about too much for the teacher to attend to his pupil strictly; but if in a bath, which is more convenient, the teacher has simply to avoid his pupil knocking against the side. By this method a competent master has complete control over his pupil, can easily perceive any defect, and by loosening the rope without his knowledge when it is found he can support himself for a short time, and tightening it again when he sees he is tired, watch his progress, and explain any clumsiness he may commit. This method is far superior to the use of corks or life-belts, as by them the pupil receives too much and too constant support. The same thing occurs with persons who, not being experienced in tuition, go in and support the beginner too much with their arms, thereby preventing him from feeling the buoyancy of the water, and thus retarding his progress. The only time, in my opinion, when a master can be of service to his pupil by going in the water with him, is after he is able to swim some yards, and then to encourage him to further exertions by showing him a more perfect style, gradually bringing him to a steadier and longer stroke, which being acquired, diving, ornamental swimming, &c., may be commenced, the motions for which are hereafter explained. The pupil may be taught to swim on his back in the same manner, merely adjusting the position of the rope. It will be found better to give the learner

the points to be observed in striking out, previous to his entering the water, as, when in he is too much occupied in his endeavours to keep himself afloat to pay much attention to any explanation.

To Assist Persons in Danger of being Drowned.—On the question of rendering assistance to persons in danger of drowning, Mr. BECKWITH says, "The only effectual way to proceed in this case is: let the swimmer watch his opportunity and get behind the person drowning, and placing his two hands under the endangered person's arms, keep his mouth above the surface by treading water; it is impossible for him then to seize his succourer, and all his struggles will only serve to keep himself afloat. By this means a swimmer can support another man much heavier than himself till assistance arrives, or, by pushing him on before him, guide him to a place of safety." This is certainly a far more humane process than that recommended by the celebrated Dr. FRANKLIN, who says, as quoted by Mr. BECKWITH, "You should keep out of the reach of the drowning person until he becomes blind, and seize him when he is sinking."

We would ourselves, in conclusion, add a precaution which we think is of importance, namely, that any person unable to swim on any occasion of being suddenly immersed in water, should remember never to raise the hands or arms above the water's surface.

SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY.

A MEETING of the Shipwrecked Fishermen and Mariners' Society was held at their offices, Hibernian Chambers, London Bridge, on the 26th February last, His Grace the Duke of MARLBOROUGH, President, in the chair, the following members of the Committee being present:—the Right Hon. Lord HY. CHOLMONDELEY, V.P.; Admiral Sir HY. HOPE, K.C.B., V.P., Chairman of Committee; Captain the Hon. FRAS. MAUDE, R.N., Deputy Chairman; WM. STUART, Esq.; Vice-Admiral CATOR; Capt. LAMBERT PERROTT; Rev. C. B. GRIBBLE; Capt. J. C. HEASLOP, R.N.; Capt. WEST-

BROOK, R.N.; Capt. H. B. YOUNG, R.N.; JOHN GILMORE, Esq.; Capt. C. R. EGERTON, R.N.; and Capt. B. J. SULLIVAN, R.N., C.B. of the Board of Trade.

It was announced that during the past year the following Gold Medals had been given as rewards for saving life in the British Colonies and on the high seas, viz.:—To Mr. R. GRANGER, Cape of Good Hope, forwarded through Sir GEORGE GREY by the Secretary of State for the Colonies, for pulling off in a small dingy to save the crew of the schooner, *Miner*, capsized by a heavy squall in Table Bay. Also to Captain A. C. CLARKE, for saving the lives of the crew of the *Eleanor Lancaster*, wrecked in a gale of wind at Newcastle, New South Wales. Also to Mr. SHEARD of the *Rundolph*, for his exertions in saving the lives of immigrants wrecked at Mauritius. Also to Captain J. BLAMPIED, for rescuing the master and crew of the screw-steamer, *Briton*, which foundered at sea in a storm. Also to Lieutenant JAMIESON, R.N., Port Captain, Table Bay, Cape of Good Hope, for rescuing the crews (amounting to 64 persons) of the *Newport*, *Isabella*, *Christobel*, and *Ellen Rawson*, wrecked at that place.

The following persons had been presented with Silver Medals:—viz., Mr. H. WILSON, Assistant Port Captain, Table Bay—Jos. HOPSON, the Coxswain of the life-boat; and 11 men, engaged with Lieut. JAMIESON, as above—JOHN ROMERIL, Mariner, engaged with Capt. BLAMPIED, as above—Capt. SYVBET, who with a crew of 4 men manned a boat, and succeeded in saving the crew of the *Adelaide*, off Richibucto Harbour, after being lashed to the rigging without food for 40 hours—E. O. HAYES, Esq., R.N., for his exertions and admirable behaviour in rescuing five of the crew of the cutter of the *Cockatrice*, who were capsized in the surf—Capt. G. B. LEE, who gallantly in his own boat went to the assistance of the crew of the *Aphrogenia*, wrecked off Cochin—Mr. A. H. JOHNSON and 7 men, who were instrumental in rescuing the emigrant ship *Martin Luther*, having on board 498 passengers, found disabled in the Bay of Biscay. The Society has, in addition to the above, relieved in the last year 1114 widows and

aged parents, 1876 orphans, and 4133 shipwrecked mariners and fishermen, making a total of 7123 persons suffering from shipwreck or other casualties of the sea, at a cost of 9400*l.*, being in excess of the year 1856, 928 persons and 2400*l.*

It was also stated that a large proportion of the 47,000 mariners who subscribe to the Society had likewise given, in addition, threepence each in aid of the Life-Boat and Reward Fund, out of which the sum of 250*l.* had been voted by the Committee during the past year (being their sixth donation) from the same fund, in aid of the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Friday, 21st May, 1858.—The above Society held its Nineteenth Annual Meeting this day, at Willis's Rooms, His Grace the Duke of MARLBOROUGH, President of the Society, in the chair. The Meeting was numerously attended by ladies and gentlemen.

The noble Chairman called on the Secretary to read the Report, which stated that year by year the Committee had to regret a growing increase of casualties among the shipping; last year no fewer than 3300 were recorded by Lloyd's, of which 1143 had occurred on the coast of the United Kingdom. The Society, however, in the midst of this distress, had done everything that humanity required; thus 4133 shipwrecked persons had been clothed, fed, and forwarded to their homes, and 2980 widows and orphans, making a total of 7113 persons who had been promptly relieved in their extremity by the honorary agents on the coast (of which there are 500) during the past year; no less than 68,884 persons had experienced the blessings of the Charity since 1839. The amount of relief during the first year had exceeded that of 1856 by 2230*l.*, and had exceeded the income by 1284*l.*

The interesting subject of a Hospital, similar to that at Greenwich, for the aged, disabled, and worn-out mariners of the Mercantile Marine, towards which the Society had voted 5000*l.*, remained in abeyance, owing to the excitement of the Indian mutiny, and the monetary panic which followed. The Hospital Committee were ready to resume

their labours when those hindrances should be removed.

The Society was stated to have provided effectually against the benevolent public being importuned by beggars professing to have been shipwrecked, as all genuine cases were promptly relieved by its agents: they therefore confidently appealed for increased support to Christian liberality to be enabled to carry out its benevolent designs, on behalf of half-a-million of our maritime population.

On the motion of the EARL of SHREWSBURY and TALBOT, the Report was adopted; and, various resolutions having been passed unanimously, the proceedings terminated, after the usual vote of thanks to the noble Chairman.

WRECK OF THE BARQUE 'MARY STODDART' ON THE IRISH COAST.

THE following account of a disastrous shipwreck which recently occurred near Dundalk, on the east coast of Ireland, cannot fail to be interesting to all who peruse it. We think it deserving of record on three accounts—1st. As an instance of repeated and persevering efforts on the part of a large number of our countrymen, at great personal risk to themselves, and with imperfect means at command, to aid their fellow-creatures in distress. An example of gallant conduct and of true Christian philanthropy worthy of being held up for approval and imitation.—2ndly. As an illustration of the constant liability of vessels to be wrecked on every frequented part of our coasts, and the consequent duty of providing life-boats and other means of affording succour wherever such means can be made available. For it is not too much to say, that if a suitable life-boat had been stationed at Dundalk at the time, the whole of the lives of the unfortunate men who perished might have been saved.—3rdly. As an evidence of the necessity that exists for the supply to merchant-vessels of a superior class of life-boats which might be available to save those on board them in the event of their being wrecked. In this instance, not only had the *Mary Stoddart* no boat of her own which was of

any service, but the boats so gallantly manned from the shore were chiefly steamers' life-boats, yet they proved unequal to the work required of them. We will, however, proceed with the narrative, taken from a local newspaper, and borne out by other local evidence:—

“On Tuesday morning, the 6th of April, 1858, the barque *Mary Stoddart* was seen by Captain JOHNSTON, of the steamer *Enterprise*, standing from Carlingford into Dundalk Bay, having her ensign union down as a flag of distress.”

Captain JOHNSTON writes:—“I went to her assistance, but as it was blowing a gale, I could not speak her. Signalled her to make sail, as she was driving bodily towards the rocks. She then set topsail and trysail. I made an attempt to get a hawser on board, but could not. I then sent a life-buoy with line attached, which, however, missed. I then sent a line made fast to a cork fender, which she succeeded in getting, but while hauling aboard, the line broke. I then stood by her till she was safe at anchor, it being impossible for the barque to approach Dundalk, as the harbour was not deep enough. Left her at 1½ P.M. after being six hours and ten minutes by her, and after the captain hauled down his flag of distress, to show that he felt secure. There was a very high sea running at the time.”

Next day it was determined to send the steamer *Independence* to relieve the *Mary Stoddart*, and if possible tow her to Carlingford Bay. At 3½ P.M. the *Independence*, Captain BYRNE, commanding, and having Captain JOHNSTON and others on board, steamed down the river, and after crossing the bar at considerable risk, reached within some distance of the *Mary Stoddart*.

Captain JOHNSTON volunteered to go on board, and a boat was lowered with much difficulty, and four men, with Captain JOHNSTON, entered it, and pulled to the barque. A life-buoy attached to a rope was thrown, and he was hauled up the side of the vessel. He stopped on board for a short time, the small boat remaining near the barque, when the gale having increased, he deemed it prudent not to attempt to reach the steamer; he therefore wrote a short note, and tying it up

with three or four iron nails, flung it into the boat, when the men pulled to the steamer and got safely on board, having been hauled up with ropes. Captain JOHNSTON stated in the note that he had consulted with Captain HILL, and requested that the steamer might keep at sea till morning, when Captain BYRNE would be signalled what to do. The *Independence* accordingly steamed off to seaward, encountering a fearful hurricane, the sea having been one of the roughest ever encountered. For five and a-half hours she gallantly braved all the fury of the elements; but in turning to retrace her course, a tremendous sea struck her on the larboard bow, and damaged a portion of her bulwarks. On coming to where she had left the barque on the previous evening, it was discovered that she had either broken from or dragged her anchors, and had drifted, in a southerly direction, one and a-half miles, where she was aground in about twelve feet of water. Here she made a bed in the sand, and lay with her stern to the storm. At high water her deck was covered more than five feet, and the crew were obliged to take shelter in the rigging, but they came down on the poop after each tide had ebbed away.

On Thursday morning, the storm still blowing fiercely, the life-boat belonging to the *Enterprise* was brought on a cart, some distance south of Soldiers' Point, where she was manned with a hardy crew. The sea was running very high, but, nothing daunted, these brave fellows faced the storm; and after struggling with all their might to reach the barque, and incurring great danger, they were obliged to return to shore, the labour and cold having completely exhausted them.

At the same time, Mr. JOHN CONNICK, agent of the Shipwrecked Fishermen and Mariners' Society, was at Blackrock, and succeeded in manning two boats, into one of which he was the first to enter. These two boats made every effort to reach the barque, and encountered great danger, being once or twice nearly filled and swamped. After an ineffectual but brave struggle, and going within half a mile of the vessel, both boats were obliged to return.

About fifteen minutes after Mr. CONNICK'S boats had started, Captain KELLY, of the steamer *Pride of Erin*, arrived at Blackrock, and, with his accustomed courage and generous zeal, prevailed on 6 men for 11. each to accompany him, and they were soon struggling with the waves and storm. The vessel was fully three miles from the shore, and the boats steered about due east towards her. Captain KELLY'S boat had gone within a mile of her, when her crew became exhausted from cold and fatigue, and were reluctantly compelled to return.

And thus Thursday passed away, the storm still raging, without any succour arriving to the ship's crew or poor Captain JOHNSTON, on whose behalf the most intense feeling of commiseration was felt in Dundalk. The gale continued with such fury that it was feared the dawn of Friday morning would not find a trace of the ill-fated vessel, except the scattered fragments, and that all on board would perish.

On Friday morning the gale still continued with great fury. It was then determined to get the tug-boat's steam up, which was effected before eight o'clock, the time of high water; but this boat could not be got to work, owing to some disarrangement in a portion of her machinery. Captain KELLY, finding that the steam-tug was not fit for the service required, launched a boat belonging to the *Pride of Erin*, and with his crew of 6 men pulled away down the river from Dundalk, on his last voyage. Captain HINDS followed with his crew in the life-boat of the *Independence*.

At half-past ten o'clock, Mr. LEWIS, mate of the *Earl of Erne*, volunteered to go out from Blackrock to the barque, in the life-boat of the *Enterprise*, which had been there on the previous day. In the boat with him were Mr. GILMORE, first mate of the *Pride of Erin*, some of the crew of the *Independence*, and one or two persons belonging to Blackrock. The storm still raged with much fury, and the waves were very difficult to encounter, being short, and rising to a great height, the boats dropping from their bows foremost, and presenting a fearful appearance to those on shore.

In the mean time the two boats from

Dundalk had neared the wreck, and placed themselves as close as possible on her lee side, and Captain KELLY called on Captain JOHNSTON to go on the poop and jump into his boat. Captain JOHNSTON stated that he was too weak to make the effort, and Captain KELLY said to the crews of both boats that they could render no assistance to the crew. They then commenced to pull for the shore, when a tremendous wave struck Captain KELLY'S boat and capsized her. The captain and crew with a great struggle succeeded in getting upon her bottom, but were no sooner there than she was struck by another wave, and all were dashed into the sea, and the boat righted. Part of the crew succeeded in getting into her, and Captain KELLY was seen about twenty yards off, and making an effort to swim, but he presently disappeared. The capsized boat had lost its oars, and now drifted at the mercy of the waves. It was then taken in tow by the life-boat of the *Enterprise*, which started from Blackrock, and which came up at the time. One of the crew was taken out dead, a second died subsequently from exhaustion, and the body of a third was washed ashore.

About one o'clock a noble effort was made by a number of men who launched a boat from Tipping's Quay, Ballurgan, opposite Soldiers' Point. This boat was manned by a crew of eight persons. With much difficulty and at great risk they succeeded in getting alongside the wreck, but the unfortunate persons on board appear to have been too weak to get into her, and a heavy sea striking the boat, broke her adrift, and she was compelled to return unsuccessful to the shore.

Thus Friday closed, and darkness came on without any apparent prospect of saving the lives of the sufferers. The storm had lulled, but the sea was very violent. Every preparation was made for a last effort on the following morning to relieve Captain JOHNSTON and the crew, and provided they could not send out a steamer, to telegraph for the Drogheda life-boat.

But friends were at work which no one in Dundalk was aware of. At 5 P.M. a boat put off from Gyles's Quay, nearly opposite Soldiers' Point, in charge of ROBERT

SHANKEY, chief boatman of the Coast Guard, and manned by coast-guardmen and fishermen, and at 8 P.M. the joyful intelligence arrived in Dundalk that Captain JOHNSTON and six of the crew had been landed at Soldiers' Point. Their hands and legs were much swollen: one of them had a cut on his head, which he received from a fall from the rigging whilst asleep, and had there not been two or three feet of water over the vessel, he would have been killed.

After landing this first instalment of the wrecked party, and exchanging two of his own men, who were exhausted, for fresh hands, Mr. SHANKEY returned to the wreck, and taking off the captain and the remainder of the crew, landed them in safety at 6 A.M. on the 10th.

They had had no food from Tuesday until Friday, and they suffered dreadfully from thirst, the only drink within their reach being two bottles of sauce, of which they drank a couple of spoonfuls occasionally. On Friday two small tins of preserved meat were washed on deck, and were divided amongst the survivors. Captain JOHNSTON had a sort of awning erected at the stern, which gave much shelter; but when at full tide the water covered her deck, all were obliged to go aloft. Four men died in the rigging, and three were washed off the deck. On Thursday night Captain JOHNSTON was in the rigging, and two men who were beside him died. He did not notice this till the knees of one of them were pressing on his back, when he requested him not to lean so heavily on him, and no reply having been given, he turned round and saw that the two men were dead.

During the long period that had intervened between the time of the first unavailing efforts being made to rescue the unfortunate sufferers and those which were ultimately crowned with success, no less than ten boats had put off on the same mission of mercy.

To those in command of the several boats, and also to Captain JOHNSTON, whose brave conduct in the first instance entailed on him so much suffering, THE NATIONAL LIFE-BOAT INSTITUTION awarded its Silver Medal in acknowledgment of their gallant and meritorious services. A collection in aid of the

families of the unfortunate men who perished, and for the purpose of awarding the gallant crews of the several boats which had proceeded to their aid, was also made in the locality, under the direction of the Mayor and civil authorities, to which fund the Institution also contributed the sum of 50*l*. The Committee of Management of the Institution have likewise offered to establish a life-boat station at Dundalk, if the locality will contribute a sufficient sum towards the first cost, and annual maintenance of the same to justify their doing so.

We have reason to hope that such will be the case, and that, in the event of a similar disaster taking place at any future period in the same vicinity, a more perfect machinery will be in existence to meet it.

SERVICES OF LIFE-BOATS.

YOUGHAL, IRELAND.—On the 8th February, the Norwegian barque *Galatea* ran on shore on the bar at the entrance of Youghal harbour, the captain having mistaken the port for Queenstown: a gale of wind was blowing at the time from the south, and there was a very heavy and broken sea on the bar. The Youghal life-boat, which had been only recently supplied by this Institution, immediately put off to the aid of her crew, 14 in number, whom she succeeded in rescuing from their perilous position, after a hard pull of two miles against wind, tide, and sea. The vessel became a total wreck within two hours after the crew were taken off. This valuable service at once secured the confidence of the boatmen in the life-boat, and was also a striking illustration of the superiority of the class of life-boats adopted by the Institution; for it so happened that, through some difficulty in launching, she got seriously stove, and her deck air-compartments partially, if not altogether, filled with water; yet, after such an accident, which would have disabled many life-boats, she proceeded on her way, and performed the service above narrated.

Some pilot-boats had started from the harbour previous to the life-boat being

launched, but were unable to approach the wreck from the heaviness of the sea.

LOWESTOFT.—On the 25th of February the brig *Oswy*, of Shoreham, being at anchor in a perilous position in the roads off Lowestoft, her crew hoisted signals of distress, when a yawl launched and proceeded to her aid, putting 6 hands on board to assist in getting her into the harbour. The gale, however, rapidly increased, and the lives of all on board the brig being placed in danger, the Lowestoft life-boat went to their rescue, and brought the whole, namely, 6 belonging to the vessel and 6 boatmen, safely to the shore. The brig afterwards became a total wreck. The life-boat was in this instance towed out and ashore again by the Lowestoft tug-steamer.

On the 8th March, between three and four a.m., signals of distress being seen from a vessel near the Newcome Sand, the Lowestoft life-boat was launched and proceeded to her aid. On arriving at the spot, the schooner *Oswell*, of Abroath, was found to be on the sand, with the sea breaking over her and a heavy gale blowing. Her crew had, however, previously deserted her, and had taken refuge on board a brig anchored near. The life-boat then boarded the brig, and took on shore the schooner's crew; but, as the weather began to moderate, left some of her own men on board the brig to aid in getting her into port. The Pakefield life-boat also put off in reply to the same signal of distress, but her services were not needed.

MOELFRE, ANGLESEA.—On the 4th March the sloop *Hannah*, of Liverpool, being driven into Redwharf bay, and a gale coming on, hoisted signals of distress, when the Moelfre life-boat proceeded to her aid, and found the crew helpless from fatigue and long exposure. Finding it practicable to save the vessel as well as the crew, a portion of the life-boat's crew were put on board her, and succeeded in taking her safely into Beaumaris.

RHYL.—On the 7th March a small sloop ran on shore near Rhyl, on the north coast of Wales; the tubular life-boat immediately

proceeded to her, but her crew had succeeded in landing previous to her arrival. Some fishermen afterwards got on board; but, finding themselves in jeopardy, they made signals of distress, and the life-boat proceeded a second time to the vessel, taking them off only a short time before she went to pieces.

Several other life-boats belonging to the NATIONAL LIFE-BOAT INSTITUTION have, during the past winter, proceeded to the assistance of vessels in distress, and have, in some instances, rendered valuable services by placing additional hands on board them, and in other ways; but those services not being directly the means of saving life, are not noticed here.

SALVAGE FOR RESCUING THE CREWS OF WRECKED SHIPS.

REPRESENTATIONS having been made to the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION regarding the crews of its life-boats making claims on owners for rescuing the crews of their wrecked vessels in cases where property of trifling value had only been saved, the Institution has issued the following Circular to its several branches on the Coast. It will be observed that the life-boat crews are dissuaded from making any demands on owners for *saving* the crews of their vessels, from which property of less amount than 100*l.* had been saved, the Society undertaking to pay the men their usual allowance in cases where that amount had not been realized.

It will also be seen that the Circular refers exclusively to the saving of *life*, and not to *property*. In cases where the life-boat shall succeed, either alone or in conjunction with other boats, in saving a ship, or property of considerable amount, the life-boat's crew will of course receive, as heretofore, their share for such services in proportion to the amount realized:—

“With reference to the claims of life-boat men upon the owners of wrecked vessels, for *saving their crews*, in virtue of the 459th sec. of the Merchant Shipping Act

of 1854, I am instructed to acquaint you, that as the subject is of much importance to this Institution, and as it is most desirable that no unnecessary claims on ship-owners should be made by life-boat crews, this Committee request that the following rules be in future acted on by the Local Committees and life-boat crews in connection with the Institution,—

“ 1. That in no case where the value of the property saved is small in amount, say under 100*l.*, shall any claim be made on the owner of the same.

“ 2. That in every case where the amount of risk incurred by a life-boat crew is of only the ordinary character, they shall look for payment to *this Institution alone*, and make no claim whatever on the owner of a wrecked vessel.

“ 3. That in cases of an extraordinary character, where the ordinary scale of payment by this Institution might be fairly considered inadequate for their proper remuneration, a claim on the owner of the vessel, by the life-boat crew, in virtue of the 459th sec. of the Merchant Shipping Act of 1854, will be admissible; but the amount of the same, unless voluntarily ceded by the owner or his agent, must in every case be submitted, in the first instance, to the Central Committee for approval.

“ I am further directed to request the Local Committee to take this opportunity of urging upon the boatmen who man the life-boats the importance of their refraining from making any *excessive claims* on ship-owners, for the *salvage of lives*, as tending to stamp with a mercenary character a work which all should be desirous to render from a purer and higher motive, viz., the great Christian duty of aiding a fellow-creature in distress.”

(Signed) RICHARD LEWIS,
Secretary.

In connection with the foregoing Circular, the following alterations have been made by the Committee in the Life-Boat Regulations of the Institution. (The Regulations will be found printed at length in Number 27 of the *Life-Boat Journal*):—

1. Rule 5.—In lieu of the share of the life-boat to cover risk of damage being one-

fifth in case of salvage of property, it will hereafter be *two shares*. For example—If the life-boat be manned by 12 men, and the amount of salvage be 100*l.*, the life-boat's share will be 15*l.* 7*s.* 8*d.*, and not 20*l.*, as heretofore.

2. Foot-note, Rule 5.—That as the life-boat's crew are in *every case* entitled, from the NATIONAL LIFE-BOAT INSTITUTION, to a fixed payment for saving, or attempting to save life, the crew are expected to make no claim on the owners of wrecked vessels, except the services rendered be of an extraordinary character, the amount of property saved from the wreck be of considerable value, and the sanction of the Committee be previously obtained.

MEETINGS OF THE COMMITTEE.

Thursday, 5th Nov. 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.

Resolved—

That the Committee desire to express their sincere regret at the death of their much-respected colleague, FRANCIS WILSON, Esq., V.P., who for a long series of years cordially co-operated with them in carrying out the important objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, for the preservation of life from shipwreck, thus continuing the valuable services which had been rendered to the cause of humanity by his late esteemed father, THOMAS WILSON, Esq., who had assisted in founding the Institution, and who was its Chairman from its first establishment to the close of his useful career.

Read letter from Captain KENNEDY, R.N., stating that, in compliance with the request of this Institution, orders had been given to the officers of Coast-guard to aid as far as possible the Local Life-boat Committees in connection with the Society in securing the efficiency of their establishments.

Resolved, 1.—That a life-boat be placed at Rosslare, on the coast of Wexford.

2.—That a life-boat be supplied to Brighton on the usual conditions.

3.—That a life-boat be stationed at Hastings on the usual terms.

4.—That a new life-boat be stationed at Holyhead.

5.—That a new house be built for the Whitburna life-boat.

6.—That a life-boat be provided for Groomsport on the usual conditions being complied with.

Ordered—The sale of 1,500*l.* from the funded capital of the Institution, to pay for sundry life-boats and life-boat carriages.

Read letter from the French Ambassador, forwarding, agreeably to the request of this Institution, the Report of the Medical Consultative Committee at Paris, convened especially by His Excellency the Minister of Agriculture and Commerce, to consider the subject relative to methods for restoring the apparently drowned.—To be thanked.

Reported—That the Wicklow life-boat had been forwarded to Dublin free of charge by the British and Irish Steam Packet Company.—To be thanked.

Read letter from JOHN WALSH, Esq., Lloyd's agent at Dublin, stating that he had forwarded from Dublin to Wicklow the life-boat for that station.—To be thanked.

Read letter from Captain MARTIN, harbour-master at Ramsgate, giving an account of the lamentable wrecks which had occurred off Ramsgate on the 8th October. He also suggested that shipowners should be called on to provide means for effecting communication between a stranded vessel and the shore.—To be thanked.

Read letter from T. B. CHANTER, Esq., Hon. Sec. at Bideford, of the 11th October, detailing the loss, on the Braunton Sands, of an American ship. 7 of the crew had perished on the occasion, and 4 others were washed ashore on pieces of the wreck. The ship broke up immediately after she had struck.—To be acknowledged.

Read letter from Captain SAYEE, R.N., calling attention to his plan of ships' temporary raft or boat.—To be acknowledged.

Reported that JOHN GEORGE, Esq., had kindly allowed two of his horses to draw the Cahore life-boat carriage from Dublin to

its station, a distance of fifty miles.—To be thanked.

Paid 100*l.* for the Youghal life-boat house, 54*l.* for altering the Seaton Carew life-boat house, and 181*l.* for sundry charges on the maintenance of life-boat establishments.

Voted the thanks of the Committee inscribed on vellum, and 10*s.* to Mr. GEORGE WHITE, mate of the steamer *Orleans*, and 7*l.* to 14 other men, for their services in two boats, in rescuing the crew of 6 hands of the schooner *Ocean*, of Llanelly, which was wrecked off Newhaven during a gale of wind, on the 8th Oct. last.

Also 7*l.* to the crew of 7 men of the lugger *Lively*, of Margate, for rescuing, at considerable risk of life, 3 out of 9 of the crew of the brig *San Roque*, of Villa Garcia, which was wrecked on the Longsand, on the 24th Oct. last.

Also 9*l.* 10*s.* to the crew, consisting of 19 men, of the Lowestoft life-boat, who had put off with the view of rendering assistance to the schooner *Elizabeth*, of Portmadoc, which went on the Holm Sand during a gale of wind on the 27th Sept. The vessel was got off by the crew of the Pakefield life-boat, which would receive salvage for their services.

Also 20*l.* to the crew of a Pakefield yawl, for putting off and rescuing, at the hazard of their lives, the crew of the brig *Spray*, of Whitstable, which, during a gale of wind, was stranded on the Holm Sand, on the 7th Oct. last.

Also 2*l.* 10*s.* to a boat's crew of 5 men, for putting off in the night, and rescuing 4 men from a boat which had been capsized during a gale of wind off Schnell, on the coast of Cork, on the 28th Oct. last.

Also 5*l.* to 10 fishermen of Great Yarmouth for putting off in their yawl, and saving the crew of 4 men of the schooner *Argo*, of Great Yarmouth, who were seen drifting in their boat, on the 23rd Oct. last.

Also 12*l.* to the crew of 12 men of the Lyme-Regis life-boat, for putting off in her on the night of the 7th Oct., with the view of rendering assistance to the crews of five vessels which were overtaken by a heavy gale of wind.

Read letter from the Surveyor-General to

the Board of Trade, of the 2nd Nov., stating, that during the gale of the 6th, 7th, and 8th Oct., 38 vessels were lost or damaged, and 14 lives lost; and that during the gale of the 22nd and 23rd idem, 15 vessels were lost or damaged, and 25 lives lost.

Thursday, 3rd Dec., 1857. His Grace the Duke of NORTHUMBERLAND, K.G., President of the Society, in the Chair.

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

Read letter from the Secretary of the Norfolk Shipwreck Association, forwarding a series of resolutions passed at an adjourned meeting of the subscribers of the Association, held at Norwich, on the 21st Nov., when it was decided that it should be united with this Institution, and that the whole of the life-boat establishments of the Association should be transferred to the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Resolved—That the Norfolk Shipwreck Association be brought into connection as a branch of this Institution, on the condition agreed on.

Read the Report of the Inspector of Life-boats on his visits to the life-boats on the Irish coast during the months of Oct. and Nov. last.

Resolved—That a small life-boat be placed at Ardmore, on the coast of Cork.

Read also the Inspector's Report of his visit to the Hastings and Brighton proposed branches of the Institution.

Read letter from the Rev. JAMES WILLIAMS, of the 30th Nov., forwarding a copy of the Report of the Anglesey Branch.—To be acknowledged.

Read letter from LEWIS CHALMERS, Esq., Chief Magistrate at Fraserburgh, of the 10th Nov., stating the necessity of a new life-boat at that place.

Reported that the usual preparatory life-boat papers had been sent to Mr. CHALMERS.

Read letter from Captain HAMILTON, R.N., of the Boulogne Shipwreck Society, stating that, in reply to an application which had been made by that Society to the Duke of

Northumberland, His Grace had consented to become its Vice-Patron.

Read letter from His Excellency the Prussian Ambassador, of the 4th Nov., transmitting the Report of the Medical Committee at Berlin, instituted by the Prussian Government on the communication forwarded by the Committee of this Institution, on the two methods for restoring persons apparently drowned.—To be thanked.

Read letter from Captain MARTIN, harbour-master at Ramsgate, stating that assistance had been rendered to the crew of the brig *Caminha*, of Lisbon, by the Trustees' steamer and life-boat. The Broadstairs small life-boat had also gone off to the assistance of the crew, but she was stove in and lost on the occasion.

Resolved—That the silver medal of the Institution be presented to JAMES HOGGIN, Coxswain of the Ramsgate Harbour life-boat, in acknowledgment of his repeated services in her in saving life.

Read letter from the London, Brighton, and South Coast Railway, of the 27th ult., offering to convey a life-boat of the Institution from London to Newhaven.—To be thanked.

Read letter from the Shipwrecked Fishermen and Mariners' Society, of 28th Nov., forwarding 150*l.* from their life-boat fund in aid of the funds of the Institution.—To be thanked.

Messrs. FORRETT transmitted their accounts, amounting to 160*9*l.* 9*s.* 5*d.**, for various new life-boats, alterations of life-boats, and sundry charges on life-boats.

Ordered 800*l.* to be paid to Messrs. FORRETT. Also 300*l.* to Messrs. RANSOME and SIMS, for sundry life-boat carriages, built by them for the Institution.

Paid 91*l.* 12*s.* for sundry charges on life-boats, life-boat carriages, and life-boat houses. Also 88*l.* 6*s.* 9*d.* for altering the Rhyl life-boat house.

Voted rewards to the amount of 46*l.* 10*s.* to the crews of the Aldborough (Suffolk) Portmadoc and Rhyl (tubular) life-boats, for putting off, some of them in the night, with the view of rendering assistance to the crew of ships in distress.

Also a reward of 2*l.* to JOHN BLACK,

coast guardman, and JOHN McINTYRE, fisherman, for wading into the surf at considerable risk of life, to the rescue of the crew, consisting of 3 men, of the sloop *Brothers*, of Red Bay, which was wrecked on the coast of Antrim on the 7th Oct. last.

Also 10*l.* to the crew of the Teignmouth life-boat, for putting off and rescuing 2 out of 3 pilots, whose boat had been swamped on Teignmouth Bar on the night of the 27th ult. The life-boat was reported to have behaved exceedingly well on the occasion. She shipped two heavy seas and cleared herself of the same in a few seconds. Mr. MANSFIELD, ship-builder, had allowed his workmen to assist in launching the life-boat.

Decided—That Mr. MANSFIELD be thanked for his valuable services in permitting his men to aid in launching the life-boat.

Also 5*l.* to a yawl's crew of 10 men for rescuing the crew, consisting of 7 men, of the brig *Robert and Anne*, of Sunderland, which had sunk, on the Scroby Sands, on the 22nd Nov. last.

Also 20*l.* to 10 men for putting off in a coble and rescuing, at the imminent risk of their lives, the crew of 2 men and a boy belonging to the billyboy *Alpha* of Lynn, which was wrecked off Winterton, during a gale of wind, on the 27th Nov. last.

Thursday, Jan. 7th, 1858. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read letter from the Secretary to the Board of Trade, of the 21st ult., expressing the approval of the Lords of the Committee of Privy Council for Trade, of the operations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and promising their continued assistance under a new arrangement to it.

The Chairman reported that he had, agreeably with the authority vested in him by the Committee, concluded a definitive arrangement with the Norfolk Shipwreck Association; which Society had resolved to transfer its life-boats to the management of this Institution, to defray the cost of renovating the life-boat establishments on the Norfolk Coast from their capital, and to remit to the Institution their Annual Subscriptions in aid of the maintenance of the stations.—The Committee voted their thanks to the Chairman for having brought the negotiation to a successful issue.

Gave instructions to build three new first-class life-boats, to be stationed respectively at Palling, Winterton, and Mundesley, on the Norfolk Coast; to place a large life-boat at Yarmouth, and to build two new life-boat carriages for the two first-named stations.

Read letter from T. B. CHANTER, Esq., Hon. Sec. of the Bideford branch, of the 2nd Jan., transmitting the Annual Report of the Local Committee, in which they expressed their satisfaction with their three life-boats, and stated that their establishments were now quite complete and efficient.—To be acknowledged.

Read and approved the report of the Life-Boat

Compass Sub-Committee, and ordered nineteen stations to be supplied with liquid compasses as manufactured by Mr. DENT, of London.

Ordered—The transmission of sets of life-boat carriage drawings to the Australian and Canadian Colonial Governors.

Read letter from the Rev. JAMES WILLIAMS, Hon. Sec. of the Anglesey branch, of the 7th Dec., stating that the Lords Commissioners of the Admiralty had acceded to the request of the Local Committee to build a house for the new life-boat which this Institution had decided to station at Holyhead.—To be acknowledged.

Read letter from Mr. W. D. STONE, Hon. Sec. of the Newhaven branch, reporting that the life-boat had, since her return from London, where she had been undergoing some alterations under the superintendence of this Institution, been tried, and that her behaviour on the occasion was much approved of by her crew.

Read letter from Mr. BRYANT, of Padstow, of the 16th Dec., stating that the new life-boat and carriage had, on a recent trial, answered admirably.

The Shipwrecked Fishermen and Mariners' Society forwarded an additional donation of 100*l.* to the Institution, which amount had been chiefly collected in three-pences from the seamen-members of the Society.

Paid 52*l.* 17*s.* for alterations made in the Rhyll life-boat house; and 175*l.* 17*s.* 10*d.* for sundry charges, on various life-boats, life-boat carriages, and life-boat houses.

Voted a reward of 7*l.* to a boat's crew of 7 men, in consideration of their laudable services in putting off and rescuing the crew of 7 men of the brig *Zillah*, of Whitby, which was wrecked during a gale of wind off Winterton, Norfolk, on the 23rd Oct. last.

Also 2*l.* to 2 men who had put off in their yawl, and had rescued, at considerable risk of life, 3 persons, from a boat which had swamped on Irvine Bar during a gale of wind on the 10th Dec. last.

Also the Silver Medal of the Institution and 2*l.* to Mr. D. O'SULLIVAN, chief boatman of the coast guard, and 21*l.* to two boats' crews of 10 men, in testimony of their laudable conduct in putting off and rescuing, at the imminent risk of their lives, the crew of 11 men of the barque *Sona Fratella*, of Russia, which was wrecked during a S.W. gale off White Ball Head, Coast of Antrim, on the 2nd Dec. last.

Thursday, 4th Feb., 1858. THOMAS BARING, Esq., M.P., V.P., in the Chair.

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

The Committee expressed their sincere condolence for the family of the late EDWARD HURRY, Esq., V.P., who, as a member of the Committee for a period of thirty-four years, had zealously and efficiently co-operated in promoting and carrying out the important objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Mr. HURRY's memory will long be cherished by a wide circle of friends.

Elected Captain A. P. RYDER, R.N., Com-

mander C. R. EGERTON, R.N., and W. H. HARTON, Esq., Members of the Committee of Management of the Institution.

Read letter from WILLIAM MCKERRELL, Esq., of Bath, offering to the Institution 180*l.* to place a first-class life-boat on the North East Coast of Scotland, where the fisheries are carried on, and where great loss of life had occurred last winter amongst the fishermen of that district. He suggested that the boat should be called the *Havelock*. "As a means of rescue from danger, the name appeared to him suitable, and it was well that the name of that Christian soldier should be cherished in that locality." Mr. MCKERRELL had presented to the Institution a similar amount last year in aid of stationing a life-boat on the English Coast.

Resolved—That Mr. MCKERRELL'S munificent offer and request be accepted and complied with, and that Fraserburgh be named to him as a station suitable for the life-boat.

Read letter from Captain CANNON, R.N., Hon. Sec. of the Walmer branch, of the 16th Jan., calling attention to the excellent behaviour of the Walmer life-boat on a recent occasion.—To be acknowledged.

Read letter from WILLIAM HUGHES, Esq., Hon. Sec. of the Rhyl branch, forwarding the return of the services which the Rhyl tubular life-boat had rendered to the ship *Rosina Claypole*, of Liverpool, on the 1st inst.

Read and approved the Inspector's report of his visit to the Holyhead and Rhyl life-boat stations.

Mr. MAAS, of Holland, called attention to his plan of life-boat.—To be acknowledged.

Read letters from R. B. FORBES, Esq., and the Rev. S. K. LOTHROP, Boston, U.S., of the 13th Jan., expressing the thanks of the Massachusetts Shipwreck and Humane Society, for the life-boat and carriage drawings that had been presented to them by this Institution.

Reported—That the Llanelly and Holyhead life-boats had been conveyed free of charge to their respective stations, by the Great Western, North Western, and Chester and Holyhead Railways.—To be thanked.

Reported also the transmission of the Groomsport life-boat to her station on the 14th Jan. Her crew had since tried her, and had expressed their great satisfaction with the boat.

Reported—That C. H. COOKE, Esq., Hon. Architect to the Institution, had prepared a drawing of the Yarmouth new life-boat house.—To be thanked.

Read letter from F. J. BLAKE, Esq., Sec. to the Norfolk branch, stating that that branch had decided, through this Institution, to transfer the mortar and rocket apparatus on the Norfolk Coast to the Board of Trade.

Laid on the table some lithographic plans of the mortar and rocket apparatus, prepared by Inspecting Commander HEARD, R.N., of the Sunderland Coastguard Division. He had most creditably exerted himself in perfecting the means for saving life on that dangerous line of coast.—To be thanked for the zeal and ability with which he had co-operated with the Institution.

Ordered—587*l.* 7*s.* 5*d.* to be paid to Messrs. FORRESTER for several new life-boats, alterations of life-boats, and sundry charges thereon.

Paid 296*l.* 9*s.* for sundry charges on the maintenance of life-boat establishments.

Voted 25*l.* to pay the expenses of the Caister life-boat, which had put off on the 4th Jan. to a vessel which had a signal of distress flying. Her crew, however, had, unknown to the life-boat, been previously taken off by a yawl, to which the Institution also voted 8*l.* for the service.

Also 4*l.* to the crew of the Aberdovey life-boat, which had put off on the 7th Jan. with the view of rendering assistance to a vessel in distress on Sarn-y-Broch.

Also 5*l.* to a fishing lugger's crew, for their valuable services to the crew of a Norwegian barque, which was seen to be in distress on Hasbro' Sands, on the 23rd Oct. last. The crew had taken to the ship's boat, and were picked up with some difficulty by the fishermen.

Also 3*l.* 10*s.* to another fishing-lugger's crew of Yarmouth, for their services to the crew and passengers of the steamer *Rapid*, of Leith, which had been in collision with another vessel off Yarmouth, on the 14th Dec. last.

Voted 5*l.* to BARBARA HOME, in acknowledgment of her gallant and prompt conduct in assisting to save by wading into the surf, at the imminent risk of her life, the crew of a fishing-boat which, during a heavy gale of wind, was seen in distress off Portknockie, Banff, on the 25th Nov. last.

Also 7*l.* 10*s.* to a boat's crew, for promptly putting off and rescuing at some danger 2 persons whose boat had been amongst the breakers on the Herd Sands, on the 3rd Jan. last.

Also 13*l.* to the Barmouth life-boat, for putting off with the view of rendering assistance to vessels in distress, on the 7th Jan.

Also 20*l.* in aid of a local subscription raising for the families of two fishermen who had perished in a noble attempt to rescue the crew of the French ship *La Capricieuse* which was wrecked off Tremore Bar during a gale of wind, on the 25th Jan.

Thursday, 4th March, 1858. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Laid on the table the accounts of the Institution for the past year as audited by Mr. G. C. BEBBIE, public accountant.

Read letters from Lieutenant SIMMONS, R.N., Hon. Sec. of the Southwold branch, of the 28th ult. and the 3rd instant, stating, that while the Southwold life-boat was returning, under sail from exercise, she struck on the Middle Shoal. She fell on the port side, and when the masts went, which they did in about five minutes, she turned keel up, and drifted on the shore in that state. A portion of the crew were saved by a yawl, the remainder swimming ashore; but three gentlemen, who were amateurs, were drowned. Spare life-belts had been offered to them, but declined. One of them was the son of Captain ELLIS, R.N., a Member of

this Committee. The crew, having on their life-boats, were all saved.

Read also from Lieutenant SIMMONS, R.N., replies to a series of questions that had been put to him touching the cause of the accident.

Passed a vote of condolence to the family of Captain ELLIS.

Deputed Rear-admiral M'HARDY and the Inspector to proceed to Southwold to hold a Survey on the life-boat, and to inquire into all the circumstances of the accident.

Resolved, 1.—That a new life-boat be placed at Dover, in lieu of the present boat at that place, which was found unsuitable for the station.

2.—That the co-operation of the Commodore Comptroller-General of the Coast-guard be solicited to ascertain, through the Officers of Districts and Divisions of that Service, the necessity of additional life-boats on the coast, and that the assistance of some of Lloyd's agents be requested for the same object.

Reported the conveyance free of charge of the Ardmore life-boat to Cork on board one of the *Capt Steam Ship Company's* steamers, and that Captain STEWART, R.N., Hon. Sec. of the branch, had proceeded to Cork to superintend the conveyance of the life-boat to the station.—To be thanked.

Read letter from the Hon. Sec. at Yarmouth of the 13th Feb., stating that the Corporation had granted an eligible site of ground for the new life-boat house.—To be thanked.

Approved of the erection of a new life-boat house at Winterton, at an estimated cost of 115*l.*

Voted 10*l.* in aid of the cost of a house for the Sunderland seamen's life-boat, which had been liberally presented to them by Miss BURDETT COURTS.

Also 10*l.* in aid of the Margate seamen's life-boat.

Read letter from Captain MARTIN, Harbour Master, Ramsgate, detailing the valuable services of the Commissioners' life-boat in putting off to vessels in distress on the Goodwin Sands.—To be thanked.

Ordered the transmission of life-boat and carriage drawings to the Dutch Shipwreck Societies.

Paid 135*l.* 2*s.* 9*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses.

Voted 9*l.* 10*s.* for expenses incurred by the Youghal life-boat, in putting off and rescuing the crew of 13 men of the barque *Galatea*, which, during a heavy gale of wind, was wrecked on Youghal Bar, on the 8th Feb. last.

Reported that the Tenby life-boat had put off on the 8th Feb. to the assistance of a vessel which had a signal of distress flying. After some difficulty the wreck was reached, after which the life-boat piloted her through the Channel. The owners gave the life-boat's crew 10*l.*

Voted also 4*l.* to 4 men in testimony of their valuable services in putting off in a boat and rescuing, at the risk of their lives, 3 men from a hooker which had been in collision with a steamer, on the 8th Jan. last.

Also 1*l.* 10*s.* to 3 men who had waded into the surf and rescued the crew of 8 men of the French

schooner *Topaze*, which was wrecked during blowing weather on the Pentwyn Sands, Carmarthen Bay, on the 9th Feb. last.

Also 2*l.* to GRACE and ELLEN PETRIE, and 10*s.* to Wm. G. PETRIE, in testimony of their prompt and valuable services in rescuing a man and a boy who had been capsized from their boat between Yell and Umet, on the coast of Shetland, on the 10th Jan. last. Also 10*s.* to the lad for his persevering exertions in keeping his father afloat. The two women had for a previous service received the Silver Medal of the Institution.

Thursday, 18th March, 1858. The Annual General Meeting of the Friends and Supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the London Tavern, Bishopsgate Street, His Grace the Duke of NORTHUMBERLAND, K.G., President of the Society, in the Chair.

His Grace, the Chairman, having opened the Meeting with some remarks, the Secretary read the Annual Report of the Committee and the Financial Statement of the Society. The following resolutions were afterwards moved and unanimously carried:—

1.—Moved by Vice-Admiral BOWLES, C.B.;
Seconded by WILLIAM COTTON, Esq., F.R.S., late Governor of the Bank of England,—

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

2.—Moved by Rear-Admiral the EARL of SHREWSBURY and TALBOT, C.B.;

Seconded by Captain J. SHEPHERD, H. C. S.,
Deputy-Master of the Trinity House,—

2.—That this Meeting, recognising the truly national and benevolent objects of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, has heard with much satisfaction of the success which has attended the services of its Life-boats during the past year, in having saved so many of our fellow-creatures from perishing by shipwreck. And considering that the Society has now *Seventy Life-boats* under its management, which must necessarily require a large and permanent outlay to maintain them in a state of efficiency, this Meeting undertakes to make the objects of the Institution more extensively known, so that it may receive that amount of public support which will be commensurate with its important operations.

3.—Moved by THOMAS CHAPMAN, Esq., F.R.S.,
V.P., Deputy-Chairman of the Institution;
Seconded by MONTAGUE GORE, Esq.—

3.—That the thanks of this Meeting be given to the Lords of the Committee of Privy Council for Trade, and to the Marine Department of the Board of Trade, for the important and cordial aid afforded by them to the NATIONAL LIFE-BOAT INSTITUTION. Also to the Commodore Comptroller-General, the Deputy-Comptroller-General, and the Officers and men of Her Majesty's Coastguard service, for their continued valuable assistance to the Society.

4.—Moved by Captain the Honourable F. MAUDE,
R.N.;

Seconded by T. NEWMAN HUNT, Esq., V.P.,
Bank of England Director,—

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

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

5.—Moved by THOMAS BARING, Esq., M.P., Chairman;

Seconded by GEORGE LEALL, Esq., M.P.,—

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

Thursday, 1st April. Capt. 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 Rear-Admiral FITZROY a member of the Committee of Management of the Institution.

Read the report of Admiral McHARDY and the Inspector, on the Southwold life-boat, and directed that their recommendations be carried out.—The Committee voted their thanks to Rear-Admiral McHARDY.

Voted a double payment to the crew of the Southwold life-boat, in acknowledgment of the exposure and risk they had incurred.

Read letter from E. W. MATHEW, Esq., stating the valuable services rendered on the 9th and 10th March by the Portmadoc life-boat to the steamer *Phynhymon*. The life-boat had remained by the steamer a day and a night, and had received some injury in aiding to get the steamer off.—To be acknowledged.

Reported—The services of the Arklow life-boat, in conjunction with two other boats, to the barque *Egida*, which was stranded on Glasgorman Bank on the 29th March. The vessel had been got off and taken to Kingstown.

Read letter from the Rev. JAMES WILLIAMS, of the 30th ult., reporting the services of the Moelfre life-boat to the flat *Hannah* and her crew of 6 men. The vessel had been got off her dangerous position and brought safely into port, through the valuable assistance of the life-boat.

Ordered 946*l.* 6*s.* 4*d.* to be paid to Messrs. FORRESTER for new life-boats, and 300*l.* to Messrs. RANSOMES and SIMS for life-boat carriages.

Paid 434*l.* 6*s.* 6*d.* for sundry charges on life-boats and life-boat stores.

Reported—That the Hauxley life-boat, manned by MIDDLETON DAND, Esq., Captain HIPPLEWHITE, and 9 fishermen, had put off on the night of the 1st April, with the view of rendering assistance

to the brig *Nairns*, of Shields, which was stranded during a heavy gale of wind off Warkworth. The Committee voted their thanks to Mr. DAND and Captain HIPPLEWHITE, and 12*l.* to pay the expenses of the life-boat.

Also 10*l.* 12*s.* 6*d.* to pay the expenses of the Rhyl tubular life-boat, which had put off and rescued 3 men from the ship *James Holmes*, which was wrecked during a gale of wind off Rhyl, on the 7th March.

Also 9*l.*, being the expenses of the Mundesley life-boat, which had put off to the assistance of the schooner *Jane*, of Ipswich, which was wrecked off that place on the 8th March last. The life-boat was hardly afloat before the ship went to pieces, and her crew of 5 men instantly perished. The vessel was reported to have been quite rotten, or she might otherwise easily have weathered out the storm.

Also 6*l.* to pay the expenses of the Lytham life-boat, which had put off to a vessel, which had a signal of distress flying, off the Ribble Light House, on the 13th March last. The ship, however, succeeded in getting off the sand, and drifting on the main at high water before the life-boat could reach her.

Also 20*l.* 10*s.* to the crew of the Lowestoft life-boat, for putting off on the 27th Feb. and rescuing the crew of 6 men of the brig *Oswy*, of Shoreham, and boatmen who were on board the vessel when she foundered on the Beachflat on that day.

Also 29*l.* to pay the expenses of the Lowestoft and Pakefield life-boats, for putting off to the assistance of the sloop *Orwell*, of Arbroath. Her crew of 5 men were saved by the former life-boat.

Also 3*l.* to a boat's crew for putting off and rescuing the crew of 7 men of the brig *Rose Macroom*, of Waterford, which was wrecked, during a gale of wind, off Great Saltee Island, Coast of Wexford, on the 11th Feb.

Also 6*l.* 19*s.* to pay the expenses of the Walmer life-boat, for putting off to a ship which was on the Goodwin Sands, on the 6th March; but, on approaching the vessel, no one was found on board.

Also 10*l.* to the crew of a Winterton yawl, for putting off with the view of rendering assistance to a vessel which had been in collision with another ship off Winterton, Norfolk, on the 6th March. Before the yawl, however, could reach the ship, she had sunk, her crew having been taken on board the vessel with which she had been in collision.

Voted also the thanks of the Institution, inscribed on vellum, to Mr. JOHN BROOK, who, with several others, had waded into the surf and rescued the crew of the Portuguese barque *Tomeraria*, which was wrecked during a gale of wind off Brixton, Isle of Wight, on the 8th Oct. last.

Also 3*l.* to 3 men for putting off in a boat and rescuing, at the peril of their lives, 3 men whose boat had been capsized off Lerwick on the 8th ult.

Also 5*l.* to two boats' crews for putting off and rescuing 22 persons from the barque *Eclipse*, of Yarmouth, which was wrecked in Sandwich Bay, Shetland, on the 20th Jan. last.

TWICE WRECKED IN ONE DAY.

A MAN named WILLIAMS had two extraordinary escapes from shipwreck off Tuskar, on the 30th of April last. It appears that the new clipper schooner, *George*, Captain CRASS, which lately brought over the first cargo produce from Laird's Town, on the River Niger, sailed again for that port on the 27th April, with supplies and a cargo of fuel for the exploring steamers. All went on well until she arrived about 27 miles east of Tuskar. The wind was blowing fresh from the north-east, and the ship was under easy sail, when about eight o'clock in the morning of the 30th she suddenly capsized. The captain and all hands were on deck at the time. To save themselves from going down with the vessel, they jumped overboard to windward. WILLIAMS states that he swam about until he saw a small piece of timber belonging to the galley, which rose up to the surface. He caught hold and clung to that, as also did two others of the crew, but they became exhausted and fell off one after the other. WILLIAMS remained upon the plank until half-past three o'clock, having been in the water seven hours, and he was then beginning to despair and to feel exhausted, when his head was seen on the crest of a wave by a passenger on board the steamer *Brigand*, bound from Swansea to Belfast, and then about 100 yards off. She bore down, and he was taken on board, kindly treated, fed, and put to bed. About eleven o'clock the same night, however, the steamer came in collision with the barque *William Campbell*, bound from Glasgow to Trinidad, which latter immediately sank. WILLIAMS, feeling the shock of the collision, jumped up and rushed to the boat, which he and others succeeded in launching. He and part of the crew escaped in the boat, and the steamer soon after sank: the remainder of the hands, 21 in number, were drowned. The men in the boat were picked up by the *Espoir*, from Ostend to Liverpool. She landed the sufferers at Milford. WILLIAMS is said to be a fine young seaman and of great physical power, or he could not have undergone the hardships he suffered within those, to him, memorable twenty-four hours.

To have been wrecked and saved twice in a life-time would be thought by most men matter for reflection and thankfulness: what, then, might be supposed to be the feelings of a person wrecked and saved twice in one day? We will not pretend to depict them, but we will proceed, as is our wont, to draw some reflections from the incident which may be of service to others.

In the first case, this fortunate unfortunate man—if we may use so seemingly paradoxical an expression—is suddenly thrown into the sea by the upsetting of his vessel. Three of her crew, including himself, are enabled to support themselves by clinging to a floating plank. Two of them, his less fortunate companions, are after a while washed off by the sea, but being “possessed of great physical power,” he is enabled to retain his hold for no less than seven hours, when Providence directs to the spot the eye of a passenger on board a passing steamer, and in his last extremity he is rescued and taken on board.

In the second case, the vessel which had thus been to him an “ark of refuge,” herself comes into collision with another vessel, when the shock is so great that both the ill-fated craft go to the bottom. WILLIAMS on this second occasion appears to have instinctively rushed to one of the steamer's boats immediately after the shock took place, by means of which he and some of the crew succeeded in saving their lives. The remainder of those on board, no less than 21 in number, perished.

Truly it does not often fall to the lot of man, except it be on the battle-field, to have two such “hair-breadth 'scapes” within so short a period. The novelty of the coincidence is not, however, our motive for noticing it. We have one universal moral which we apply to all such disasters. What can be done to prevent or diminish the loss of life which so frequently accompanies them? This is the only useful practical lesson to be learned from them. Our eye must be steadily directed to the future. The catastrophe which has sent perhaps hundreds of our fellow-creatures instantaneously into the presence of their Maker, must always be matter of regret to the living; but vain is all regret

when death in any shape has once secured his prey. We may indeed individually learn a useful moral lesson from such visitations, which are so well calculated to bring home to ourselves the conviction of the uncertainty of all human existences, and to stir us up to our duty whilst the time is yet our own—seeing that the night cometh, and may to us come suddenly, when we may no longer work. But as a community we have a yet higher lesson to acquire, being one in which self has no direct interest; and which, we repeat, is the only useful practical one to be learned. What may be done to prevent such a lamentable waste of human life, such wreck of hopes and joys and sympathies, and of all that makes life a blessing?

We have, in the story above narrated, two descriptions of accident to which vessels are liable. The former is one of rare occurrence, few English merchant-vessels being lost by upsetting; and we are not told that it arose, in this instance, from any faultiness in the construction of the vessel herself, or from injudicious stowage of her cargo, or from what cause it happened. The latter accident is one of a description that is on the increase, collisions being of almost daily occurrence. It is, however, one which we fear can never be altogether prevented, although, as the speed of vessels becomes greater, and commerce by sea increases, certain "rules of the road"—improvements in signals and other precautions—will, it is to be hoped, make them of less frequent occurrence. We are not therefore about to present a homily to the shipowners on the causes of the many accidents to their vessels which occasion loss of life.

There is, however, one universal remedy which, after accident has happened, would in a vast number of cases be the means of saving life, which remedy is within the reach of every shipowner, and which, as it would involve but a trifling expense, we think they are bound—as Christian men, as just masters, and as good citizens—to avail themselves of: we allude to the provision, by the owner, on board every merchant-ship, of an efficient cork life-belt for each of her crew. On the occasion of a recent accident to a life-boat, the whole of her crew

being provided with life-belts, were kept up by them in a broken sea, and they were all saved, whilst three gentlemen amateurs who were in her at the time, but without belts, were all drowned. We could quote many other instances to the like effect, but we will confine ourselves to the case under consideration, which both illustrates, in the persons of those unfortunate men (ship-owners' servants) who were drowned, the value of such floating contrivances, as might have supported them until they should have been picked up, and also the great difference between a floating power securely fastened round the body and one which must be clung to. We are told that the subject of our story is possessed of "great physical power." Had he not been so he would doubtless have met with the fate of his less fortunate companions who shared with him the same plank.

The great difference in the two cases is this; in the one the person immersed has to undergo the bodily exertion of clinging, which, if there be any motion in the sea at the time, is a labour of a most fatiguing character, even if he be strong and retain his presence of mind; but which, if the body be naturally weak or enervated for the time by the fear and anxiety of mind which would possess the majority of persons in such circumstances, soon becomes overpowering, and worn-out nature succumbs. In the other case, he has his source of safety securely fastened around him, so that even if disabled he cannot be separated from it; and he is thereby not only saved all bodily exertion, but is relieved of that mental inquietude and anxiety which too often in such circumstances unnerve the stoutest heart.

In the 22nd and 26th Numbers of this Journal will be found drawings and a description of the life-belt which is supplied by the NATIONAL LIFE-BOAT INSTITUTION to all its life-boats' crews, which belt, from its strength and durability, in addition to its great efficiency, is especially adapted for the use of merchant-vessels.*

* The belt is manufactured by Mr. J. BIRK, jun., 5 Wellclose Square, London.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

GROOMSPORT, IRELAND.—A new life-boat has been stationed at Groomsport, County Down, by the NATIONAL LIFE-BOAT INSTITUTION, and a branch of the Society established there. Lying at the entrance to the bay of Belfast, this station will afford a protection to the shipping frequenting that prosperous trading mart, which was much required. This boat is a 28 ft. boat, rowing six oars single-banked. She has been tried by her crew in a heavy sea, and is very highly spoken of by them. She will be supplied with a transporting-carriage, and a handsome, substantial, and serviceable boat-house is being built for her on a site of ground granted by J. W. MAXWELL, Esq., the proprietor of Groomsport. The cost of the house has been raised locally, by the inhabitants of Groomsport and its neighbourhood, and by residents at Belfast. Annual contributions towards the permanent expenses of the establishment have likewise liberally come forward.

Major PERCEVAL MAXWELL, of Groomsport House, the Treasurer of the local Committee, and Mr. BOAG, of Belfast, have taken great interest in the formation of this branch of the Institution.

PALLING, NORFOLK.—A new 30 ft. life-boat, rowing ten oars double-banked, with a suitable carriage, has been placed at Palling, to replace another boat which had proved herself inefficient. This station being one of those recently transferred to the Institution, by the union with it of the late Norfolk Shipwreck Association, the cost of the new boat and carriage will be defrayed from the capital of that body, which it had been decided should be expended in renovating the life-boat establishments on the Norfolk coast.

DOVER.—A new 28 ft. single-banked boat rowing six oars, has been placed at Dover in lieu of the boat previously there, which had been found unsuitable to the locality.

HASTINGS.—A branch of the Institution has been formed at Hastings and St. Leonards, and a 30 ft. boat, rowing ten oars double-banked, has been stationed at Has-

tings, provided with a good transporting-carriage. A substantial boat-house has been built at the expense of the local subscribers to the undertaking, and a liberal annual subscription is promised for its permanent support.

Wrecks are not very frequent at Hastings, but the wreck of a vessel and the loss of her whole crew, close off the town last winter, induced the laudable desire on the part of the residents of these rich and flourishing watering-places, to be provided with all means to prevent any such lamentable occurrence in future.

The arrival of this boat on her station on Easter Monday last was inaugurated by a grand procession of the public authorities, headed by the members of the borough, in which the greater part of the population took part, the boat being drawn on her carriage, with her crew on board, through the leading thoroughfares of the two towns, and then launched before the assembled multitude.

BRIGHTON.—A Branch of the Institution has also been formed at Brighton, where a wreck, which was near being attended with loss of life likewise, took place last winter. A double-banked 30-ft. boat, rowing ten oars, and similar in all respects to that at Hastings, and complete with a transporting-carriage, has been placed here, the work being liberally contributed to by the inhabitants of the town. This boat was also publicly tried on her arrival at her station, where she afforded general satisfaction to those who will be called on to use her.

FIRE AT MESSRS. FORRETT'S BOAT-BUILDERS, LIMEHOUSE.—An extensive fire took place on the night of the 19th June, on the premises of Messrs. Forrester, Limehouse, when, we regret to state, six life-boats belonging to the ROYAL NATIONAL LIFE-BOAT INSTITUTION were unfortunately consumed. The life-boats were completed, or nearly so, and arrangements were about to be made to send them to their stations, at Cromer, Bacton, and Mundesley, in Norfolk; Fraserburgh, in Scotland; and Rosslare and Kilmore, on the Irish Coast. By this sad calamity the completion of these important life-boat stations will now be materially retarded. Some life-boat fittings, cork life-belts, liquid life-boat compasses, cordage, and other valuable stores, were likewise entirely lost to this philanthropic Institution, which has of late years been making such great efforts to supply the coast with efficient life-boats.

ROYAL NATIONAL LIFE-BOAT INSTITUTION,

For the Preservation of Life from Shipwreck.

FOUNDED IN 1824.

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HER MOST GRACIOUS MAJESTY THE QUEEN.

PRESIDENT.

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

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The Committee of the Royal National Life-Boat Institution would earnestly call the attention of the Public to the great and extraordinary exertions which the Society has recently made to provide efficient Life-boats on various parts of the coasts of the United Kingdom. To supply these Life-boats, together with Transporting-carriages and Boat-houses for some of them, has involved an expenditure of upwards of 4000l.

The establishment of Life-boats at other places has since been undertaken by the Committee. During the past year, three hundred and ninety-nine persons were rescued by Life-boats from Shipwrecks on our coasts, a large proportion of whom were saved by the Life-boats of this Institution.

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 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.
Austen, Admiral Sir Francis, K.C.B.	2	0	0	Merchant Taylors, Worshipful Company of, (Don.)	21	0	0
Bally, L. R., Esq., Liverpool	5	0	0	M'Hardy, Rear-Admiral	1	0	0
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Broadwood, Rev. John	5	0	0	Mitchell, F., Newport	1	0	0
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