THE LIFE-BOAT,

OR

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TAKING SHIPWRECKED PERSONS FROM A WRECK, AND THEIR STOWAGE IN A LIFE-BOAT.

As the running before a heavy broken sea is the most dangerous operation which a life-boat has to perform, and its safe execution may often depend, not only on the skilful management of the oars or sails and steerage, but also on the proper distribution of the weights within her, we think the stowage of the wrecked persons taken on board is a matter of the greatest importance, and that we may, perhaps, profitably offer a few recommendations on the subject for the observance of the coxswains and crews of the life-boats in connexion with the National Life-boat Institution.

It would appear scarcely necessary that we should in the first place point out the advantage, indeed the necessity, of a proper discipline on the part of the life-boat's crew, and that they should yield implicit obedience to the coxswain or master of the boat from the moment of their shoving off from the shore until their return to it again. Yet as the fishermen and other boatmen on our coasts are unaccustomed to any exercise of such authority when pursuing their ordinary avocations, and as we have ourselves been in a life-boat when each man in her was shouting his opinion as to what ought to be done, we will therefore recommend, in the first instance, that the crew shall accustom themselves at all times to a ready obedience to the coxswain's orders; and that especially in any moment of difficulty or danger they shall keep silence in the boat, giving their opinion if asked for by the coxswain in a quiet manner, and one at a time, as noise and confusion invariably add to the danger whatever it may be. More especially should this rule be observed when alongside a wreck; for, apart from the foregoing reason, we may be sure that the wrecked persons themselves will place greater confidence in the means that have been provided for their relief when they observe that order and quietness are preserved amongst their deliverers, and they will themselves be less likely under such circumstances to add to the tumult and confusion by giving way to their fears, and rushing headlong into the boat without thought and without assistance, by which lamentable conduct an innumerable number of persons have perished at different periods who might otherwise have been saved.

On going alongside a wreck, after having determined on the best mode of doing so, the coxswain should in the first place enjoin quietness and order on his own crew, and, as far as possible, should appoint to each his respective duty; for instance, the bowman, assisted if necessary by the men rowing the two foremost oars, should be appointed to let go the anchor and veer to the required length of cable, or to be ready to catch a rope thrown from the wrecked vessel; or to throw heaving-lines, with the small grappling-irons attached, into the rigging, or over the bulwarks of the wreck. The 2nd coxswain, assisted if necessary by the men rowing the two after oars, might be stationed to throw or catch a sternfast, and to attend to it. The men rowing the midship oars might be selected to assist the wrecked persons, one or two at a time, over the side, and to direct each where to sit down in the boat. And again, if the wrecked vessel

should be under water, or the sea breaking over her, and her crew and passengers be lashed in the rigging, and unable from cold and exhaustion to help themselves, which not unfrequently happens, one of the most active of the life-boat's crew should be chosen to carry up the rigging the tail-block and small Manilla line, with which the life-boats of the Institution are provided for the purpose, and after making the block fast above the heads of the wrecked persons, to fasten them one by one to the line, by which the boat's crew would lower them into the boat.

All being then ready for going alongside, the coxswain should direct the master of the wrecked vessel to use his influence to prevent those on board her from crowding into the life-boat, and beg him to remain on board until the last himself, that his doing so might give confidence to the others, and that he might use his authority to the end in preventing disorder and confusion.

On the wrecked persons being taken into the boat they should invariably be seated on the thwarts, an equal number on each side, and on no account be allowed to crowd into the stem and bow-sheets of the boat. They should be placed on the midship thwarts first, be seated close to the gunwale on either side, and be strictly enjoined not to stir from their seats, or to stand up, or to speak, after having been so placed.

The double-banked boats of the Institution will all readily take 4 persons on each thwart besides the 2 rowers, and one person can also sit on either side upon the side air boxes, next the boat's side, in each space between the thwarts. Thus, in a 10-oared boat 28 persons, besides the rowers, might thus be stowed away without any one being taken into the bow and stern sheets. By being thus placed, the boat would be more lively in the sea, and be altogether in better trim than if the chief number were stowed in the ends of the boat, whilst the two coxswains would have more room to steer the boat, and attend to her general management.

The desirableness of the boat's crew as well as passengers remaining always *seated* in the boat, except when it is absolutely necessary to stand up, cannot be too strongly enforced on them, since the lower all weights can be kept in a boat, the less will be the risk of her upsetting, whilst the persons themselves will be less likely to get washed overboard, or thrown over to the lee side of the boat.

The above observations have more especial reference to a life-boat returning from a wreck under oars; if she be under sail, the same general principles will apply; but the discretion of the coxswain must be used as to how many more persons he would place on the weather side of the boat than on the lee, and as to such other changes as the position of the masts and sails and the ordinary trim of the boat under canvas might require, whether down by the stern or otherwise. Except, however, the distance of the wreck be very great from the land, we would recommend the life-boat invariably to return to the shore under oars, with the mast unshipped and stowed on the thwarts; and even under those circumstances, as a general rule, that the sails be taken in and the mast got down prior to entering the broken water on the beach, if the latter be very heavy. This latter point has, however, been fully treated on in former papers in this Journal on the "Management of Boats in a Surf and Broken Water."

LIFE-BOAT CARRIAGES.

A MOST important adjunct to a coast life-boat is a carriage. It is not sufficient that the boat herself be of a superior description, capable of contending safely and successfully with that element in which her work has to be performed, that she shall be enabled to reach the shipwrecked crew despite the fury of the winds and waves, and bear them securely through the dreaded breakers, which otherwise oppose an insurmountable barrier between them and the envied shore. It is not sufficient that she be well furnished in all respects, and manned by an experienced and courageous crew; but it is necessary that she be also supplied with means for transportation on the land, for wrecks may occur at a distance of several miles from the

spot where she is stationed, yet close to the shore. In such cases it is usually much safer and more expeditious for the life-boat to be conveyed by land to that part of the shore contiguous to the wreck, than for her to be rowed or sailed, broadside to the sea, through, perhaps, several miles of broken water. Again, at many places the shore is very flat; and should a wreck occur at low water, although abreast of the life-boat's station, yet she might have to be conveyed a quarter of a mile or more over the ground before she could be floated, which could then only be accomplished at the expense of much labour and loss of valuable time, unless she were placed on a wheeled-carriage. A boat can also not unfrequently be taken partially into the surf on her carriage, with her crew already in her, who are thus launched at once afloat from it, which is often a great advantage. Accordingly we find that nearly all coast life-boats, excepting those of the largest size, are furnished with a carriage of one sort or another. These vehicles are of various kinds and of equally varying efficiency, some better than others, but many of them heavy, cumbersome, ill-contrived machines, little adapted for the important office they are called on to fulfil, on which life and death frequently depend; for it is unquestionably often a mere matter of time whether a wrecked crew shall be saved or perish, and many have been the unfortunate beings who have been drowned, not from the inability of the neighbouring life-boat to contend with the danger of the raging surf, but because she could not, on her primitive wain, traverse the intervening distance by land ere the wrecked ship and her inmates had succumbed to their fate, or been driven into a position inaccessible even to a life-boat, only to suffer a more lingering destruction.

When it is considered how comparatively few life-boat carriages are in use, and that the majority of them, owing to the little wear and tear that they are subjected to, are calculated to last as long as their wooden framework remains sound, it is perhaps not to be wondered at that so little has been done towards improving and perfecting them; for, owing to there being so little demand for them, the expenditure of either time, labour, or money in effecting their improvement could never turn out other than a profitless speculation in a pecuniary point of view: and, after all, we cannot conceal the fact that, in this common-place world, where most men must live by their wits and their labour, pecuniary profit is the great spur to invention. If it were necessary to advance proof of the truth of this statement, we need only to quote the instance of life-boats themselves, of which only about six varieties were in use in this country until the year 1851, when, on the Duke of NORTHUMBERLAND offering a prize of 100*l.* for the best model or design of a life-boat, no less than 280 inventors competed for it.

The number of varieties of life-boat carriages in use until the above year was about as numerous as the descriptions of boat. The best of these was a four-wheeled carriage in use on the coasts of Northumberland, Durham, and Yorkshire, which, for distinction' sake (as we are not able to ascertain the name of the original inventor), we will call "the north-country carriage." For certain localities, where the roads are narrow, this carriage, on the whole, is still the fittest we are acquainted with; but as the wheels are placed underneath the boat, they cannot be made of large diameter, and consequently draw very heavily on a soft beach. In this carriage the framework or cradle on which the boat is supported (consisting of a keelway, fitted with rollers, and two bilgeways) turns on an axis over the hinder wheels, so as to form an inclined plane at pleasure, on which to haul the boat on and off the carriage, which operation is performed by tackles.

A new carriage was invented in 1852 by the late Lieut.-Colonel COLQUHOUN, Royal Artillery: it had four wheels, the hinder ones being of large diameter; the framework on which the boat was supported was fixed over a cranked iron axle, upon which the hinder wheels revolved: there was a distinct fore-body, fitted as a cart to convey the mortar and rocket life-preserving apparatus, which was connected to the hinder body by a hook and eye, after the manner of the field guns and ammunition

carts of an army. This carriage travelled well; but being very costly, very heavy, and the wheels at an inconvenient distance apart, only three or four carriages were built after it.

A two-wheeled carriage was, about the same time as the last described, invented by Lord HENRY CHOLMONDELEY, M.P., and several were constructed on his plan by the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, which have now, together with their boats, become the property of the National Life-boat Institution. The boats were hauled up on these carriages by an ingenious contrivance, the shafts being converted into levers, and working a windlass fixed at the fore part of the carriage. Perhaps the chief defect of this carriage is that it is only worked with single shafts, and that, when being drawn down hill, more weight is liable to be thrown on the shaft-horse than is consistent with safety to the horse or boat.

In 1853 a four-wheeled carriage was built for the National Life-boat Institution by Messrs. RANSOMES and SIMS, of Ipswich, from a design furnished by the Institution. As in Colonel COLQUHOUN'S carriage, the boat is in this one carried over a cranked axle, between the hinder wheels, which are also of large diameter. Instead of the fore and hinder parts of the carriage being attached to each other by a hook and eye, so as to be disconnected altogether when launching or hauling up the boat, they are united by a long curved pivot bolt, which is traversed by the corresponding eye on the hinder carriage, allowing the latter to carry the boat horizontally, or to form an inclined plane for launching and hauling up without disconnecting the fore and hinder bodies, as in Colonel COLQUHOUN'S. This carriage has the further advantages of being considerably lighter and cheaper, and of having less width than Colonel COLQUHOUN'S, before described: it can also be turned round in a smaller space, which is often an object of much importance. Four carriages for large and heavy boats have been built on this plan by the National Life-boat Institution, and have been found to answer well: they are still, however, heavier and more costly than is desirable.

In 1855, a novel and most important invention was first applied to a life-boat carriage, which promises to form an era in the history of those machines, and indeed in the transit of all heavy bodies over soft or broken ground—we allude to BOYDELL'S Self-laying, Endless Railway, described in detail at page 171 in the present Number of this Journal. Up to that date the experience of the Institution had led them to prefer four-wheeled carriages to two-wheeled ones, as being safer when going down hill, and drawing less heavily over very soft ground, and this apparatus was in the first instance fitted to the hinder wheels of a four-wheeled carriage, it not being practicable to fit it to the fore wheels without preventing them from turning under the carriage. The great advantage of the railway was at once apparent, as the wheels, which without the railway had been found to sink 16 inches in the loose shingle, were now supported by the railway entirely above it, whilst the rail-boards (answering to the sleepers on an ordinary railway) merely pressed flat on its surface. As, however, the fore wheels buried themselves deeply in the shingle, and greatly impeded the progress of the carriage, it became evident that two wheels only would be more advantageous, when the whole weight of the boat and carriage would fall on the rail. Two descriptions of two-wheeled carriages were then designed by the Inspector of Life-boats to the Institution: the one, built by RANSOMES & SIMS, carries the boat suspended under an iron axle, cranked upwards; the boat is hoisted up by two screws, which hook to rope-slings that pass round her under the keel. These screws being fixed at pleasure, at varying distances in rear of the axle, the weight of the boat when suspended to them can be made to exactly counteract the weight of the shafts, so as to relieve the shaft horses of any undue weight on their backs. The boat can be disconnected from the slings in an instant on launching, and 3 or 4 men can raise by the screws the heaviest boat. This carriage weighs only about half as much as the four-wheeled ones last described, and about one-third as much as Colonel COLQUHOUN'S carriage. Whether

fitted with the endless railway, or with broad wheels of large diameter without the rail, it is a light and convenient carriage.

The second two-wheeled carriage above referred to was built by Messrs. BOYDELL & GLASIER, of London, and is fitted with the endless railway; it is of very simple construction, consisting merely of 2 wheels, a wooden axle, cranked downwards, and a short keelway, from 8 to 10 feet long. Its whole weight, including the railway, is only 15 cwt., and its cost 30 guineas. It is chiefly intended for the lighter and smaller descriptions of life-boats, and to be drawn by the boat's crew without the aid of horse power. Three of these carriages have been recently built for the Society, and so far as can be judged from the trial yet made of them, there appears every probability of their perfectly answering their intended use.

In addition to the carriages above described, one on the suspension principle on two wheels has been constructed at Aberdeen for the life-boat at that place; it is, however, of more costly character, and differs in points of detail from the one already described. A suspension carriage on four wheels was also, some years since, constructed at the Cape of Good Hope for the life-boat at Table Bay, by H. D. P. CUNNINGHAM, Esq., R.N., the ingenious inventor of the self-reefing topsails described in another part of this Journal (No. XV. page 8), who was at that time secretary to the English admiral at the Cape station. Mr. CUNNINGHAM has recently constructed for this Institution a carriage on this principle, but with some improvements on his former carriage. The boat is hoisted up, in this carriage, by an ingenious joint application of the lever and pulley.

The above account of some of the principal life-boat carriages in use is not intended to be more than a mere outline or rough sketch of them, as it would be impossible to convey a perfectly clear idea of such complicated machines without a very full description in detail of each, with accompanying diagrams, which we cannot conveniently give.

SELF-DEVOTION OF AN ENGLISH SEAMAN.

ON the 3rd of November last, during the gale which produced such devastating effects on the coast of Suffolk, and on other parts of the east coast of England, a Swedish brig, the *Vestor*, was driven ashore near Orfordness, on the Suffolk coast. The beach at the spot was steep, so that she came within a few yards of the shore; but the sea beat so heavily over her, that it soon became evident she would not hold long together. All therefore that could be done was to endeavour to rescue her crew, which could only be attempted by their leaping into the midst of the surf, and being helped through it by persons rushing into it to their assistance from the land.

In such cases, the manner in which those on the shore are able to assist is by going partially into the surf with a line fast to them, the other end of which is held by the bystanders on the land; or it is done by several linking hand to hand (forming a chain as they term it), when those who go furthest into the surf are supported by those who have a firmer footing on the shore. Yet this is a service often attended with much danger, however short the distance from the vessel to the shore, and so it proved in the present instance.

Intelligence of the brig being ashore had been speedily conveyed to the Coast-guard station at Orford, two miles distant; and the officer in charge immediately started for the spot, accompanied by THOMAS CABLE, a boatman belonging to Aldborough, and then doing temporary duty as an extra man in the Coast-guard force at Orford. CABLE had three or four different times previously assisted in saving the lives of shipwrecked crews, and was noted for his unflinching courage and disregard of personal risk on such occasions. A record of his gallant conduct will be found in the account of the wreck of the *Friendsbury* in the 5th No. of this Journal. Alas, poor fellow! it pleased God that this should be his last service in the sacred cause of humanity.

Being, we presume, a more active man than his officer, and being impelled by his

usual desire to be quickly on the spot where his services might be useful, he speedily left him far behind. On reaching the fatal spot a rope was fastened round his body, and a young Swedish lad was soon within his grasp, and saved from the merciless waves; he had again plunged into their midst to the rescue of the captain of the vessel, but it was not to be—the thread of his own life was spun—his power to do good or ill in this world of trial had ceased. The rope that had been fastened around him broke; a receding wave drew him under the bottom of the vessel, at the moment raised from the ground, and which then falling upon him, crushed him in an instant!

The officer of the Coast-guard had not yet arrived at the spot ere a messenger had reached him, and he had learned that the eye which but a few minutes before had looked into his own was closed in death—that the heart which so shortly before had beat in unison with his, though not yet cold, had ceased to throb for ever—that the limbs which but now had exceeded his own in strength and swiftness, lay broken and motionless—that a cottage home had lost its head and support, and that a happy wife was enrobed in the desolate garb of widowhood, bereaved of her stay and support in this world, with five helpless children left too soon to brave the storms of life, deprived of their chief earthly protector and friend.

We can scarcely conceive a more affecting instance of the uncertainty of human life—of the inscrutableness of God's dealings with us, who, on this temporary stage often suffers evil to prosper, and virtue to be extinguished whilst in the very act of exerting itself. Yet is it not calculated, also to awaken other feelings than those of commiseration and melancholy? Life is short at the longest. A little sooner or a little later seems scarce to matter much when viewed side by side with eternity. Not to live long but to live well should be the chief object of all human ambition. Brighter and holier is a short path, lit up with sunshine and flowers, than a long and dreary road through a bleak and barren wilderness. So, a short life is long enough to perform many noble acts—to do our duty to God and man; whilst the longest life may be spent in the worship of self and the pursuit of sensual gratifications, which is nothing less than in the service of the devil.

Now we know not what, in other respects, was this poor man's daily life. We know not what religious or moral advantages it may have pleased God to bestow on him; or to what account he may have turned them; but this much do we know, that He had planted in his breast a noble impulse to serve his suffering fellow-creatures, and that he did not "bury it in a napkin." A few words will shortly sum up all we know or care to know of his humble history: *A short life—some noble acts—and a noble end.* How many of the marbled and monumented dead cannot boast of so proud an epitaph on their tombs!

Youthful readers, be ye high or low, rich or poor, God has planted within you some germ of His spirit: be careful that you nip it not in the bud. He has lit up within you some spark of heavenly light; pray that you may quench it not. He has granted you many opportunities to improve whatever good gifts He has endowed you with; beware that you throw them not away.

HOW TO ACT IN CASES OF DROWNING.

AN "Abstract of an Investigation into Asphyxia," just published and presented to the Royal Humane Society by Dr. MARSHALL HALL, opens quite a new view of the way in which suffocation from drowning or other causes should be treated—a way, as experiments show, likely to become invaluable in the saving of life. He states that asphyxia is not so much caused by deprivation of oxygen, as by the retention of carbonic acid in the blood; and that, as respiration is the only mode by which this deadly acid can be eliminated, all other means of reanimation are secondary to that which renews the act of breathing. How often does it happen that a drowned person cannot be resuscitated, owing to the failure of the means adopted for inducing respiration! The reason why, as Dr. M. HALL

shows, is to be found in mistaken treatment. The patient is laid on his back, in which position it is impossible that he should breathe at all, as "the tongue falls backwards, carries with it the epiglottis, and closes the glottis or entrance into the wind-pipe and air-passages." Fluids and mucus also remain lodged in the throat. The remedy is, to reverse the position—prone instead of supine—*or on the belly instead of on the back.* "In this position"—we quote the doctor's words—"the tongue falls forwards, draws with it the epiglottis, and leaves the glottis open. The tongue may even be drawn forwards. All fluids will flow from the fauces and mouth. In order that the face may not come into contact with the ground, the patient's hands and arms are to be carried upwards and placed under the forehead. It will now be perceived that the thorax and abdomen will be pressed by a force equal to the weight of the body. This pressure will induce *ex*piration. And, if necessary, additional pressure may be made on the posterior part of the thorax and abdomen. This will induce slight additional expiration. This latter pressure may then be removed. Its removal will be followed by a slight *in*spiration. The weight of the body is then to be raised from the thorax and abdomen. This may be done in various ways: First, the body may be gently turned on its side by an assistant placing one hand under the shoulder, and the other under the hip of the opposite side. This will remove *in great part* the weight of the body from the thorax and abdomen, and allow all but one side of the thorax to expand. In this manner, a fair degree of *in*spiration is induced. And thus, without instruments of any kind, and with the hands alone, if not too late, we accomplish that respiration which is the sole effective means of the elimination of the blood-poison." It appears that a really dead body may be made to breathe, by placing it in the prone position; and that turning it on the left side, not beyond the quarter-circle, induces violent inspiration. Pronation and partial rotation are, therefore, the means to be borne in mind. To attempt to restore warmth, especially by the warm-bath, before breathing is restored, is condemned as highly prejudicial. It has been forbidden in France. Dr. HALL is well known for his discoveries and researches in the phenomena of the nervous system; and he treats the present question in connexion with those phenomena, and publishes the results as the first portion of an investigation of the whole subject.—(*Chambers's Journal.*)

The following are now the methods of treatment recommended by the Royal Humane Society, whose judicious instructions have, we have been informed, been the means of restoring, during the last 80 years, between 30,000 and 40,000 persons, apparently dead:—

Cautions.

1. Lose no time.
2. Avoid all rough usage.
3. Never hold the body up by the feet.
4. Nor roll the body on casks.
5. Nor rub the body with salt or spirits.
6. Nor inject tobacco-smoke or its infusion.

Restorative Means.

If apparently drowned, send quickly for medical assistance; but do not delay the following means:—

I. Convey the body *carefully* on its face, with the head and shoulders supported in a raised position, to the nearest house.

II. Strip the body, and rub it dry; then wrap it in hot blankets, and place it in a warm bed in a warm chamber, free from smoke.

III. Wipe and cleanse the mouth and nostrils.

IV. In order to restore the natural warmth of the body—

1. Move a heated *covered* warming-pan over the back and spine.
2. Put bladders or bottles of hot water, or heated bricks, to the pit of the stomach, the arm-pits, between the thighs, and to the soles of the feet.
3. Foment the body with hot flannels.
4. Rub the body briskly with the hand; do not, however, suspend the use of the other means at the same time; but, if possible,

5. *Immerse* the body in a warm-bath at blood-heat, or 100° of the thermometer, as this is preferable to the other means for restoring warmth.

V. Volatile salts or hartshorn to be passed occasionally to and fro under the nostrils.

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

If apparently dead from intense cold, rub the body with *snow, ice,* or *cold water.* Restore warmth *by slow degrees;* and after some time, if necessary, employ the means recommended for the apparently drowned. In these accidents it is HIGHLY DANGEROUS to apply *heat* too early.

General Observations.

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

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

The above instructions are kept in each of the Life-boat houses of the Royal National Life-boat Institution.

ADDITIONAL STATIONS, AND NEW LIFE-BOATS.

Southwold, Suffolk.—A new life-boat, 40 feet long, and similar, in other respects, to the one stationed at Scratby, described in the 15th Number of this Journal, has been placed at Southwold, in lieu of the life-boat placed there in 1852, on the Northumberland prize model, against which the boatmen of the place had taken an insuperable prejudice, and which they had refused to use. The new boat, which is similar in her fittings and rig to the other large sailing life-boats on the Norfolk and Suffolk coasts, was built at a cost of 200*l.*, and presented by the National Life-boat Institution, on the Southwold Life-boat Association uniting with the Institution, and becoming one of its branches.

Swansea, South Wales.—A new life-boat on Mr. PEAKE'S design, 30 feet long, and rowing 10 oars, has been placed at Swansea by the Harbour Commissioners of that Port. She was built by Messrs. FORRESTT, of Limehouse, under the superintendence of this Institution, and was sent to her station in March last. She combines all the latest improvements that have been made in the boats of the Institution. She will row fast in a sea-way; if filled by a sea, will clear herself of water in 20 seconds; she has great stability, requiring the weight of 24 men on one gunwale, without any counteracting weight on the other side, to immerse it; and she would instantly self-right if upset. She is diagonally-built, of well-seasoned pine, which is the construction now adopted by the Institution.

A carriage on the suspension principle, after the design of the Inspector to the Institution, has been built for this boat, by Messrs. RANSOMES and SIMS, of Ipswich, at a cost of about 90*l.*; and a suitable boat-house has been furnished by the Commissioners, who must, we presume, have expended not less than 350*l.* in providing this perfect life-boat establishment.

Sunderland, Durham.—The seamen at Sunderland, not to be behind their brethren at Hartlepool, have formed a Life-boat Association at their port, and, chiefly by means of their own subscriptions, have provided themselves with a life-boat. She has been built at Sunderland, on the plan of Mr. HAWKESWORTH, who also built the Hartlepool seamen's life-boat.

She is, we understand, similar in character to the above-named boat, a description of which will be found in Number 14 of this Journal, but is considerably larger, being, we believe, 40 feet long. As this

class of boat is very heavy and draws a great deal of water, we conceive that it can only be fitted for launching in a harbour, and where a large number of hands are always available for floating it. We have not heard that any opportunity has yet offered for testing its qualifications in a gale and heavy sea.

As in the case of the Hartlepool life-boat, the National Life-boat Institution presented the Sunderland seamen with the sum of 10*l.* towards the cost of their boat, and with a set of 20 life-belts for the use of her crew, of the value of 14*l.*

Padstow, Cornwall.—A new life-boat has been placed at Padstow, at the joint cost of the National Life-boat Institution and the inhabitants of the locality, and a branch of the Institution has been organized there for the management of the establishment. This boat is on Mr. PEAKE'S design, but of different proportions to any previously built on the same plan, the people of the locality having expressly requested—1st. That she should be single-banked, rowing 6 oars only, in consequence of the small number of competent hands usually available to man her—and, 2ndly. That as she would have to contend against a strong tide as well as a heavy sea, she should be calculated to row with great speed.

Her dimensions are, length 30 feet; width extreme 6 feet, and she is rowed by 6 oars; single-banked. She is no doubt, a fine boat, and will row fast, but has necessarily less stability than the wider double-banked boats of the same design. The Padstow Harbour Association for the Preservation of Life and Property have liberally placed their boat-house at the disposal of the local Committee to keep her in.

She will probably be provided with two carriages, one placed on either side of the harbour in readiness to convey her along the coast either to the eastward or westward, as her services might be required.

Rhyl, North Wales.—A new life-boat on the tubular principle, and on the plan of H. RICHARDSON, Esq., of Bala, North Wales, has been stationed by the National Life-boat Institution at Rhyl, at a cost of 200*l.*, in lieu of the life-boat previously stationed there on BEECHING'S plan.

In consequence of the upsetting of their former boat, soon after she was placed on her station, by which unfortunate accident several of her crew were drowned, the Local Committee declined the responsibility of sending men out in her again, at the possible risk of their lives.

Although some subsequent alterations and improvements had been made in this boat by the Shipwrecked Fishermen and Mariners' Society, whose property she then was, the inhabitants of Rhyl could not become reconciled to her; and accordingly so soon as the life-boats of that Society were transferred to the National Life-boat Institution, the Local Committee requested that she might be withdrawn, and that they might be supplied with a tubular life-boat on the plan of the celebrated *Challenger*, in which H. RICHARDSON, Esq., and his son, H. T. RICHARDSON, Esq., had, in 1852, cruised round half the coast of England, and encountered many "hair-breadth 'scapes," an account of which may be seen in an amusing little narrative published by those gentlemen at the time, entitled, "The Cruise of the Challenger."

As the Committee of the Institution were willing to avail themselves of such an opportunity to test the value of so novel a description of boat, which undoubtedly possessed some manifest advantages, they acceded to the request of the Rhyl Committee, and a "tubular" was built for them after some delay consequent on the serious illness of the senior Mr. RICHARDSON, and the absence of his son with his regiment in the Crimea.

This boat was built by Mr. LEES, of Manchester; she was launched in February last, and towed from Manchester to her station at Rhyl, Mr. RICHARDSON, jun., and the Inspector of the Institution accompanying her. She on that occasion exhibited admirable towing qualities; but the weather was not such as to offer any opportunity for testing her properties as an efficient sea-boat.

She consists of two tubes of tinned

charcoal iron, 32 feet long, and 2 feet 8 inches in diameter; being each divided into eight air-tight compartments. These tubes are placed parallel to each other at a distance of 3 feet apart, giving an extreme width to the boat of 8 feet 4 inches; they are connected with each other by means of light iron-arched rods which support an open-grating deck of wood that allows water to pass freely through it. The ends of the tubes, at bow and stem, are brought to a point, and curved upwards and inwards so as to meet where they are united together by strong iron braces. Each tube contains about 140 cubic feet of air; they are constructed in the same manner as the boiler of a tubular steam-engine. The total weight of the boat, inclusive of masts, sails, and other gear, is 31 cwt. It has been most carefully built, in the very best manner, under the especial superintendence of Mr. HURST, the intelligent foreman of Mr. LEES, who has taken the greatest interest in it from the first.

We shall ourselves await with much interest the result of a trial of this boat in a really heavy sea; of her great stability and almost perfect safety there can be little doubt; of her capabilities to row ahead against a heavy head sea and gale of wind, or through the heavy rollers of an open beach, as compared with other boats, we have yet however to be informed.

NEW INVENTIONS.

WOODEN CONE SHOT TO LIFE APPARATUS.

A VALUABLE addition has recently been made to MANBY'S Mortar Life-Apparatus, by the ingenuity of Captain K. B. MARTIN, the well-known Harbour-Master of Ramsgate. That apparatus having been supplied by the Commissioners of Ramsgate Harbour to their steam-tugs, and placed also on their pier, Captain MARTIN made it his business to practise his men in the use of the same, and to make various experiments with it to ascertain the ranges of the shot at different elevations, and under various circumstances. In the course of these experiments, the idea occurred to him that there might often be a great advantage in throwing a line attached to a floating body instead of an iron shot, whether from a vessel to the shore, or the reverse, or from one vessel to another; so that a Manilla line, which would not sink by its own weight, might, instead of being sunk by the shot, be kept floating on the surface of the water. "I therefore," he states, in a paper on the subject, in the *Nautical Magazine*, for January 1856, "determined to try the effect of cones of wood of different densities; and the best of which I find to be the gnarled or knotted elm, which resists the concussion without splitting, and which my turner furnishes at 1*s.* 6*d.* each, of 5½ inches diameter, and 9 inches length, these being the dimensions of the largest iron projectile fitted to the bore of the mortar." Captain MARTIN found that he could throw a wooden cone as above described, weighing 4 lbs., with a charge of 6 ozs. of powder, 60 yards against a fresh gale of wind, and before the wind 160 yards. The extreme range of an iron shot with the same line attached and an equal charge of powder he found to be 214 yards.

It is not proposed by Captain MARTIN to substitute wooden cones for iron shot, but to employ them as an auxiliary to the latter, since, under many circumstances, they would appear to be more suitable.

Their advantages seem to be—

1st. When fired from the shore to a wreck, over an upset boat, or over drowning persons in the water, the floating property of the wooden shot would cause the line to be much more easily grappled with by those for whose aid it was intended, if the direction of the shot did not place the line immediately over them, and within their reach.

2nd. Owing to its flight not being so rapid as that of an iron shot, it is less liable to break the line, to the loss of the shot and delay of valuable time, whilst for the same reason it is less likely to injure persons on board a wreck, as they could more readily see and avoid it when coming immediately towards them. It could only, however, be available for carrying a line from the shore to a vessel when the former was sufficiently steep to allow of the latter driving within a short distance of it.

3rd. If fired from a wrecked vessel to the shore, its diminished velocity of flight and reduced weight would be less likely to injure persons on the land, whilst, if it fell short of the shore, it would not bury itself, but be drifted within a short distance of the beach, so that those assembled there might be able to grapple it.

4th. Similar advantages, but in a still greater degree, would attend its use in communicating from one vessel to another at sea, when, as Captain MARTIN observes, a disabled ship might often, through its instrumentality, be taken in tow.

As the wooden shot are so cheaply made, as a matter of economy alone, they would very usefully be added to every MANBY'S Mortar Apparatus; and we hope to learn that they have been provided by the Board of Customs at all those Coast-guard Stations which are furnished with the mortar. It would, no doubt, also, as recommended by Captain MARTIN, be a most important advantage if the MANBY Apparatus were furnished to our merchant vessels generally, more especially to emigrant and passenger ships.

The mortar would, in addition to its legitimate use, be of service as a signal gun, and might, perhaps, even be employed as a weapon of defence under some circumstances.

BOYDELL'S PATENT SELF-LAYING ENDLESS RAILWAY.

IN an article in this Number of our Journal, on Life-boat Carriages, we have explained the importance of providing as far as possible for the speedy transport of a life-boat along the shore; so that she might, on the occurrence of a wreck, be launched from that part of the beach which might be nearest to it, or which might be most advantageous for effecting a communication with it.

As, however, at the majority of places where life-boats are stationed the beach is formed of sand more or less soft, or of loose shingle, and as the boats themselves are necessarily of a heavy description, their speedy transit is often a matter of great difficulty, and not unfrequently an impossibility, requiring, in some instances, eight or ten horses to proceed at a walking pace.

An invention has, however, recently been brought to perfection, and patented, which has in a great measure overcome this difficulty, and which we think we may fairly characterize as one of the most ingenious of modern times. This invention, which is the production of Mr. J. BOYDELL, an engineer of experience and great practical ingenuity, is no less than an endless railway, which, attached to the wheels of any vehicle, enables it to travel on its iron way over the softest sand or shingle; over rough, uneven, or stony ground, or mud; up hill and down dale, and even over considerable obstacles, such as a large stone or the trunk of a moderately-sized tree, lying in its way.

We feel no doubt that this extraordinary invention will be most extensively and profitably employed for agricultural purposes, such as to carts for drawing heavy loads over soft or wet ground, or for carrying off timber when cut down; since it both effects an immense saving of labour, and also prevents the ground travelled over from being cut up by ruts, as is the case with ordinary wheels.

It has already been successfully used, attached to a locomotive steam-engine, for ploughing, drawing several ploughs after it at one and the same time. The point of view, however, under which it comes before us, is its applicability to the conveyance of life-boats; and we do conceive, from the trials we have already witnessed of it, that it will prove an incalculable advantage in that respect, and will be thus indirectly the means of saving many human lives.

The apparatus of the railway may be thus briefly described. A series of flat boards, six in number, plated with iron on both sides, and each equal in length to the radius of the wheel, and from 10 to 16 inches wide, are loosely attached round the felloe of the wheel, in such a manner that they are carried round with it as it revolves, and each in succession is laid flatly on the ground in front of it, and lifted again in its rear, as soon as passed over. On the inner surface of these boards, or on that next the circumference of the wheel, an iron rail or

tramway is fixed, upon which the tyre of the wheel runs; the boards thus corresponding to the sleepers of an ordinary railway, so that the wheels fitted with this apparatus carry their own rails and sleepers with them, laying down a literally endless railway whenever they are set in motion.]

With the help of diagrams, with the plates of which we have been kindly furnished by Messrs. BOYDELL and GLASIER, we will endeavour to explain more in detail the character of this very clever invention, which we recommend to the notice of all proprietors of life-boats, and to any of our agricultural friends who may honour these pages with their perusal.

Figure 1, shows a wheel fitted with the endless railway.

Figure 2, elevation of one of the shoes, being sleeper and rail combined.

Figure 3, ground-plan of the same.

a, figs. 1, 2, and 3, the rail on which the periphery of the wheel works.

b, figs. 1, 2, and 3, the sleeper, or float, on which the rail is affixed.

c, figs. 1, 2, and 3, the front projection of the sleeper beyond the rail, which acts on going up hill as the toe of the foot.

d, figs. 1, 2, and 3, the back projection, which acts like the heel.

e, in fig. 2, guide-bars affixed to sleeper by a side joint, which represent the ankle; the outside of these bars being shaped to the spring of the cycloidal line which the wheel describes.

f, fig. 1, the stops which regulate the descent of the heel of the sleeper, and compensate for the difference between the diameter and circumference of the circle (being as 7 to 22); each rail in length being equal to the radius of the wheel.

g, fig. 2, cycloidal bars or guides, with a pin at the apex by which the shoe is picked up and put down in the course of working.

h, fig. 1, female guides made for the cylindrical bars to work in, which keep the shoes in position, and support them when carried round by the wheel: they consist of front and back; the latter being circled, so as to prevent the pins of the cycloidal bars from getting on the wrong side the guides in their working, and forming a hanging point for the shoes when lifted up. These guide-plates are secured to the felloes of the wheel, and the shoes can be taken off and put on at pleasure.

The shoes act entirely independently of each other, and change their position at the top and bottom of the wheel, as will be seen by reference to fig. 1, the heel falling over soon after passing the top by the gravity of the shoe; thus, as each shoe comes to the bottom of the wheel, the heel is ready to receive it just as it has passed over the preceding shoe; the shoe being quite stationary whilst the wheel passes over it, and forming a complete continuous railway. The friction, depending only upon the weight of the machinery, is not increased by the load, and consequently a heavy load is carried at a greater proportionate advantage than a light one; the draught of loaded carriages upon common wheels over soft ground increases in a compound ratio in proportion to the weight of the load, but it is not so with the endless railway.

It is necessary to observe, that the speed at which wheels fitted with the endless railway will travel, and preserve the regularity of their action, depends on the size of the wheels, and is about one mile an hour to each foot diameter of the wheel.*

SERVICES OF LIFE-BOATS.

Cullercoats, Northumberland. — On the 24th August last, a fishing-lugger, belonging to Sunderland, having struck on a sunken anchor, became disabled, and drove amongst the rocks off Cullercoats Harbour, the wind blowing strong from the N.E. at the time. The life-boat at that place was

* We are given to understand that a Company is about to be formed to carry out the manufacture of this useful invention, on which, it is said, the inventor has already expended 10,000*l.* to bring it to its present state of perfection.

FIG. 1.

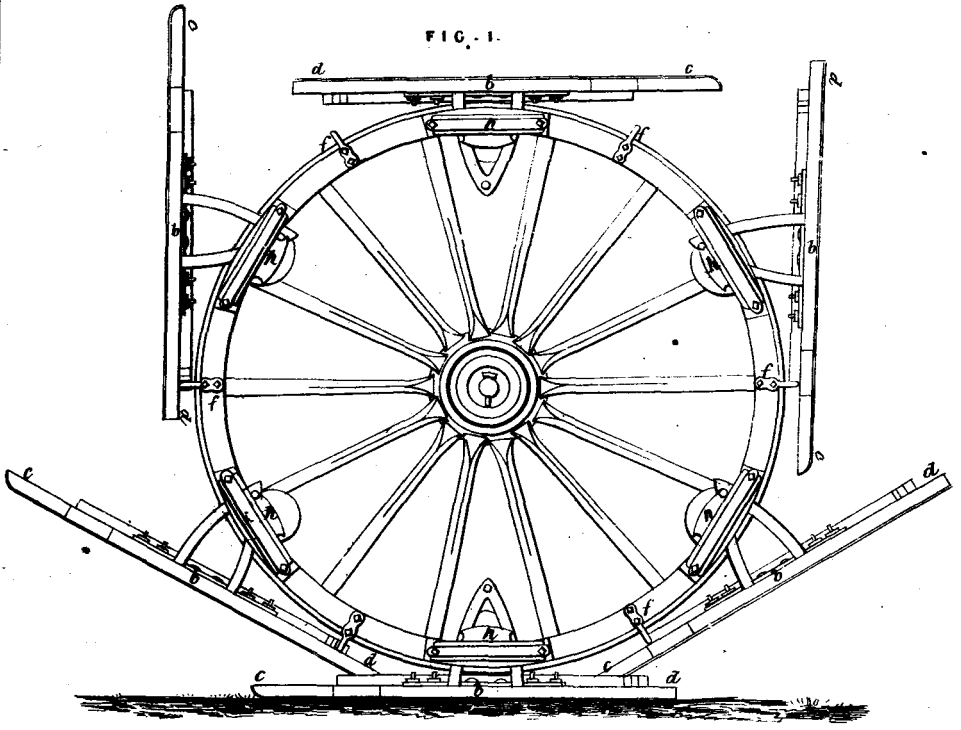


FIG. 2.

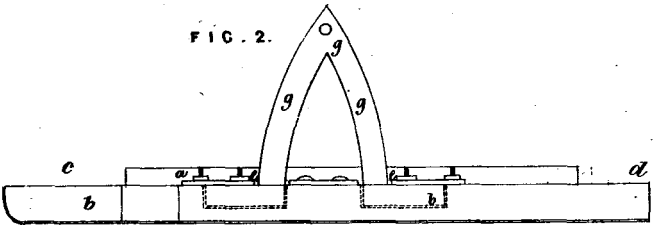
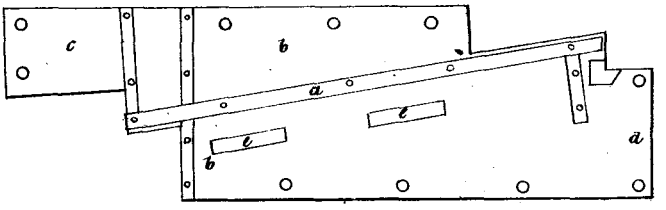


FIG. 3.



W. T. Laughton, Lithe. 6 Dyers Buildings, London

quickly manned and launched, and succeeded in bringing both the boat and her crew of four hands into safety.

Gorleston, Suffolk.—On the 18th December last, the brig *Eliza*, of Montrose, drove from her anchors in Yarmouth roads and went on shore, during a violent gale from E.S.E. and heavy sea. The Gorleston seamen's life-boat was immediately launched and succeeded in saving her crew, eight in number. The brig almost immediately after went to pieces. This life-boat (for an account of which see the 19th No. of this Journal) had been only a few weeks on the station, having been provided by the boatmen themselves, aided by liberal donations from this Institution and other sources. She behaved admirably on the occasion, and was described by an eye-witness as "flying through the heavy surfs, under her storm canvas, like a bird on the wing." It must have been a great satisfaction to the Gorleston boatmen to see their very creditable exertions in providing themselves with a life-boat so early attended with success in saving the lives of their fellow-creatures.

The life-boat's crew, of eighteen men, were awarded 10*s.* each by the National Life-boat Institution for their prompt and meritorious services on this occasion.

Pakefield, Suffolk.—On the 13th of March last, the brig *Henry*, of Montrose, in Lowestoft Roads, parted her cables in a strong E.S.E. gale, and was driven on shore under Pakefield lighthouse. The Pakefield life-boat was speedily launched, and succeeded in saving her crew of 11 hands in the midst of a heavy sea, and in conveying them safely on shore.

Portmadoc, N. Wales.—On the morning of the 24th December, the brig *Charlotte*, of Havre, parted her cables, and was driven on shore on Harlech beach, two miles south of Portmadoc. She had been sometime previously perceived to be in danger from the life-boat station, and the life-boat was launched in readiness to give her assistance, although no signal of distress had been shown. Immediately on the vessel striking, her crew, with the exception of the master, had taken to their long-boat, which was upset in the breakers, when four only of them were saved by the aid of persons from the shore. The life-boat took the master from his vessel and landed him safely at Harlech.

Rye, Sussex.—On the 27th of December, the Norwegian bark, *William*, of Tonsberg, ran ashore in thick and squally weather, near Camber, about three miles on the north side of Rye Harbour. The life-boat at No. 31 Tower, on the opposite side of the harbour, was launched, and succeeded in about an hour in reaching the bark and taking off her crew of twelve persons. She shortly after became a total wreck. The life-boat was manned on the occasion by the Coast-guard in whose charge she is. The sum of 1*l.* each was awarded to them by the Institution for this service.

Tenby, S. Wales.—On the 30th of December last, at 3·30 p.m., the schooner *Agenoria*, of Bideford, when running in a crippled state for the harbour of Tenby, during a strong S.E. gale, broached-to, and was driven on shore on the south side of the port. The life-boat was, with much exertion on the part of her crew, got out of the harbour, and succeeded, in the midst of a heavy sea, in rescuing the crew, three in number; the mate of the schooner having been washed overboard in the morning. The *Agenoria* shortly afterwards broke up.

At 10 p.m. on the same evening intelligence was received that another vessel was on shore near Gilter Point, two miles south of Tenby. The life-boat was again launched, in the words of our report, "amidst a fearful succession of broken seas, but with undaunted courage and untiring energy, the crew fought against it, and at length succeeded in reaching the wreck (which proved to be the schooner *Alexandre*, of Nantes), and in rescuing at about midnight five hands, quite exhausted, one a lad, apparently lifeless. The line which held them to the wreck breaking, the life-boat parted from her, but, learning that a little boy was left on board below, by dint of great exertion

they succeeded in reaching her again, and in rescuing the little fellow, who had to be brought by force from the cabin and placed in the boat." The whole of the crew were then landed in safety, and the wreck soon after went to pieces. When it is considered that this service took place in the night, in a heavy gale, with squalls of snow, a more gallant service cannot well be conceived, more especially as the crew had no previous experience of the life-boat, which had just returned from London, after undergoing extensive alterations. Lieutenant RICHARD JESSE, R.N., in command of the Coast-guard at Tenby, took charge of the life-boat on each of the above occasions; but his modesty prevented his naming the same in his official report of the circumstances, and the Committee of this Institution only incidentally afterwards learned of his having done so from other sources. The Institution awarded him its silver medal, and the crew received 1*l.* each for the night service, and 10*s.* each for the previous one in the daytime. The very efficient coxswain of the life-boat, ROBERT PARROTT, chief boatman of Coast-guard, was also shortly afterwards awarded the silver medal of the Institution for his general services on the above and other previous occasions. The behaviour of the life-boat on the occasion was reported to be admirable.

CORRESPONDENCE.

WE have to acknowledge the receipt from time to time of various communications from Mr. BALLINGALL, of Melbourne, New South Wales, on the subjects of unsafe ship-building, the causes of shipwrecks, &c.

Mr. BALLINGALL was, we believe, formerly a Master in the Royal Navy, and has been for some years past employed at Melbourne as a Surveyor of Shipping. At Melbourne, he also holds the office of Honorary Secretary to the "Port Philip Immigration and Anti-Shipwreck Society."

Mr. BALLINGALL'S communications have been chiefly copies of letters published by him in the 'Melbourne Argus' newspaper. We have also recently received a pamphlet written by him, entitled "Unsafe Ship-building, a National Sin."

Mr. BALLINGALL has for many years been the zealous advocate of an improved mode of building in the mercantile navy of this country, and especially of the introduction of solid bottoms, similar to those of men-of-war. He has also been an uncompromising opponent of the system of Marine Insurance, to which he attributes a great part of the loss of lives and property from shipwreck, and maintains that its effect is to make it the interest of owners of ships to build cheap, unsafe, and ill-constructed vessels, rather than strong and safe, but somewhat more expensive ones. He, indeed, goes so far as to state that he conceives even the Government of the country is interested in maintaining a system which annually occasions an immense sacrifice of life and property, since a large sum is brought into the revenue by the stamps on marine insurance policies; a sum which has amounted to as much as 300,000*l.* in one year only.

Although we do not think it would become us to make so sweeping an onslaught as Mr. BALLINGALL has done on existing systems of so much importance, especially since much has been already effected in the right direction by the "Merchant Shipping Act of 1854," yet, doubtless, his arguments are worthy of some consideration.

Thus, no one can deny that a ship strongly built, having the spaces between the floor-timbers filled in with wood, and made water-tight, so as to form a thickness of 14 inches of solid wood—no one can doubt that such a ship would bear more thumping on a shoal or a lee-shore than a weakly-built one, having only 3 or 4 inches of planking between the floor-timbers; and no one can doubt that many instances would occur where the one would hold together after stranding until the falling of the tide, the subsidence of the gale, or the arrival of the life-boat should bring succour to her unfortunate inmates, whilst the other might break up, and be consigned to oblivion, with all on board her, within a few minutes of her striking the ground. How many an unhappy creature, in youth, or the prime of life, has, during our dark winter nights, yielded up his spirit in despair amidst the

direful strife of the elements and the unavailing cries of his fellows in distress, who might, had his ship been built with a solid floor, have continued in the enjoyment of life, and gone down in peace to his grave, full of years and honour, and surrounded by all the comforts and consolations which love and friendship alone can provide!

Again, although the system of marine insurance is calculated to prevent individual ruin and misery, by dividing losses at sea amongst a great number of persons, instead of their falling on single individuals, yet it cannot be denied that another effect of it may be to make those whose ships and cargoes are insured to their full value more indifferent to their safe preservation than they would be if great pecuniary loss, or, perhaps, actual ruin, were dependent on the safety of their property. Few men may be so hard-hearted as to deliberately wish the destruction of their vessels, careless of what might become of those who man them; but yet the first end which the followers of trade and commerce have in view is profit, which chiefly engrosses their attention; and it is to be feared that, in too many instances, the provision of ample security to the lives of the masters and crews of their vessels occupies but a secondary place in their thoughts.

Upon the general question of marine insurance we will merely observe, that in our opinion a strict system of surveillance should be exercised, which would insure no unseaworthy, or ill-found, or half-manned vessel putting to sea; or else it should be made illegal for the owners of any ship or cargo to insure beyond half the value of the same, whereby his own pecuniary risk should indirectly afford that protection to the lives of the crew and passengers embarked in his craft, which every British subject employed in a dangerous avocation should be entitled to.

LIFE-BOATS FOR THE PORT OF LONDON.

THE following letter has been addressed to some of the Metropolitan Daily and Weekly Papers, on behalf of an object which is deserving of every support from the Citizens of London:—

"Sir,—I am directed by the Committee of the National Life-boat Institution, to request the insertion in your Journal of the following appeal to the inhabitants of this metropolis, in furtherance of an object which the Committee believe has strong and peculiar claims on their sympathy and support.

"That object is, the providing their own Port, the great centre of the World's Commerce, with means for rescuing from death those who may be shipwrecked on their approach to it. The chief of the dangers to which our vast foreign trade are exposed in making the Port of London are the Goodwin Sands, those fatal shoals which, lying in the great highway of trade, near the entrance of the Thames, have for ages been the dread of the mariner, and which have swallowed up more of the nation's wealth, and destroyed more human lives, than any other of the many dangerous reefs and shoals of our coasts. The life-boats of the Institution being now brought to a state of great perfection, and an efficient system being established for their management, the Committee believe that, with the generous pecuniary aid of the inhabitants of London and the co-operation of the skilful and hardy boatmen of Deal, they may be enabled to found an establishment for rescuing lives from shipwreck on the Goodwin Sands, which shall be of that efficient and ample character which will be worthy of this great City, standing as it does at the head of commerce, civilization, human progress, and philanthropy.

"It is proposed for the present to station one large life-boat on Walmer Beach, at the south end of Deal, which—including the expense of a transporting-carriage, a suitable boat-house, and a perfect equipment of all necessary gear—will cost about 400*l*. Should the response to this appeal enable the Committee to do so, a second large boat may also be placed on the north end of Deal Beach. The National Life-boat Institution has, since its first foundation in 1824, been largely indebted to the inhabitants of London for their liberal support towards its general ob-

jects. The Committee however now, for the first time, solicit their aid to the especial supply of the means for saving lives from shipwreck off their own port, and they do so with every confidence that their appeal will be generously responded to.

"I am, &c.,

"RICHARD LEWIS,

"*Secretary to the Royal National*

"*Life-Boat Institution.*

"14, John-street, Adelphi,
June 14, 1856."

MEETINGS OF THE COMMITTEE.

Thursday, Sept. 6, 1855. Captain LAMBERT PERROTT in the Chair.

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

Read letter from Count WALEWSKI, the French Minister for Foreign Affairs, stating, in respect to the papers which had been forwarded to His Excellency respecting the models of life-boats, &c., exhibited by the Royal National Life-boat Institution at the Paris Exhibition, that he had called the attention of Prince NAPOLEON, as President of the Exhibition, to the same.

Mr. BENNETT, Agent to the Institution at the said Exhibition, stated that several official persons had inspected the models.

Read letter from the Swansea Harbour Trustees, requesting information respecting life-boats and the life-preserving apparatus.—Directed that the usual information on the subject be supplied to the Trustees.

Read letter from the Rev. JAMES WILLIAMS, transmitting a copy of the Report of the Anglesey Life-boat Branch, which stated that the six life-boats stationed on that island were in thorough repair, and that they were now in a more efficient state than they had been at any former period. The boats had been instrumental in saving 116 shipwrecked persons during the last eight years.—To express the satisfaction of the Committee at receiving so favourable a report of the efficiency of the Establishment.

Reported the arrival of the Teignmouth and Tenby life-boats, and also the one formerly at Lytham, at Messrs. FORREST'S yard; and that Mr. PEAKE had been requested to give instructions to have the three boats altered, as far as practicable, to his plan, agreeably to a previous decision of the Committee. The Great Western, South Wales, and the Bristol and Exeter Railway Companies, had kindly given a free pass to the two first-named life-boats.

Reported that the two sets of the 24-pounder MANBY Apparatus, ordered for the Commissioners of the Ramsgate Royal Harbour, had been forwarded from the Royal Arsenal, Woolwich, to their destination.

Read letter from the Kessingland Company of boatmen, stating, after acknowledging the grant made to them by the Institution, in aid of their life-boat, that they had tested the set of life-belts presented to them by the Society, and that the result had been satisfactory.

Read and approved the Report of the Inspector of Life-boats on the state of the life-boats recently visited by him on the Lancashire and the Welsh Coasts.—Decided that the several suggestions in his Report be carried into effect as early as practicable.

Read letter from Inspecting-Commander ADAM, of the Kenmare, County Kerry, Coast-guard District, transmitting replies to the life-boat queries of the Institution, from which it appeared that wrecks were not of frequent occurrence at Kenmare Lough, but stating that a life-boat would often be of service there in assisting fishing-boats in distress. The people were too poor to contribute anything towards the expense of a Life-boat Establishment.—Decided that a life-boat be placed on this station at an early opportunity.

Read letter from Captain SHOVELLER, R.M., chief-officer of the Kilmore Coast-guard Station, stating that he had been unsuccessful in organising a Committee to manage the life-boat of the Institution on that station. The boat required various repairs to make her serviceable.—Gave instructions to have the necessary repairs executed, previous to placing a new life-boat on the station.

Reported that His Grace the President of the Institution had given instructions to

engage the services of a competent swimming-master from London, to teach some of the Northumbrian fishermen the art of swimming.

Reported that the Hauxley new life-boat had, during the past month, been sent from London to her station, in lieu of the former one, which was found too heavy for the locality.

The Inspector submitted to the Committee a hand-binnacle and compass for life-boats designed by him.—The same was approved, and the Committee decided that some of the life-boats of the Institution should be provided with them.

Resolved—

1. That a life-boat carriage, on the plan of the Whitby carriage, be supplied to the Fishguard life-boat.

2. That a truck and launching-ways be provided for the Portmadoc life-boat.

3. That the Aberdovey life-boat be repaired, and supplied with a complete refit of stores.

4. That sundry stores be supplied to the Rhyl, Cemlyn, Penmon, Barmouth, and Cardigan life-boats.

Voted the silver medal of the Institution to Mrs. ELEANOR GALBRAITH, and to WM. RAE, fisherman, in testimony of their humane and gallant conduct in rescuing one out of three persons, who, with RAE, had been upset in a cross sea from a small boat, near Whitburn, on the coast of Durham, on the 6th ultimo. One of the men tried to cling to the boat, and was instantly drowned; and of the four men, RAE alone was able to swim. By his extraordinary exertions he succeeded in getting two of his comrades to a sunken rock, from which, however, the sea soon washed them all off. He then bade them cling to his clothes; and he thus actually swam with both some distance. One of them, however, fell off exhausted, and was drowned; but the other man, named MURRAY, RAE succeeded, after almost superhuman exertions, in getting to a safe footing in shallow water. Here Mrs. GALBRAITH rushed, with much presence of mind, over some precipitous and slippery rocks, into the water, which was attended with considerable danger, to their assistance. Both men were quite exhausted—indeed so much so, that MURRAY, it was stated, must have perished but for Mrs. GALBRAITH'S timely asistance.

Also a reward of 2*l.* to two fishermen for their laudable conduct in their curraghs in going to the rescue of a master of a smack, who was thrown out of his vessel, near Foy Island, Donegal, on the 5th July last.

Also a reward of 2*l.* 10*s.* to the crew of the Cemlyn life-boat, for putting off with the view of attempting to rescue the crew of four men of the sloop *Ann Susannah*, of Bangor, which became a total wreck near the Skerries on the 17th ultimo. The life-boat had just returned from her quarterly practice, having been out six hours, when a sloop on the rocks was observed by her crew. They immediately pulled out to the wreck—a distance of four miles—and found her partly sunk in the water, her stern only being visible, and her crew in the act of landing in their own boat.

The special thanks of the Committee were voted to the Rev. O. LLOYD WILLIAMS, of Llanfairynghornwy, and 5*l.* to his life-boat's crew of five men, for putting off, early in the morning, to render assistance to the crew of the barque *Regulus*, which was totally wrecked on the Skerries, on the night of the 27th August last. They reached the scene of the wreck in about four hours, having had to contend with strong wind and tide; they found, however, that the ship's crew had landed on the previous night, the weather being, at the time when the vessel struck, quite calm. The wind having freshened considerably during the day, the boat was unable to return to her station till the following morning, having been out twenty-seven hours.

Also a reward of 9*l.* to the crew of a fishing smack, for their praiseworthy services to two of the crew of the American passenger ship *John Bright*, which struck, with about 450 passengers on board, on Arklow Bank, on the Irish coast, on the 24th ultimo. The smack had tried to reach the ship; she could not, however, cross the banks, but at the risk of losing both their lives and their property; her crew ran her fearlessly into the breakers, on observing two of the ships' company, who had been capsized from a

boat, struggling in the water. Both were rapidly drifting outwards. One of the men was observed clinging to a short piece of wood, and the other to a life-buoy which had been thrown from the ship to them. They were picked up by the smack about a mile from the ship in an exhausted state, and must otherwise inevitably have perished. The ship fortunately got off, and proceeded on her voyage.

Thursday, October 4, 1855.—THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Elected CHARLES LOMBE, Esq., a Vice-President of the Institution, in virtue of his munificent donation of 100*l.* in aid of the funds of the Society.

Read letter from the Board of Trade, transmitting a list of life-boat stations reported on by Commander ROBERTSON, R.N., during his recent tour of inspection.—To express the satisfaction of the Committee on finding that out of 27 life-boats belonging to the Institution, visited by Capt. ROBERTSON, 24 were represented to be in an efficient state; and to say, that in regard to the three boats reported on as inefficient, measures would be taken to put them in a serviceable condition as soon as the funds of the Institution would enable the Committee to do so.

Read letter from the Secretary to the Shipwrecked Fishermen and Mariners' Society, transmitting from the Society a donation of 200*l.* in aid of the funds of this Institution.—To be acknowledged.

Read letter from HENRY RICHARDSON, Esq., stating that he had given authority to his builder at Manchester to construct a tubular life-boat for Rhyl. The cost of the boat, with masts, sails, and gear complete, would be 200*l.*—Decided that Mr. LEES, of Manchester, be accordingly instructed to build a boat.

Voted 3*l.* to Coast-guard Chief-boatman, JOHN STARKE, of Cloyne station, and 2*l.* each to his boat's crew of four men, for rescuing, at considerable risk of life, seven men from a ship's boat, which was capsized in Cork Harbour during a gale of wind from S.S.W., on the evening of the 1st August, 1854. After the men, who were quite benumbed and exhausted, had been taken into the Coast-guard boat, it was found impossible to reach the shore with the boat, on account of the violence of the gale and the strong ebb tide which caused the boat to drift out into the sea. The men were therefore compelled to take shelter on board a schooner in the offing, where they remained till the following morning. It was supposed on shore that they had all perished in the course of the night.

Voted a reward of 2*l.* to four Coast-guard men at Kingsgate station, Broadstairs, for their promptitude in putting off to the rescue of two out of three men capsized from a boat in a sudden squall from the land, on the 16th Sept. last. One man unfortunately perished on the occasion, having previously had his leg broken off.

Thursday, Nov. 1, 1855. Captain LAMBERT PERROTT in the Chair.

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

Mr. PEAKE brought before the Committee a model of his second class life-boat. A life-boat after it had been built for the National Life-Boat Institution by the Messrs. FORRESTT. A trial of the same had proved satisfactory.—The thanks of the Committee were given to Mr. PEAKE for having had the model made.

Read letter from Captain KENNEDY, R.N., Deputy-Comptroller General of the Coast-guard, stating that he had, on the application of the Committee, authorized the Inspecting Commander at Sunderland to take in charge the Rocket Apparatus at Tynemouth.

Read letter from Mr. LEES, of Manchester, stating that he had received the specifications of the tubular life-boat for Rhyl, from Mr. RICHARDSON, the patentee, and that the boat would be commenced forthwith.

Read letters from Messrs. RANSOMES and SIMS, transmitting a model of a two-wheeled

suspension carriage, designed by Captain WARD, R.N., and stating that the probable cost of a carriage, after it, would be 95*l.* Its weight would be about 42 cwt.—Decided that a carriage be built accordingly.

Read letters from the Aberdeen Harbour Trust, forwarding a tracing of their suspension two-wheeled life-boat carriage. Its weight was about 2 tons, and its cost 200*l.* It was easily drawn, and answered its purpose admirably. A tracing of the carriage was presented to the Institution. They also reported, that the life-boat of the Trust, which is on Mr. PEAKE'S plan, and built by the Messrs. FORRESTT, under the sanction of the Royal National Life-Boat Institution, had answered admirably, and that her crew had perfect confidence in her qualities.—Decided that the thanks of the Committee be given to the Commissioners for the description of the life-boat carriage, and for the tracing.

Read letter from the Rev. L. WYNNE JONES, transmitting an account, amounting to 72*l.* 18*s.* 7*d.*, for making the launching ways to the Penmon (Anglesey) life-boat.—Ordered the same to be paid.

Read letter from Captain AUSTEN, R.N., of Newcastle, Dundrum Bay, expressing the satisfaction of the local Committee with the decision of the Institution to change their boat for one of a lighter description.

Read letter from Mr. BUTCHER, of Yarmouth, reporting the completion of the Gorleston seamen's life-boat, and requesting that the payment promised by the Institution in aid of the boat might be advanced to him.—Decided that the promised donation of 50*l.* be paid.

Read letter from Mr. WILCOX, of Whitburn, transmitting accounts amounting to 15*l.* 18*s.* 1*d.*, for exercising the life-boat, and sundry repairs to the life-boat house and carriage, and requesting payment of the same.—Ordered to be paid.

Read letters from Mr. SANDERSON, of Berwick, stating the safe arrival of the life-boat sent to them by this Institution. The boat had given them, as well as the fishermen of the place, much satisfaction, during a recent searching trial of her qualities.

Read letter from the Rev. WM. YATE, of Dover, stating that their life-boat, as recently altered for them under the directions of this Institution by the Messrs. FORRESTT, had acted admirably when tried. A good crew pulled her rapidly over a rough sea, and against the wind.

Read letter from Captain MARTIN, of Ramsgate, transmitting an account of the services of the Harbour Commissioners' life-boat to distressed vessels on the Goodwin Sands.—To be acknowledged.

Read letter from the Life-boat Committee at Aberdovey, transmitting an estimate, amounting to 20*l.*, for putting their life-boat into a state of repair.—Ordered the boat to be repaired accordingly.

Voted the Silver Medal of the Institution and two sovereigns each to THOMAS TERRETT, PATRICK HEAVEY, and MICHAEL NICHOLSON, three sub-constables, in testimony of their gallant conduct in putting off, at great risk of life, to the rescue of two men who were seen clinging to the mast of a boat which had sunk, during a heavy gale of wind, near Knock, on the coast of Clare, on the 19th of Sept., 1854. Also 2*l.* each to two fishermen, who, on the entreaty of the constables, had accompanied them in the boat; and 2*l.* to the owner for the use of his boat on the occasion.

Also 1*l.* to two men for saving the crew of the sloop *Hopewell*, of Aberdovey, which, during violent and variable squalls, sank on the Swash Point, at the mouth of the Severn, in the Bristol Channel, on the 10th Oct. last.

Also 2*l.* were voted to four Coast-guard men, for putting off in their galley to the rescue of two men who were upset by a rough sea and strong breeze, near Ardglass, on the coast of Down, on the 25th August last.

Also 2*l.* to CHARLES CASE, and 1*l.* to his boat's crew, for saving four men, who were upset from a boat belonging to the Austrian brig *Pridetta*, in the Bristol Channel, on the 16th Oct. last. The accident appeared to have been caused by the boat running foul of a tow-rope. One boy was being carried away by the current, when CASE jumped overboard, and swam to his rescue.

THE VALUE OF LIFE-BELTS ON SHIPBOARD.

IN an account of the loss of the ship *St. Abbs*, on the coast of Madagascar, on the 15th of June, 1855, when 22 persons unfortunately perished, it is recorded that "a seaman saved himself by tying an empty tin oil-can to his back, which floated him, and enabled him to paddle safely through the surf."

There could not be a stronger illustration than the above of the value of life-preservers on board ship. If, with the aid of so rude an instrument as an oil-can fastened to his back, this man was enabled to save himself, and land safely through a heavy surf, when 22 of his shipmates perished, of how much more certain efficacy would an equally buoyant life-belt be, which, by being secured closely round the wearer's body, yet without confining his limbs, would leave him full command of the latter, to exert them by swimming or in any other manner, to save his life? With an efficient life-belt, properly put on, a man cannot sink, and even if drowned his body would still float: such an instrument must, therefore, afford him many chances of saving his life under some circumstances that he would not otherwise possess, which we think should be a sufficient argument to induce shipowners in general to supply them on board their vessels for the use of their crews. Their cost is but trifling, as the best can be had for 14*s.* each, and of so durable a character as to last for many years.

We are glad to learn that three vessels, chartered by the Emigration Commissioners, have, at the recommendation of their chief officer, Captain LEAN, R.N., been supplied with a limited number of these belts previous to their leaving London, viz., the *Bermondsey* and the *Omega*, belonging to Messrs. WILSON and COOKE, and the *Hoogley*, the property of Messrs. MARSHALL and ELDRIDGE. We trust that the liberality of those gentlemen will be followed by other shipowners, not solely for ships chartered to carry emigrants, but for the express object of affording protection to the lives of their own *seamen*, who work their ships and help to fill their coffers.

Such an act of consideration on their part could not but have a favourable effect on the minds of their crews, by evincing a regard for their welfare on the part of their employers.

SEAMEN AND THEIR EMPLOYERS.

MANY of our readers will have learned by the newspapers that for some time past discontent has existed amongst our merchant seamen, chiefly on the ground of their being liable to imprisonment for refusing, after signing articles, to proceed to sea in consequence of the unseaworthiness of their vessels.

Numerous meetings of seamen were held in the years 1854 and 1855 to adopt measures for obtaining redress. They petitioned Parliament, and, in the autumn of 1855, presented a memorial to Her Majesty, agreed to by the seamen of 27 ports, complaining of their being compelled to go to sea in unseaworthy ships. Members of both Houses of the Legislature have individually interested themselves in their behalf, but hitherto without success. In 1854, when the Merchant Shipping Bill of that year was under consideration, Lord ELLENBOROUGH, supported by Admirals the Earl of HARDWICKE and Lord COLCHESTER, carried a clause in their favour in the House of Lords, but it was rejected in the Commons. On the amendment of that Act in 1855, Lord COLCHESTER again endeavoured to introduce a clause in the Act, to the effect, "That any three or more of the officers or crew of any vessel, having reasonable cause to apprehend insecurity to life from the unseaworthy state of the hull, the unhealthy state of the forecastle, the insufficiency of the crew or of the equipment of any vessel in which they might have engaged to serve, might lodge a complaint before any justice of the peace in any of Her Majesty's dominions, who should be empowered to order a survey of such vessel by *two* qualified persons; the one being nominated by the owner, master, or agent, and the other by the crew, &c." This clause was, however, rejected.

A last effort on the part of the seamen has been the publication of a pamphlet by the Seamen's United Friendly Society, entitled "Unseaworthy and Undermanned Ships," in the form of a letter addressed to the Right Hon. ROBERT LOWE, M.P., Vice-President of the Board of Trade; signed on behalf of the seamen by THOMAS MOORE. In this letter numerous instances are quoted at length of trials and punishments of seamen by imprisonment and hard labour for refusing to proceed to sea on the plea of unseaworthiness of their ships.

We do not propose to enter into the merits of these cases, or, indeed, into that of the whole question between the seamen and the shipowners; the doing so being a political question, beyond the province of a journal which is exclusively confined to matters connected either directly or indirectly with saving lives from shipwreck. As, however, "prevention is better than cure," and the safety of a ship and the lives of those on board, especially under any critical circumstances, may, and undoubtedly often does, depend on the conduct and character of the seamen forming a ship's crew, we may fairly consider anything which would tend to improve their character, and make them more orderly, obedient, sober, and contented, as coming within our prescribed sphere, and we have our doubts whether such improvement is likely to be effected within the precincts of a jail, where they encounter the labour of the treadmill only in preference to the labour at the pumps. Having said this much, we think we shall sufficiently effect our object in noticing this dispute, by throwing an olive-branch into the "waters of strife" in the shape of a few words of advice to both parties concerned in it.

To the seamen, then, we would say—Whilst you temperately seek redress of any real grievances to which you are as a class subjected, avoid all violent or intemperate demonstrations, strikes, &c.—feel a confidence that the laws of your country will ultimately do you justice—seek so to improve your own characters and those of your associates that you shall increase the public respect for you as a class—discourage all litigious and frivolous disputes with your employers, and faithfully perform your duty to them, which will do more than anything else to obtain for you their sympathy and kind treatment; which will afford the best guarantee to your country that you are worthy of its protective care, and will assuredly bring God's blessing on all that concerns you.

To the shipowners, we will quote the following passage of Scripture, on which all our remarks to them will be founded: "Muzzle not the ox that treadeth out the corn!" or, in other words, dropping the metaphor, "Treat your servant well if you wish to secure his faithful and zealous service!" If this golden rule were more universally acted on, not by shipowners alone, but by all classes of persons to whom Providence has made others subservient, a generation of faithful servants would as infallibly spring from it as does the plant from the seed nurtured in the bounteous bosom of the earth—as is the world-reviving moisture gathered from the sea by the genial sun—as do good works proceed from a true faith—as is man's love to man generated by his love of God!

As regards the particular class of servants whose claim to protection we are now advocating, "the merchant seamen," we are aware that it may with some truth be said—"How many of them, perhaps the greater portion of them, feel little or no sympathy with, or regard for, their employers! How many of them seek to evade their work, and to do no more than they are compelled to do, rather than feel an anxiety to do their duty to the utmost of their power! That, as a class, they are a thoughtless, dissolute, and peculiar race, hard to please and difficult to manage."—Such, at all events, are the commonly-received opinions respecting them.

But we reply, admitting the truth of this to a great extent—What more certain evidence can we have that they have been a misgoverned and neglected, if not an ill-treated race? We all originally come from the same mould, from the same raw material; we are all manufactured articles; and the beauty or usefulness of the afterfabric depends on the care that has been bestowed

on the various processes it has gone through. The sun-burnt peasant, the pale artizan, the black-visaged denizen of the coal-pit, had they been brought up amidst the refinements of courtly society, and had their intellects been cultivated by education and invigorated by use, would have been as likely to excel in the senate, the pulpit, or the bar, as their present occupiers. Whilst, on the other hand, the men and women of high position in society, born and educated amidst all the advantages which wealth and power can command, had they passed their childhood and grown to maturity in the dark and wretched hovels and filthy alleys of our metropolitan or manufacturing cities or seaport towns, surrounded by degradation and vice in their most loathsome forms, clothed in rags, revelling in dirt, ignorant, yet with ignorance only, or with ignorance and vice together, to guide them, who will dare say that they would have passed unscathed through such a dreadful ordeal, or that they would any less have succumbed to its temptations and its necessities than the present occupiers of the lowest walk in humble life?

If, then, our race of seamen are not all that we could wish them to be—if, excepting as regards their animal courage and their practical seamanship, we cannot, comparing them with the seamen of other countries, look on them as "their country's pride"—we may be sure that the "raw material" is not made the most of; that if we were to bestow but a tithe of the skill, energy, perseverance, ingenuity, and earnestness which we now expend on the raw material of our cottons, and wools, and metallic ores, upon the education, management, and moral and physical improvement of our seamen, and, indeed, on the whole lower classes of our country, a fabric of more beautiful colours, a garment of more enduring warmth, a metal of more shining lustre would result therefrom than any material production—a fabric so beautiful, that it should be the admiration of heaven—a garment so enduring, that souls should be clothed in it to all eternity—a metal of such priceless worth, so rare, that it should buy us the approval of Almighty God.

To cease, however, from generalizing, and return to our merchant seamen. As, apart from the moral evidence of their neglect, which we have above exemplified, none who are acquainted with their history will deny that they have been much neglected in many respects; and as the Government has, by the late Merchant Shipping Act, done its part, as far as the time and circumstances would admit, so let it not be said that the employers of seamen, the shipowners of Great Britain, neglect theirs; but let them, heartily and liberally, endeavour to benefit them, improve them, and show that they have their welfare at heart, then we predict that the seed thus sown will return "one hundredfold into their own bosom," producing as a fruit more faithful and laborious servants, and by its reaction on themselves, better masters, better and safer ships, and a higher character to our whole mercantile marine in all the countries of the world that are washed by the sea.

WRECK OF THE "ENDEAVOUR."

ON the 6th of May last a small schooner, the *Endeavour*, of Ipswich, was driven on shore in Polkerris Bay, about one mile north-west of Fowey, on the south coast of Cornwall. As soon as her perilous situation was observed, the Coast-guard at Polkerris manned their boat, and strove hard to go to her aid; but the sea was too high, and, finding it impossible to weather the Gribbon Point, they were compelled to give up the attempt. At the same time, however, preparations were being made in other quarters to rescue the crew, which were providentially attended with greater success.

Captain NORCOCK, R.N., Inspecting-Commander of Coast-guard in the Fowey district, on receiving intimation of the wreck, proceeded with all haste to the spot, in readiness to direct his men, and afford any assistance he might be able. Fortunately, also, Mr. W. C. GEACH, steward to WILLIAM RASHLEIGH, Esq., the gentleman who owned the surrounding property, foreseeing the difficulty there would be in communicating with a wreck at the foot of a lofty cliff, had sent a waggon to Polkerris for a supply of

lines and a small boat, which were then conveyed with as little delay as possible to the spot. By the time they arrived a large number of persons had assembled there; but only one of the unfortunate crew remained alive. Three of them had succeeded in getting on a rock, over which the sea every now and then broke with such violence as to threaten to wash them off. Two of them then attempted to swim from the rock to the nearest point of the shore; but they both lost their lives in the attempt. The third, GEORGE DEWEY, remained on the rock. The small punt was now securely slung, and lowered over the cliff to the rocks below, a height of no less than 200 feet; and Captain NORCOCK immediately called for two volunteers from amongst the crowd to accompany him in the boat. Two Coast-guardsmen, WILLIAM PAPPING and THOMAS HENWOOD, volunteered at once to do so; but as PAPPING could not swim, he was rejected, and a merchant seaman, RICHARD JOHNS, volunteered to take his place. The chief boatman of Coast-guard at Polkerris, MATTHEW JENKINS, who had previously endeavoured to get off in the galley, now arrived, and also volunteered to go; but the other two having been already accepted by Captain NORCOCK, he and they took their places in the frail barque. After a manful struggle, at great personal risk to their own lives, they succeeded in reaching the rock, taking on board the almost exhausted survivor of the crew, and conveying him safely to the shore, to the joy, surprise, and admiration of all the persons assembled on the spot, who had supposed it almost impossible that so small a boat could have lived in so heavy a sea.

As the account of this very gallant service, so creditable to all concerned, has appeared in all the London, and no doubt in many of the provincial newspapers, it will probably have already been perused by most of our readers; our principal reason, however, for repeating it is to point it out as an example of what may be done by a combination of courage, energy, and forethought, whether united in one person, or divided amongst different individuals, as in this case. Thus, if Captain NORCOCK had hesitated to trust himself in this small boat, probably no other person from amongst the crowd would have ventured to do so. Again, if Mr. GEACH had not foreseen the possibility of lowering a boat over the cliff; or if, trusting to the Coast-guard or fishermen doing all that could be done; he had not at once set to work energetically to supply the means, the courage of those who used those means so effectually would have been unavailable, and the poor seaman whose life has been saved would, like his companions, have miserably perished.

The silver medal of this Institution has been awarded to Captain NORCOCK and the two men who accompanied him, and its vote of thanks inscribed on vellum has been presented to Mr. GEACH.

FRENCH ASSISTANCE TO BRITISH WRECKS.

HER MAJESTY'S Consul at Boulogne has addressed a letter to the Earl of Clarendon, relative to the services rendered by Generals de Courtigis and Borelli, and their troops, to British vessels recently wrecked near that port. Four British trading vessels were stranded between the 25th and 26th February, in consequence of the dense fog. Fortunately no lives were lost. Generals de Courtigis and Borelli, in command of the camps of Equihan and Ambleteuse, furnished the soldiers required by the marine department as working parties, with officers, to assist in saving the cargoes; and most effectually it was done. One of the ships, the Mangosteen, of London, of 383 tons burthen, from India, with a very rich cargo, derived very great benefit from the military, 300 in number, in making a road over the rocks, so as to enable carts to get to the wreck, which was most expeditiously executed, and a very considerable portion of her cargo was safely landed, which otherwise could not have been effected previous to the ship's breaking up.

(*The Life-Boat Journal has been registered for transmission, like ordinary newspapers, to all parts of the world.*)

ROYAL NATIONAL LIFE-BOAT INSTITUTION,

For the Preservation of Life from Shipwreck.

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

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

The Committee of the Royal National Life-Boat Institution would earnestly call the attention of the Public to the great and extraordinary exertions which the Society has recently made to provide efficient Life-Boats at various parts of the coasts of the United Kingdom, including Boulmer, Hauxley, Southwold, Dover, Dungeness, Teignmouth, Padstow, Fishguard, Tenby, Lytham, Drogheda, and the Isle of Man. To supply these Life-boats, together with Transporting-carriages and Boat-houses for some of them, has involved an expenditure of upwards of £2,000.

Other appeals for aid in the establishment of Life-boats continue to be received by the Committee.

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

	£.	s.	d.
Ackers, G. H., Esq. . . . . (2nd Donation)	5	0	0
A Friend, per Capt. Martin, Ramsgate (Don.)	1	0	0
Blanshard, General, C.B. . . (3rd Donation)	10	10	0
Blanshard, Mrs. . . . . (Annual)	1	1	0
Boetefeur, Alex., Esq. . . . (2nd Donation)	10	10	0
Burdett-Coutts, Miss . . . . (Donation)	50	0	0
Calder, Alex., Esq. . . . . (Donation)	5	0	0
Calder, Edward, Esq. . . . . (Donation)	5	0	0
Coutts and Co., Messrs. . . (3rd Donation)	10	10	0
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Dixon, General C. . . . . (Annual)	1	1	0
East India Company, the Hon. (7th Donation)	25	0	0
Filliter, George, Esq. . . . . (Donation)	2	0	0
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Gooch, Sir Edward, Bart., M.P. . (Donation)	2	2	0
Gosling, Robert, Esq. . . . . (Donation)	21	0	0
Hurry, Edward, Esq. . . . (3rd Donation)	3	3	0
London Assurance Corporation (2nd Donation)	105	0	0
Ogle, Admiral Sir Charles, Bart. . (Donation)	2	2	0
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Tatham, Capt. E., R.N. . . . (Annual)	1	1	0
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