

THE LIFE - BOAT,

OR

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WRECK OF THE 'POMONA.'

ON the morning of the 30th April, 1859, one of the most disastrous wrecks on record occurred on the Blackwater Bank, in the Irish Channel, by which melancholy event no less than 385 persons perished.

The American clipper ship *Pomona*, of 1800 tons burden, sailed from Liverpool on the morning of the 27th of April, for New York, having on board 400 emigrants and passengers, besides the officers and crew, 44 in number.

Embarked in a splendid ship, with a fair breeze, and the prospect of a speedy passage to the place of their destination, most of those on board were in high spirits, little apprehensive of the fearful calamity that was about to befall them. Scarcely, however, had all retired to rest, after a day of pleasing anticipations, than they were awoke to life by the ominous cry—"The ship on shore." But too soon was the terrible reality of their situation made apparent by the seas furiously breaking over them—by the violent shocks which started every timber and plank in the ship, as she was lifted by the waves and dashed again on the ground—by the cries and wailings of the fear-stricken and helpless multitude—and by all the other fearful accompaniments of a shipwreck.

It was shortly ascertained that the ship was aground on the Blackwater Bank, off the Wexford coast, the captain having mistaken the new floating Blackwater light for the Tuskar light, and having, in consequence, ordered a wrong course to be steered.

It is painful to contemplate the awful state of suspense in which the remaining hours of darkness were passed through by

that large number of our hapless fellow-creatures, and the terrible feeling of despair which must have overpowered them, when at break of day they perceived their long distance from the shore, and the slight chance, if any, that could exist of their receiving succour from it.

For twelve long hours after striking the ground their ship held together beneath them, during which interval the usual gradations of suffering and of unavailing efforts were passed through. The pumps were unceasingly worked without being able to subdue the rising flood; the boats were lowered or hoisted out only to be, one after the other, destroyed or upset, with the exception of two in which the few survivors ultimately escaped; the masts were cut away, but all was of no avail; the unequal contest was soon to end; the brave ship and the bravest of her crew were alike impotent to withstand the fury of the storm, and after twelve long hours of exertion and endurance, all was over; the ship and her precious freight had gone down together into the abyss: the last prayer was said; the last shriek was silenced; the last struggle had ceased, and all were enshrouded in a common grave!

To ourselves, who have been mercifully preserved from such dangers, the practical questions as usual suggest themselves:—Could anything more have been done than was done to prevent the catastrophe?—Can any measures be taken to lessen the risks of such wholesale destruction of life in future?

The first cause of the fatal accident, a cause which has been but too fruitful of loss of life in past times, appears to have been the mistaking one light for another. It was

by such a mistake that the celebrated wreck of the steamship *Great Britain* took place some years since, in Dundrum Bay. And many another noble ship has been lost from the same description of error. As in this instance, so also in numberless others, these fatal mistakes are made by ships which have sailed but a few hours out of English ports, to whom, it might be supposed, the lights of our own coast by night, and its landmarks by day, would indicate their course as plainly as do the familiar wayside objects and the cross-road sign-post point out the way to the traveller on the land. That the very warning-light intended to save, may, despite every precaution and great experience, prove the source of destruction, is strikingly illustrated by this wreck, for it is not many months since the Blackwater floating light was first established with the precise object of warning vessels from those fatal banks. Yet there can be little doubt that had there been no such light, the captain of the *Pomona* would have continued his original course, and would have prosecuted his voyage in safety.

Of what vital importance therefore is it, that all lighthouses contiguous to, or within long distances of each other, should be of such distinctive and different characters as to make the confounding one with another almost impossible, or at least improbable! We do not mean to say that such is not the case as regards the lights now in question, but we do say that, as regards these and all other lights, the authorities who are responsible for them should devote the most serious consideration to the subject, and that if theory suggests, or experience proves, that any specific lights are liable to be mistaken for others, no trouble and no expense should be spared to remove that liability.

Perhaps the only modes by which lights can be diversified are those already in use, namely, change of colour, and changes of appearance, by being fixed, *i. e.* uniform and permanent, or by having their light concealed at intervals, as in the revolving and flashing lights. On account of the comparatively short distances from which coloured lights are visible, especially in thick weather, the most common mode of distinc-

tion is by partial concealment, but even that is a fallible plan, as when seen at a long distance, or if it be a low light, as in a floating-vessel, a fixed light may, through being obscured by intervening waves, have the appearance of being intermittent. Such a cause may have misled the captain in the present instance, as the Tuskar light is an intermittent one, whilst the floating Blackwater light is fixed. In most cases of doubt from such a cause, perhaps the master of a ship could not do better than run directly for the light itself, until near enough to feel assured of its character and identity.

Some years ago a proposition was made to the Trinity Board, that a system of alternate colours should be adopted, that is to say, that the lighthouses around our coasts should alternate in colour: thus, for instance, commencing with a fixed bright light, that the next should be a red light, the next to that a green one, the next following a violet, and then a bright light again, and so on in the same succession. Thus every fourth light only corresponding, the distance between similar lights would be so much increased as to make it impossible that the one should be mistaken for the other. The objection to this plan was, probably, that the coloured lights are not visible at a sufficient distance. We think, nevertheless, that the idea was an excellent one, and that it might be so far adopted with advantage, as that the alternate colours should be used in combination with a bright light at intervals in each case, so that every fourth light should be a fixed bright light, the next following to be a revolving or flashing bright light, with intermittent coloured rays, to be followed again by a revolving bright light of different intervals, and with the intermittent rays of a different colour from the preceding. These double-coloured lights a long distances would then have the appearance of bright revolving lights, visible at different intervals, by which interval each would in general be known, whilst a nearer approach would bring to view its coloured rays, and remove all uncertainty as to its identity, or make assurance doubly sure.

Another cause of loss of life in this case, was the destruction of most of the ship's

boats; and, indeed, the inadequate number of them, for if all of them had been safely lowered and filled with passengers, they could not have taken in more than one-third of those on board the ship, for we learn there were but seven boats when she left Liverpool.

As we pointed out in the case of the steamship *Austria* not long since, so again in the case of the *Pomona* we must point out that if the law afforded to emigrants and other passengers the protection which it ought to do, by the enforcement of a sufficient and suitable supply of boats, much of this sad waste of human life might have been spared. True, two of the boats were washed from the davits by the sea; three of them were stove or upset on being lowered into the water; and of the two which left the ship, one was upset in landing through the surf. But if the boats had been twenty in number, which they ought to have been, instead of seven only; if they had all been life-boats—real life-boats, not sham life-boats, which the generality of ship's life-boats are—but if they had been WHITE'S life-boats, or BERTHON'S collapsible life-boats, or such life-boats as those adopted by the NATIONAL LIFE-BOAT INSTITUTION, they not only would not have swamped if stove in, but might have been safely filled with passengers afterwards, and have taken them to the shore; and if they had been of the last-named class, and had been upset in lowering, they would have righted again instantly after. If each boat had been fitted with CLIFFORD'S lowering apparatus, its chance of being safely lowered, with its complement of passengers, without injury, and without upsetting, would have been infinitely increased. And if each boat had had a bow-rope, of sufficient length and strength secured to the ship, which should always be the case, had she been upset, she would not have gone adrift, but have remained by the ship, with the chance of being righted, and of still being available to save life.

Under such circumstances, it may be fairly presumed that many boats full of passengers would have safely left the *Pomona*, and even if some of them should have been upset in landing through the surf, which,

from the ignorance of merchant-seamen of the proper management of boats in a surf, they might have been, yet even then those on board them would have had a greater chance of being saved by aid from the shore than by going down with the ship in deep water.

Once more, then, we exclaim against the injustice, the national moral turpitude, and especially against the supineness of the governing authorities, who have charge of our Mercantile Marine, and, above all, of our Emigration department of it, which affords no better protection to the lives of our fellow-countrymen, which, in the manner above pointed out, might so readily be done.

Lastly, another cause of loss of life in this deplorable case appears to us to have arisen from an error in judgment in the captain, by letting go his anchor after the ship had drifted over the bank, and got again into deep water. As shown by the charts, she could not have been more than $2\frac{1}{2}$ miles from the shore, when off the bank, to which also she must have drifted considerably nearer before the anchor was let go, as some time was expended in clearing it away, and as it is stated that the breaking of the surf on the beach was distinctly heard by those on board: as the ship did not go down until about half-an-hour after the anchor was let go, it is probable that she floated for at least an hour after drifting off the bank. We may therefore conclude that there was ample time for her to have been run on shore, especially if a sail could have been set on the mizenmast, which was still left standing. As soon, therefore, as it was found that the water was gaining on the pumps, it must have been evident that the ship would founder, and that the further she was from the shore at the moment of the final catastrophe, the less chance there must be of any of her inmates reaching it; for even if no boat could, on her first striking, have reached her from the shore, or the mortar or rocket apparatus have been the means of effecting a communication with it, the ship might have held together until the tide had left her.

As it happened, although of course unknown to the captain, the life-boat of the

NATIONAL LIFE-BOAT INSTITUTION stationed at Cahore, two miles distant, made several attempts to proceed to the wreck, but unfortunately she was as often beaten back again by the sea. If, however, she had succeeded in getting out, all that she could have done would have been to take off some 30 persons, and left the remainder to perish, as the ship would have foundered before she could return to it. On the contrary, had the vessel been driven on shore, she would probably have made the water so much smoother under her lee, that the life-boat might have been more readily launched, and have passed to and fro between the ship and the shore until all on board were saved.

We do not, however, desire to cast any reproach on the captain of the ship, who is said to have shown much coolness, presence of mind, and courage on the trying occasion, and he no doubt acted to the best of his judgment. All speculation, indeed, as to the correctness of his judgment, is now useless. Whether correct or not, it was in this instance of no avail; that which was to be has come to pass; it is now irrevocable: and we only state our opinion respecting it for the consideration of masters of ships who may chance hereafter to be placed in similar circumstances.

SERVICES OF LIFE-BOATS.

NEWCASTLE, DUNDRUM BAY.—On the 12th December, 1858, the French lugger *Louise Amelie* got embayed and was driven on shore near Newcastle in a heavy gale from S.S.E. The life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION, stationed at Newcastle, was immediately launched, and the French crew, 5 in number, were taken on board and safely landed at Newcastle.

NEWBIGGEN.—On the night of 9th January, 1859, the schooner *Betsy*, of Sunderland, ran aground off Newbiggen Point, on the Northumberland Coast, the night being dark, and a strong sea setting in from the east at the time. On signals of distress being made, the Newbiggen life-boat, belonging to the NATIONAL LIFE-BOAT INSTITUTION, was speedily launched, and took off the

crew, landing them at Newbiggen at 5 A.M.

PADSTOW.—On the 8th March, 1859, the French brigantine *Gonsalve*, of Nantes, got embayed off Padstow, and, on making for the harbour, was caught by the eddy winds at the entrance, and driven by the tide and heavy sea on to the Doombar Sand, when her crew were immediately placed in extreme danger. The Padstow life-boat was launched with great promptness, and, through a very heavy sea which repeatedly broke over and filled the boat, succeeded in rescuing the crew of 7 persons, and conveying them safely to the shore. The vessel shortly after went to pieces. The life-boat, which is on the self-righting principle, on Mr. PEAKE'S plan, was reported to have behaved admirably on the occasion.

On the 15th of March, the services of this life-boat were again called into requisition, and her crew had again the satisfaction to save the lives of their fellow-creatures. The schooner *Frederick William*, of Ipswich, getting embayed, ran for Padstow harbour in a very heavy gale from the N.W., and on approaching its narrow entrance, was taken aback by the baffling or eddy winds which are so often fatal to vessels in this locality; she was then quickly carried by the heavy sea upon the Doombar Sand. The life-boat was again launched and proceeded through a terrific sea to the aid of the hapless crew, 4 in number, who, together with a pilot on board, were successfully taken on board and safely conveyed to land. The sea was described as fearful at the time, the life-boat being repeatedly filled by it. For this and the previous service, added to his general exemplary conduct, the coxswain, DANIEL SHEA, commission boatman of Coast-guard, received the silver medal of the Institution, in addition to the usual pecuniary award which the life-boats' crews receive for such services.

HOLYHEAD.—On the 10th March, the schooner *Scotia*, of Carnarvon, anchored in a heavy S.W. gale off Trefadoc, near Holyhead: she soon commenced to drag her anchors, and was observed to be driving fast towards the Clipera Rocks. The Holy-

head life-boat, belonging to the LIFE-BOAT INSTITUTION, was very quickly launched, and on reaching her with considerable difficulty, placed three hands on board her, by whose aid the cables were slipped, and the vessel was run ashore in a safe position. The life-boat immediately after proceeded to the assistance of another schooner, also dangerously situated, and aided in conducting her also into a safe position. Had these vessels driven on the rocks, the consequences would probably have been fatal to their crews. The life-boat, which is on Mr. PEAKE'S plan, was reported to have behaved admirably on the occasion.

BIDEFORD.—Early in the morning of the 12th March, the schooner *Clifton*, of Gloucester, ran ashore on the south side of the bar at the entrance to Bideford harbour, the wind blowing hard from the west at the time. At daylight the crew, 6 in number, took to the foremast, which shortly after going by the board, threw them all into the water, when 4 of their number unhappily perished.

On the position of the vessel being seen from the shore, the two life-boats belonging to the NATIONAL LIFE-BOAT INSTITUTION were as soon as possible manned and proceeded to attempt the rescue of the crew; owing, however, to the mountainous sea which was running, to the violence of the gale, and to a cross tide, they were both unsuccessful, and had to return to the shore, after three hours' exertion, without effecting their object. After recruiting themselves and obtaining some fresh hands, the boats once more started, but were again unsuccessful, and had the mortification to see the foremast fall over the side with, as was supposed, the loss of all on board. The boats then a second time returned to the shore. It was now concluded that all hands on board the schooner had perished, but after awhile, with the help of glasses, moving objects were discovered on the bowsprit, and the boats then a third time put off, on this occasion, with better success, the smaller boat of the two reaching the vessel and taking the 2 survivors of the crew off the bowsprit, and conveying them safely to the shore.

As a very heavy sea breaks on Bideford Bar, the service was considered to be one of great danger and of unusual difficulty. During the many hours that the attempts at rescue were being continued, the members of the local Life-boat Committee and other gentlemen were on the spot, and actively engaged in aiding and in encouraging the life-boats' crews. The boats were reported as behaving extremely well, and it was considered by those on the spot that no other description of boat could have more readily reached the vessel.

FISHGUARD.—On the 15th March, during a heavy gale from N.N.W., the brig *Lord Gough*, of Whitby, riding with several other vessels in Fishguard Bay, was considered to be in danger; and the crew, wishing to leave the vessel or run her for the beach, a signal of distress was hoisted, when the Fishguard life-boat was quickly launched through a considerable surf, took the crew off, and landed them in safety. The brig, after all, held on to her anchors, and on the gale moderating, the crew were enabled to return to her. The life-boat, which belongs to the NATIONAL LIFE-BOAT INSTITUTION, was reported to have behaved admirably on the occasion.

RHYL.—On the 29th March, 1859, a sloop was observed driving towards the shore in Abergele Bay, North Wales. The Rhyl life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION was quickly conveyed by horses to the bay, and launched. The sloop was found to be the *Mary*, of Ramsay: she had broken her mainboom and split her mainsail. The weather moderating, a portion of the life-boat's crew were placed on board, and the vessel was afterwards towed into the harbour at Rhyl.

On the 26th and 29th January this life-boat also was taken to the assistance of vessels, which had hoisted signals of distress; but on neither occasion was it necessary to take off the crew of the vessel. This life-boat is on the tubular principle, invented and patented by the Messrs. RICHARDSON, of Merionethshire. She is the only boat on this principle which is stationed on our coasts. She has been highly reported of on each occasion of her performing service.

THORPE, AND ALDBOROUGH, SUFFOLK.—On the 2nd April, at daylight, a vessel, which afterwards proved to be the brig *Velocity*, of Sunderland, was perceived to be ashore on Sizewell Bank, the wind blowing hard from S.S.W. at the time. The Thorpe life-boat was quickly launched through a heavy surf and proceeded to the wreck, taking off her crew of 8 persons and landing them in safety. The vessel shortly after became a total wreck. The Aldborough life-boat also proceeded to the rescue of the crew, not being aware of the Thorpe boat having gone to her; having, however, a greater distance to go than the Thorpe boat, she did not arrive in time to be of service. Both these boats were reported as behaving admirably on the occasion.

WALMER, KENT.—On the 15th April, at daylight, a sloop was observed to be on shore on the south end of the Goodwin Sands. As soon as there was sufficient water on the sands for a boat to cross them, the Walmer life-boat was launched, and proceeded under sail to the Sands; she then rowed across them, after taking her masts and sails down, through a heavy cross sea, described by the crew as surging into the air and tossing and filling the boat every minute. On approaching the wreck, it was at first found impossible to board her, although the crew, 3 in number, were seen in the vessel's rigging. As soon as the tide turned, causing the sea somewhat to subside, the life-boat was taken alongside; but at the moment of her being so, the vessel's mast went by the board, falling across her bow. One of the 3 men in the vessel's rigging had before this been washed off and perished: of the 2 who remained, 1 was taken into the boat as the mast fell; the other, the master of the vessel, was thrown into the water. One of the life-boat's crew, **JOHN CHADWICK**, immediately jumped overboard, swam to him, and succeeded in bringing him alongside the life-boat; but on the crew grasping him, his clothes unfortunately tore away, and a sea dashing the boat away from him, he unfortunately perished. A Deal-lugger was near the wreck, but could not approach it to render any assistance.

The vessel proved to be the sloop *Liberal*, of Wisbeach, **RICHARD BONN**, master. The life-boat was reported to have behaved exceedingly well on the occasion: she is one of the self-righting boats belonging to the NATIONAL LIFE-BOAT INSTITUTION.

In the report of this case, received by the Institution, it is remarked, that had the unfortunate master been provided with one of the cork life-belts, such as are worn by the life-boats' crews, his life would not have been sacrificed. Indeed the two other men previously washed from the rigging and drowned might possibly have been saved had they been provided with belts, as they might have been picked up by the life-boat or by the Deal-lugger. We have on different occasions expressed our opinion of the desirableness of all merchant-vessels, or at least of all in our coasting-trade, being supplied with these useful sources of safety, which can be procured for a small cost, and which would be the means of saving many a poor fellow's life. Although not required by law to be supplied, we reiterate the opinion, "that every humane shipowner should consider one for each of the men employed by him to be a necessary part of the furniture of each of their ships."

LIFE-BOATS FOR THE COAST OF SCOTLAND.

THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, which has already numerous Life-boat Stations on the English and Irish Coasts, is desirous to extend its work of usefulness to the Coasts of Scotland, that every part of the United Kingdom may be provided with the means of affording succour to those unfortunate persons who by the violence of the storm are cast away, and must, too often, otherwise perish on its shores.

To enable the Society to effect this important object, the Committee venture to solicit the pecuniary aid and the general co-operation of the people of Scotland—of her great landed proprietors, the sea boundaries of whose estates are washed by the angry waves—of the Merchants and Shipowners of her Commercial cities—of all humane

persons who can feel for and have the power to aid those whom it has pleased Divine Providence to afflict.

The objects of the Institution are effected—

1st.—By stationing life-boats, fully equipped with all necessary gear and means of security to those who man them; and with transporting-carriages on which they can be drawn by land to the neighbourhood of distant wrecks—and by the erection of suitable houses in which the same are kept.

2nd.—By the appointment of paid Coxswains who have charge of, and are held responsible for, the good order and efficiency of the boats, and by a Quarterly Exercise of the crew of each boat.

3rd.—By a liberal remuneration of all those who risk their lives in these boats by going to the aid of wrecked persons.

4th.—By the superintendence of an Honorary Committee of residents in each locality, who on their part undertake to collect locally what amount they are able of Donations towards the first Cost, and of Annual Contributions towards the permanent expenses of their several Establishments.

To effectually attain these objects it will be manifest that a considerable expense will be incurred; amounting to from 300*l.* to 400*l.* for the first Establishment, and to an average of 20*l.* annually on each Life-boat Station.

Without, therefore, the pecuniary assistance, and the hearty general co-operation of the Community at large, the objects of the Society could not be carried out. Its Committee of Management, therefore, earnestly appeal to the benevolent people of Scotland to aid them in this necessary and philanthropic undertaking.

REVIEW OF BOOKS.

‘THE MATE AND HIS DUTIES.’ *By the late Capt. JOSEPH J. KELLY. Third Edition. TAYLOR, IMRAY, and SON, Minorics, London; ROCKLIFF and SON, Liverpool. Price 2s.*

IN our 29th Number, in an account of the wreck of the barque, *Mary Stoddart*, near Dundalk, we related the circumstances of the

death of Capt. J. J. KELLY of that place, whilst engaged in a gallant and persevering effort to save the lives of those on board the above-named vessel, then ashore in Dundalk Bay. Since then our attention has been drawn to the small work having the above title, a third edition of which had been published by that gentleman some time before his lamented death: a work which we should like to see in the hands not only of every mate, but of every master, of every shipowner, and of every seaman in the Merchant-service; and not only in the hands of the members of that service, for whose use it was especially written, but also in those of officers of the Royal Navy, very many of whom might learn a profitable lesson from the pen of the merchant Captain. For different as are the duties and the requirements of the two services, there are many general principles that are applicable to both, and the qualities which fit a man for command in the one, qualify him for command in the other also. Professional knowledge, firmness, judgment, courage, forbearance, self-respect and self-government, observation, knowledge of human nature, gentlemanly bearing, the art of governing others, patriotism, morality, all are qualities which together form the character of a good officer, whether he hold the proud command of a royal ship with a bevy of educated gentlemen to aid him and carry his orders into effect, or whether he be the single unsupported man who walks the merchant-vessel's quarter-deck.

From whatever point it is viewed, the education of the officers of our mercantile marine is a subject of immense importance. Whether we contemplate the enormous amount of property that is intrusted to their care, or the number of human beings whose health and happiness, indeed, whose very existence is greatly dependent on them, being placed under their absolute care and control; or whether the influence and example of so numerous a body of men as our merchant-seamen, scattered over the whole surface of the globe, whither their duties carry them, how great, in the aggregate, is their power for good or evil. And yet so little attempt has hitherto been taken to improve or

afford opportunities for improvement to this important and numerous section of our community, that, as Captain KELLY in his work observes, it has long been matter of notoriety that our merchant officers and seamen are, as a body, more illiterate and less respectable than those of any other civilized maritime community. Feeling the reality of this evil, and the incalculable importance of its being remedied, we hail with much gratification a work which, written by one of their own body, and taking a comprehensive and practical view of the question, is calculated we believe to render an immense service to the mercantile community, and through that medium to the country at large.

As nearly every master of a merchant-vessel must have first passed through the grade of mate, Captain KELLY rightly and judiciously addresses his book to the latter, for it will, in the majority of cases, be in that grade that the character of the future master will be formed, or, at least, that the germs of that character will be sown. Nevertheless, there are few masters who could study its contents without profit, and not even the most skilful and accomplished could do so without gratification.

The space we have at command will not admit of our giving extracts from this valuable little work, or we might quote numerous passages, which, if we had a son at sea in either the Royal Navy or the Mercantile marine, we would urge him to commit to memory.

We however recommend every officer in the merchant-service, and every seaman in it, who looks forward either to advancement in his profession or to self-improvement in his present useful and honourable calling, to procure and study the book for himself. It contains many useful suggestions in matters of practical seamanship; although, as its author justly observes, the rigging of a ship and other departments of seamen's work can never be learned from books. It defines the duties of the mate to the master—to his employers—to the crew—and to himself. It contains many excellent remarks on the management of men, and general discipline, and on sanitary arrangements on shipboard—

some useful information on the making and repairing of sails—a vocabulary of sea terms and phrases in the Spanish, French, Italian, and Bengalee languages; and also a series of questions and answers on the marine steam-engine. The leading feature, however, and the most valuable portion of the work, is that general instruction and good advice to the officer of the merchant-service, and those unsparing but temperate remarks on his too common failings, which cannot be studied by him without conducing to his mental, moral, and professional improvement; and many parts of which from their high tone and practical and universal character may with the same benefit be read by persons in any other profession or position in life.

Capt. KELLY was also the author of a useful collection of Navigation Tables, entitled "*Companion to the Nautical Almanac*"—a work deserving the attention of seamen.

ADDITIONAL LIFE-BOAT STATIONS AND NEW LIFE-BOATS.

FLEETWOOD, LANCASHIRE.—A life-boat station has been recently formed at Fleetwood in connection with the NATIONAL LIFE-BOAT INSTITUTION. A life-boat, on Mr. PEAKE'S plan, as adopted by the Institution, 30 ft. long, rowing six oars, single-banked, and provided with a good carriage, has been furnished by the Institution, and a substantial boat-house has been erected for their reception. As Fleetwood is a port frequented by passenger-steamers in addition to some coasting-trade, it is important that it should be provided with a life-boat, although wrecks have not been of very frequent occurrence in the locality.

LOSSIEMOUTH, SCOTLAND.—A life-boat station has been established by the NATIONAL LIFE-BOAT INSTITUTION at Lossiemouth, on the east coast of Scotland. This boat is also a 30 ft. self-righting boat, on the Institution's plan, rowing six oars, single banked. She is provided with a transporting-carriage, and a house has been built for her reception. As many accidents

happen to the fishing-boats on this part of the coast, in addition to occasional wrecks, it is thought that a life-boat may be of much service here.

EXMOUTH.—A life-boat establishment has recently been founded at Exmouth by LADY ROLLE, of Bicton House, Devon, and placed in connection with the NATIONAL LIFE-BOAT INSTITUTION, her ladyship having munificently presented the cost (£375*l.*) of the boat, carriage, and boat-house, to the Society. This boat is on the Institution's plan, and is 30 ft. long, rowing six oars, single banked. A local Committee of resident gentry have, as usual, undertaken the management of the establishment. The accumulation of shoals off the entrance to the river Ex must always be liable to occasional accidents both to shipping and boats; a life-boat is no doubt therefore a valuable acquisition to the port.

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#### SUMMARY OF THE

#### MEETINGS OF THE COMMITTEE.

Thursday, 2nd Dec., 1858. THOMAS CHAPMAN, Esq., F.R.S., in the Chair.

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

Read letter from his Grace the DUKE of NORTHUMBERLAND, K.G., President of the Institution of 18th Nov., forwarding a communication from Vice-Admiral Sir GEORGE SARTORIUS, requesting that a life-boat might be built for the Portuguese Government on the plan adopted by this Institution.—Reported that Sir GEORGE had been informed of the two classes of life-boats adopted by the Society, and that he had ordered a 32-foot life-boat, through Mr. PEAKE, to be built by Messrs. FORRETT.

Also from his Grace the PRESIDENT, of 1st inst., forwarding a communication from Colonel Fox, of Hyères, Department of the Var, of 29th Nov., requesting particulars for the information of the Duc de LUYNES, of the life-boats of the Institution. Colonel Fox stated that the French duke was desirous to establish some life-boats on the French coast.—Ordered the usual life-boat papers to be transmitted to the Duc de LUYNES.

Read and approved the Inspector's Report of the 15th Nov., on his visits to the life-boats on the Norfolk coast.

Read letter from JAMES BURMAN, Esq., Hon. Sec. of the Castletown Branch, of 29th Nov., stating that the life-boat on that station, which

belongs to this Institution, had been the means of saving a vessel and her crew from, apparently, an almost inevitable death on the previous Friday.—To be acknowledged.

Also from C. H. COOKE, Esq., Hon. Architect, forwarding a drawing of the Exmouth life-boat house, and also the revised estimate from a local builder for its erection—Decided that Mr. COOKE be thanked for the same, and that the estimate of the builder be accepted.

Also from Captain MACLEOD, R.N., of Invergordon, of the 16th Nov., calling attention to his plan for lowering, at night, ships' life-buoys.—To be acknowledged.

Also from Mr. J. DALRYMPLE, of Fraserburgh, of the 22nd Nov., conveying the thanks of a public meeting, of which he was Chairman, to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, for the new life-boat sent by it to Fraserburgh. A vote of thanks was also passed to Mr. MCKERRELL, the benevolent donor of the cost of the life-boat to the Institution.

Also from their Excellencies the Ambassadors of Sardinia, and of Sweden and Norway, conveying the thanks of their respective governments to the Society for the drawings of the life-boat and carriages presented to them.

Also from Lieutenant PETCHOUROFF, of the Imperial Russian Navy, of 29th Nov., stating that his Imperial Highness the Grand Duke Constantine, High Admiral of Russia, had decided to order three small life-boats and two transporting-carriages on the plan of those adopted by this Institution.—Ordered the same to be proceeded with.

Also a letter from Count BERNSTORFF, the Prussian Ambassador, of the 29th Nov., stating that the Prussian Government were desirous to have a 32-foot life-boat built for them on the plan of the Society.—Ordered the boat to be built accordingly.

Ordered the sale of 1000*l.* Three per Cent. Reduced Annuities from the funded capital of the Institution.

Decided—To station a life-boat and carriage at Lossiemouth, on the north-east coast of Scotland.

Voted the thanks of the Institution, inscribed on vellum to the Rev. C. W. KING, late Hon. Sec. of the Newbiggin Branch, for his zealous and valuable services in that capacity.

Ordered a new life-boat house to be built at Berwick-on-Tweed, and at Carnsore, near Wexford.

Paid 796*l.* 15*s.* 8*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses. Also 1029*l.* 16*s.* 6*d.* to Messrs. FORRETT for life-boats built by them for the Institution.

Voted, 1 gold medal, 4 silver medals, and 183*l.* 8*s.* 6*d.*, for various services rendered by the life-boats of the Institution, and shore-boats, at several wrecks, the particulars of which will be found detailed in its Annual Report, published in April last.

Thursday, 6th Jan., 1859. THOMAS CHAPMAN, Esq., V.P., F.R.S., in the Chair.

Read and approved the Minutes of the previous

Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committee.

Reported the death of G. HOLGATE FOSTER, Esq., Vice-President of the Institution. Mr. FOSTER had been a liberal contributor to the funds of this Society, and had left it a legacy of 1000*l.* free of duty.

Read letter from Mr. CUBITT, Hon. Sec. of the Bacton Branch, of 28th Dec., giving an account of a recent favourable trial of the life-boat on that station.

Also from Messrs. FORRESTER, presenting a model to the Institution of a 38-foot life-boat, being the largest life-boat they had hitherto built on Mr. PEAKE's plan. A boat built after the model had been sent by them to the Cape of Good Hope. To be thanked.

Reported the transmission of the Tramore and Carnore life-boats and carriages to their stations. Free passages had been kindly given to them to Waterford on board the steamers belonging to the Messrs. MALCOLMSON of Waterford.—To be thanked.

Read letter from Captain MARTIN, of Ramsgate, of 22nd Dec., forwarding a report of the services of the Ramsgate life-boat and steam-tug to a vessel on the Goodwin Sands on the previous day.—To be thanked.

Also from Mr. J. W. MAHER, Hon. Sec. of the Tramore Branch, of 28th Dec., reporting the result of the recent favourable trial of the new life-boat sent by this Institution to that station.—To be acknowledged.

Also from the Colonial Secretary of the Cape of Good Hope, of the 13th Oct. last, expressing the thanks of the governor of that colony for the Instructions for the Treatment of the Apparently Drowned, and stating that the same had been published in the Government Gazette.

Also from Mr. P. HEYNES, of High-street, Poplar, of 14th Dec., calling attention to his plan of life-boat carriage.—To be acknowledged.

Also from Mr. R. CULVERWELL, of Plymouth, of 9th Dec., submitting his plan for preventing boats from upsetting.—To be acknowledged.

Also from Mr. N. JECGER, of Bergen, of 26th Nov., calling attention to his new plan of tubular life-boat.—To be acknowledged.

Also from Messrs. WHITE of COWES, of 2nd Dec., forwarding a model of a ship's life-boat for exhibition at the Institution.—To be thanked.

Also from the Duc de LUYNES, of Hyères, of 19th Dec., expressing his thanks for the various life-boat papers which had been forwarded to him by the Institution.

Paid 208*l.* 19*s.* 11*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses. Also 250*l.* for the Tramore, Cullercoats, Aberdovey, and Berwick life-boat carriages.

Voted a reward of 6*l.* to 6 men, for putting off and saving 2 men of the crew of the smack *Catherine Anne*, of Ramsey, which was wrecked during a S.W. gale, off Maryport, on the 7th Oct. last.

Also 8*l.* to a fishing-boat's crew, for saving the crew of 3 men of the schooner *Oak*, of Goole, from Goole to Ipswich, which, during a fresh gale and

squally weather, was wrecked off Blakeney Harbour, on the 18th Oct. last.

Also 2*l.* to 3 men, for saving a man whose boat was capsized off Britannia Pier, Yarmouth, during cloudy weather, on the 24th Oct. last.

Also 3*l.* 10*s.* to a boat's crew, for putting off and rescuing 1 out of 3 men of the crew of the schooner *Earl Spencer*, of Liverpool, which was wrecked during cloudy weather at the mouth of the Boyne, Drogheda, on the 17th Nov. last.

Also a reward of 3*l.* to a boat's crew, for putting off and rescuing 5 out of 6 of the crew of the brig *Sampson*, of Waterford, which was wrecked during hazy weather off Ballinacourty, near Dungarvan, on the 14th Nov. last.

Also 4*l.* to a boat's crew, for going off and saving the crew of 6 men of the schooner *Sealby*, of Maryport, which was wrecked during a gale of wind off Innisboffin, on the coast of Donegal, on the 30th Nov. last.

Also the silver medal of the Institution and 1*l.* to JOHN MOSS, for saving, at the peril of his life, 1 out of 2 men from the lugger *Stornoway's* boat, which was run down off Dungeness, on the 19th Dec. last.

Also a reward of 5*l.* 10*s.* to a boat's crew, for going off and saving 2 persons from a boat which was capsized during squally weather, off Glin, Limerick, on the 13th Nov. last.

Also 3*l.* to a boat's crew, for putting off and rescuing 3 men from a fishing-boat which went to pieces off Nesting, Shetland, during a gale of wind, on the 27th August last.

The Lytham life-boat put off to the assistance of the schooner *E D'*, of Salcombe, which had a signal of distress flying, during a S.W. gale, and succeeded, on the 19th Dec. last, in bringing her into port in safety.

Voted 14*l.* to the crew of the Newbiggin life-boat, for going off and rescuing 4 persons from the schooner *Betsy*, of Sunderland, which was wrecked during a strong gale of wind off Newbiggin Point, on the 9th Jan. last.

Also 6*l.* to the crew of the Institution's life-boat at Newcastle, Dundrum Bay, for going off and saving 5 persons from the lugger *Louise Amelie*, of Nantes, which was wrecked during a gale of wind from the S. in Dundrum Bay, on the 12th Dec. last.

Thursday, 3rd Feb. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Also from Captain PRIEST, R.N., Hon. Sec. of the Holyhead Station, of the 2nd Feb., forwarding an account of the services of the Holyhead new life-boat, and stating the great satisfaction the behaviour of the boat had given to her crew.—To be acknowledged.

Also from WILLIAM HUGHES, Esq. Hon. Sec. of the Rhyl Branch, of 1st Feb., giving a detailed account of the services of the tubular life-boat, and of her valuable qualities, especially when being towed by a steam-tug through a heavy sea.

The Committee voted their thanks to the Directors of the Belfast Steam Ship Company, the Great Northern, North Eastern, London and North Western, and Preston and Wyre Railway Companies, for kindly giving free conveyance to the life-boats and carriages of the Institution to their respective stations on the coast.

Read letter from JAMES PEAKE, Esq., of 17th Jan., stating that, in consequence of his appointment to Her Majesty's Dockyard, Devonport, he was unable to give any further personal attention to superintend the building of the life-boats of the Institution, and suggesting that the Committee might appoint a superintending officer to secure the efficiency of the practical workmanship of the life-boats.

Resolved—That the gold medallion of the Institution be presented to Mr. PEAKE in acknowledgment of his eminent services as designer of the life-boat now successfully adopted and used by the Institution, as well as for his long and valuable assistance in superintending the building of the Society's life-boats.

Decided—That an application be made to the Admiralty for the occasional absence of Mr. PROWSE during his working hours to survey the life-boats of the Institution.

Reported the transmission of a new life-boat and carriage to Cullercoats.

Read letter from Mr. PAIN, Hon. Sec. of the Mundesley Branch, of the 22nd Jan., stating that they had had a favourable trial of the Mundesley new life-boat.—To be acknowledged.

Also from Mr. BEATSON, Chief Officer of Coast-guard at Fraserburgh, of the 5th Jan., stating that he had collected 12*l.* 9*s.* amongst his friends and acquaintances in aid of the funds of this Institution.—To be thanked.

Also from his Excellency the Danish Ambassador in London, conveying the thanks of his Government to the Society, for drawings of the life-boat and carriages presented to them.

Read letter from Mr. VAIL, of Belfast, of 26th Jan., calling attention to his plan of wreck-escape.—To be acknowledged.

Paid 182*l.* 13*s.* 9*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses. Also 400*l.* to Messrs. FORRETT for life-boats built by them for the Society. Also 203*l.* 7*s.* 1*d.* for life-boat carriages.

Voted the silver medal to JOHN RUDDOCK, boatman, of Filey, in testimony of his general valuable and gallant services in saving life from wrecks on different occasions.

Also a reward of 4*l.* to a fishing-boat's crew for rescuing 4 out of 5 of the crew of the brig *Nancies*, of Irvine, which was wrecked off Troon during blowing weather, on the 10th Jan.

Also 10*l.* to the crew of a Pakefield yawl, for putting off and rescuing the crew of 9 men of the brig *Black Prince*, of North Shields, which was wrecked during thick weather on the Holme Sands, on the 21st Dec. last.

Also 7*l.* to 7 men, for putting off and rescuing, at the risk of their lives, the crew of 7 men of the schooner *Maria*, of Bilboa, which was wrecked

during a heavy storm, off Lerwick, Shetland, on the 6th Jan. last.

Also 20*l.* to a boat's crew of 20 men, for putting off and rescuing the crew of 8 men of the French brig *Druide*, of Morlaix, which was wrecked during squally weather off Blakeney, Norfolk, on the 8th Jan. last.

Thursday, 3rd March, 1859. THOMAS BARING, Esq., M.P., V.P., in the Chair.

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

Read the following letter from Viscount BURY, M.P. :—

" 14th February, 1859.

" 47, Sloane Street, S. W.

" SIR,

" On the homeward voyage of the steamship *Asia* from New York, the passengers whiled away the time by contributing short papers in verse and prose to a Magazine which they established on board, and which, partly in allusion to the name of the ship, and partly in honour of Mr. LOTT, her captain, they called the *Asiatic Lottery*.

" It was proposed by some of the ladies on board, and carried by acclamation, that the MS. of the Magazine should be raffled for, and that the proceeds should be given to the funds of the NATIONAL LIFE-BOAT INSTITUTION.

" I have, in consequence, the honour and satisfaction of enclosing a cheque for 21*l.*

" May I request that you will acknowledge the receipt of this note, as I have engaged to communicate your reply to my fellow-passengers?

" They are not without a hope that others may adopt an amusement which made their voyage a pleasant one, and the proceeds of which will, they trust, in the hands of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, help to alleviate the sufferings of some who have 'gone down to the sea in ships' with less good fortune than the providence of God awarded to themselves.

" I have, &c.,

To the Secretary of the  
Royal National Life-Boat Institution.

" (Signed) BURY."

Resolved, that the thanks of the Committee be presented to Viscount BURY and his fellow-passengers for their generous contribution.

Also a communication from the workmen of Messrs. FORRETT, forwarding a contribution of 30*l.*, collected amongst them in aid of the funds of this Institution.—To be thanked for their generous contribution.

Read and approved a draft of the Annual Report read. The same was adopted at the Annual Meeting of the Institution on the 17th March.

Read and approved the Report of the Inspector on his visit to the life-boats on the south coast.

Ordered a life-boat house to be built at Fleetwood.

Reported the stranding of the steamer *Prince Frederick William* off Calais, on the 28th February last, and the upsetting of the new life-boat, when three persons lost their lives on the occasion. Captain WARD, R.N., Inspector of Life-Boats to

the Institution, had at once been instructed to proceed to Calais to make inquiries on the subject.

Some farther particulars of this case will be found at page 198.

Read letters from His Grace the President, of the 16th and 18th February, stating that he would preside at the Annual Meeting of the NATIONAL LIFE-BOAT INSTITUTION, if his health would permit him to be in London on the occasion.

Also from Mr. FLETCHER, of Caldly Island, near Tenby, of 21st February, calling attention to his plan of life-boat.—To be acknowledged.

Also from JAMES PANTON, Esq., Hon. Sec. of the Cullercoats Branch, of 22nd February, stating that they had had a trial with the new life-boat and carriage at Cullercoats, and that the same had gone off satisfactorily.

Reported that Mr. MONTAGUE GORE had delivered a lecture on Life-boats at the Sailors' Home, Wells Street, on 25th February.

The Committee voted their thanks to Captain KENNEDY, R.N., Deputy Comptroller-General of Coast Guard, for kindly allowing Her Majesty's Ship *Ajax*, to tow the Newcastle, Dundrum, life-boat from Belfast to her station.

Decided—That a set of five life-belts be presented at the request of the Rev. THOMAS CLEMENTS, of East Wittering, Sussex, to the boatmen of that place, to be worn by them on occasions when their services are required to save life from shipwreck.

The Committee voted their thanks, inscribed on vellum, to Capt. J. B. WILLOUGHBY, R.N., Inspecting Commander of the Coast-Guard, in acknowledgment of his valuable services at the stranding of the barque *Aurora*, off Rottingdean on 9th February last, and of his zealous exertions in promoting the establishment of several life-boats on the coast.

Paid 265*l.* 3*s.* 3*d.*, for sundry charges on various life-boats, life-boat carriages, and life-boat houses.

Voted the Silver Medal of the Institution to Mr. JOHN RIDGE, and 1*l.* to several other men for going off in shore-boats, and rescuing 18 out of 31 men from the schooner *Zsar*, of Hull, which sank on the Vroge Rocks, Lizard Point, during a S.W. gale, on the 22nd January last.

Also 1*l.* to two men for going off and rescuing 2 men from the sloop *St. Anne*, of Galway, which was wrecked off Rinmore Point, on the coast of Galway, on the 6th February last.

Also 1*l.* to a man named JOHN FOLAN, who, at the risk of his life, swam out to the assistance of a man who was observed to be in an exhausted state in the sea off Derrigimla, Clifden, on the coast of Galway, on the 27th January last.

The thanks of the Institution, inscribed on vellum, were voted to Mr. J. R. JONES, and 2*l.* 10*s.* to 5 other men, for going off and rescuing the crew of 5 men of the schooner *Eliza Pickering*, of Hull, which was wrecked off Cymyron, near Holyhead, on the 18th January last.

Also the thanks of the Institution, inscribed on vellum, were voted to Mr. KENNETH MURRAY, and 5*l.* 10*s.* to several men for putting off and assisting the crew of 5 men from the brigantine *Miney Harley*, of Cork, which was found disabled off the

Butt of Lewis, during hazy weather, on the 28th December last. Some of the crew had died from famine, and the captain died soon after he had been brought ashore.

Also 2*l.* to a boat's crew for putting off and saving a man from a fishing-boat which had struck on a sunken rock off Innishen Island, on the coast of Donegal, on the 7th January last.

Also 2*l.* 10*s.* to a boat's crew for going off and rescuing 1 man out of 6 from the schooner *Richmond*, of Middlesborough, which was wrecked during a S.W. gale off Kingsdown Walmer, on the 2nd February last.

Thursday, 17th March. The Annual General Meeting of the Friends and Supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the London Tavern, Bishopsgate Street, the Right Honourable Sir JOHN SOMERSET PAKINGTON, Bart., M.P., First Lord of the Admiralty, in the absence of His Grace the DUKE OF NORTHUMBERLAND, K.G., President of the Society, in the Chair.

The Chairman having opened the Meeting with some remarks:—

The Secretary read the Annual Report of the Committee.

Various resolutions were afterwards moved, seconded, and carried unanimously, pledging the Meeting to renewed exertions on behalf of the benevolent objects of the Institution. (The resolutions will be found in the preceding number of the LIFE-BOAT JOURNAL.)

Thursday, 7th April. THOMAS BARING, Esq., M.P., in the Chair.

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

Read letter from the Secretary to the Shipwrecked Fishermen and Mariners' Society, of the 5th April, forwarding an extract from the Report of the Sub-Committee on the present position of the Society, and stating that in consequence of the great pressure on the funds of that Society which for the last two years had caused an outlay over the income of 1000*l.* per annum, the Committee had thought it right to adopt the recommendation of the Sub-Committee, by raising the subscription of the beneficiary members to three shillings; that in order to prevent such an alteration from injuriously affecting this Institution, the Honorary Agents of the Society would be instructed to urge the continuance of the subscriptions of the Mariners, and that such subscriptions would in future be collected expressly for this Institution, but without, as heretofore, fixing the amount at three-pence, in the hope that many masters of vessels and others might be induced to contribute a still larger sum.—To be thanked.

Reported the receipt of an additional donation of 105*l.* from the Royal Exchange Assurance Corporation; an annual subscription of 10*l.* 10*s.* from the Peninsular and Oriental Steam Navigation Company, and a further donation of 21*l.* from the Clothworkers' Company.—To be thanked.

Read letter from Sir EDWARD LAMBERT PER-

ROTT, Bart., stating that Colonel TULLOH, R.A., Director of the Carriage Department of the Royal Arsenal, Woolwich, had suggested that Mr. MORRIS, the Master Wheelwright of that Department, might be appointed to survey the life-boat carriages of the Institution.

Decided—That Colonel TULLOH be thanked, and that Mr. MORRIS be appointed.

Also from C. H. COOKE, Esq., Hon. Architect, forwarding his report of inspection of the life-boat houses built on his design at Yarmouth and Lowestoft, and stating that the same had been completed to his satisfaction.

Approved of the pamphlet on the "Management of Boats in Heavy Surfs, &c.," and ordered the same to be printed and circulated. Also ordered the pamphlet to be translated into French.

The Committee voted their thanks, inscribed on vellum, to R. V. GORHAM, Esq., late Honorary Secretary to the Aldborough, Suffolk, Branch of this Institution, in acknowledgment of his long and valuable services in that capacity.

Read letter from Captain WASHINGTON, R.N., of the 8th March, forwarding a letter from Her Majesty's Consul at Rome of 8th January, who stated that Prince BORGNESE, the owner of a large extent of land on the Italian coast, had requested various particulars relative to the life-boats of the Institution to be furnished to him.—To be acknowledged.

Reported the transmission of the Lossiemouth life-boat and carriage to their station on the 22nd March, and that they had given satisfaction to the inhabitants of the place. A free conveyance had been given to them on board a steamer belonging to A. DUNN, Esq., of Lime Street, London.—To be thanked.

Read letter from Captain WASEY, R.N., Hon. Sec. of the Fleetwood Branch, of 20th March, stating that the Fleetwood new life-boat had been tried in a gale of wind, and that she had answered every expectation.

Also from the Hon. MARK ROLLE, of 1st April, stating that he would grant a lease of a piece of ground at Exmouth for the life-boat house at a nominal rent, and that he should be happy to contribute 10*l.* annually as a subscription to the ROYAL NATIONAL LIFE-BOAT INSTITUTION.—To be thanked.

Paid 539*l.* 6*s.* 9*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses. Also 510*l.* 12*s.* 9*d.* to Messrs. FORRESTER for life-boats built by them for the Institution. Also 124*l.* 1*s.* 5*d.* for the Lossiemouth and Dundalk life-boat carriages.

Voted the Silver Medal of the Institution to DANIEL SHEA, Coxswain of the Padstow life-boat of the Institution, and 7*l.* to her crew, for going off and rescuing the crew of 7 men of the brigantine *Gonsalve*, of Nantes, which, during a heavy gale of wind, was wrecked on the Doonbar Sand, Padstow, on the 8th March last.

Also 8*l.* to the crew of the same life-boat for rescuing the crew of 4 men and a pilot from the schooner *Frederick William*, of Ipswich, which was wrecked on Doonbar Sands, Padstow, on the 15th March last.

Also 4*l.* to the crew of the Society's life-boat *Mermaid*, stationed at Appledore, Bideford, for putting off and rescuing the crew of 5 men of the schooner *Caroline*, of Fowey, which was wrecked on Northam Burrows, on the 11th March last.

Also the thanks of the Committee, inscribed on vellum, to T. B. CHANTER, Esq., Hon. Sec. of the Bideford Branch, in acknowledgment of his long and zealous services in that capacity.

Also 37*l.* to pay the expenses of two of the Institution's life-boats stationed at Appledore, for rescuing 2 out of 5 of the crew of the schooner *Clifton*, of Gloucester, which, during a heavy gale of wind, was wrecked off Bideford on the 12th March last.

Also 6*l.* 10*s.* to the crew of Society's life-boat at Holyhead, for putting off and assisting to bring to a port of safety the schooner *Scotia*, of Carnarvon, which, during a heavy gale of wind, was observed to be in distress off the Clipera Rocks on the 11th March last.

Also 110*l.* 10*s.* 6*d.* to pay the expenses of the Newhaven, Brighton, Teignmouth, Penmon, Fishguard, Portmadoc, Rhyl, Aldborough, and Arklow life-boats, for putting off with the view of rendering assistance to vessels which had signals of distress flying.

Also 11*l.* 10*s.* to pay the expenses of the Thorpness life-boat, which likewise belongs to the NATIONAL LIFE-BOAT INSTITUTION, for putting off during rough weather, and rescuing the crew of 8 men of the brig *Velocity*, of Sunderland, which was wrecked on Sizewell Bank, on the 2nd April last.

Also 14*l.* to two boats' crews of 7 men, at Barmouth, for their services to the crew of 3 men of the flat *Margaret*, of Preston, which sank off Mochras Head, Cardigan Bay, during a dense fog on the 3rd March last.

Also 6*l.* to the crew of 12 men of the Irvine life-boat, for putting off during a gale of wind, and rescuing the crew of 4 men of the schooner *Ebenezer*, of Beaumaris, which was wrecked on the north side of Irvine Bar, on the 7th March last.

## SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY.

THIS national and benevolent Institution held its Annual Meeting at Willis's Rooms on the 20th May. The Right Hon. EARL MANVERS, one of its Vice-Presidents, in the Chair. Amongst those present we observed Sir CHARLES ROWLEY, Bart., Admirals Sir GEORGE WESTPHAL, BERTIE C. CATOR, CHARLES R. D. BETHUNE, C.B.; Captains (Royal Navy) Hon. FRANCIS MAUDE, C. R. EGERTON, GAMBIER, WARD, HEASLOP, YOUNG, LEAN. REVS. R. H. BAYNES, AUBERTIN, RAY, J. M'CONNELL HUSSEY. J. T. FOSTER, Esq., R.N., WILLIAM STUART, JOSEPH PAYNE, THOMAS BIRMINGHAM, RICHARD LEWIS, GEORGE A. BROGRAVE, Esquires, and others.

FRANCIS LEAN, Esq., the Secretary, read the Annual Report, which stated that year by year the Committee had to regret a growing increase of casualties among the shipping; last year no fewer

than 3329 were recorded by Lloyd's, of which 1170 had occurred on the coast of the United Kingdom. The Society, however, in the midst of this distress, had done everything that humanity required; thus 5037 shipwrecked persons had been clothed, fed, and forwarded to their homes, and 3168 widows and orphans, making a total of 8205 persons who had been promptly relieved in their extremity by the honorary agents on the coast (of which there are 500) during the past year, and 77,089 persons had experienced the blessings of the charity since 1833. The amount of relief had exceeded the income in the last two years by 2176*l*.

The number of vessels now carrying the Society's flag amounts to 3035, and the number of fishermen and mariners subscribing had reached to 43,000. The quarterly magazine, *The Shipwrecked Mariner*, which publishes its operations, continued to do good service. Legacies to the amount of 2315*l*. had been reported. The Committee had awarded five gold medals and fourteen silver medals as rewards for praiseworthy exertions in saving life from shipwreck on the high seas, or on coasts of the British colonies. The interesting subject of a hospital, similar to that at Greenwich, for the aged, disabled, and worn-out sailors of the mercantile marine, towards which the Society had voted 5000*l*., had remained in abeyance, owing to various circumstances; the hospital committee were, however, ready to resume their labours upon the first favourable opportunity.

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

The Report was then adopted, and various resolutions having been passed unanimously, the proceedings terminated, after the usual vote of thanks to the Chairman.

#### THE LATE FATAL ACCIDENT TO THE CALAIS LIFE-BOAT.

THE unfortunate accident which occurred to the Calais mail-packet *Prince Frederick William*, in February last, will be fresh in the memory of many of our readers, when the upsetting of one of the Calais life-boats, which had proceeded to the assistance of the wrecked passengers, was unhappily the cause of three persons losing their lives.

As we are in the habit of recording, for the information of the public, the successful services of the life-boats in connection with the NATIONAL LIFE-BOAT INSTITUTION, and as the life-boat above referred to is of the

same character as the smaller boats belonging to the Society, it behoves us also to record their failures, and to accompany the same with any information we possess which may serve to explain the true causes of any accident that may happen to them, and may lead to the avoidance of disaster in other localities.

The life-boat in question was presented to the town of Calais a few months ago by Her Majesty's Board of Trade, in acknowledgment of a service rendered to the wrecked crew of an English vessel. She is a self-righting, single-banked boat, rowing six oars, on the same design as that adopted by the Institution, and of the same dimensions as those placed by the Society at places where there are not a sufficient number of boatmen and other available means to work a boat of the larger size.

Although the general stability and safety of a boat in very heavy seas must be within certain limits proportionate to size and especially to breadth of beam, and that therefore a comparatively small and narrow single-banked boat cannot be capable of resisting so heavy a broadside sea without upsetting as the wider double-banked boat is, and that for that reason the latter are always selected where the seas are very heavy and there is sufficient available force to manage them, yet, with commonly careful management, they are capable of contending with almost any sea, and they are more often preferred by the boatmen themselves to the larger boats, on account of their greater handiness. They have also rendered important services, having saved many lives without ever losing a man, and the only one which has upset previous to the Calais boat instantly self-righted, and although in the middle of the night and in a very heavy broken sea, her crew all regained her without injury, and were carried by her safely to the shore.

A brief description of the circumstances attending the accident to the Calais life-boat will suffice to make manifest the causes which led to it.

The *Prince Frederick William* mail-packet, on attempting to enter the harbour of Calais in a dark night, struck the pier on the east side, and after incurring considerable damage,

was driven ashore. After some delay the new life-boat was manned by a mixed crew, consisting of 6 French and 3 English sailors, who volunteered for the service. She was then towed out of the harbour against a strong gale and rather heavy sea; and when clear of the broken water, was cast off and taken under oars to the stranded vessel, on approaching which she was run under the vessel's counter, where her bow struck two or three times. She was subsequently got alongside and there secured by three ropes from the bow, stern, and centre of the boat, the ropes being made fast, too short, so as not to allow sufficient freedom of motion in the boat with the rising and falling of the sea. As there was no immediate danger incurred by remaining on board the vessel, there was no anxiety displayed by the passengers to enter the life-boat, and she consequently remained sometime close alongside the steamer, during which time the former received further damage by striking against the vessel's side, in consequence of which damage she became partially water-logged, and would not self-eject all water shipped as she would have done if uninjured. Seven passengers in all had been taken into the boat, and they were all seated on the starboard, or off side of the boat, to prevent their getting injured against the steamer's side. The greater part of the boat's crew continuing to stand up in her, and probably also inclining to the off side to save themselves from injury. The boat thus heeled over to starboard by the unequally distributed weights within her; the water which had leaked in also settled on the same side, and thus still further impaired her lateral stability. A sea then striking the boat on the off side, still further immersed it; and driving her against the vessel's side, she was, by a combination of forces, upset. The boat's crew, having on life-belts, were all saved, being enabled to regain the boat which had self-righted, and from her the vessel: three of the passengers, however, unfortunately perished.

Now this accident undoubtedly proves that this class of boat is not invulnerable; but that in common with probably all others it is capable of becoming so damaged

and so mismanaged by persons unacquainted with its properties as to upset; and that in the event of such an accident happening, with wrecked passengers on board, unprovided with life-belts, loss of life may occur, as was unhappily the case in this instance. It, however, does not prove that this class of boat is not the safest and altogether the most suitable that can be adopted under the prevailing circumstances of many localities. There is, however, another thing which it does prove, namely, the great advantage that accrues from the system adopted by the Institution of maintaining for every life-boat a fixed, paid, and responsible coxswain, who always commands the boat when she goes afloat, and of insisting on a periodical exercise or practice of the boat's crew in their boat, not less frequently than once during each quarter of the year, the preference being given to rough weather; by which practice the boatmen of each locality get to be so well acquainted with their boat as to know exactly what her capacities are, how far they may place their confidence in her, and whether any peculiarity of management is required as distinguished from their own ordinary boats.

Indeed with the antecedents of the Institution's boats before us, we may confidently assert, that if this unfortunate boat had been under its management in even much more difficult and dangerous circumstances, she would have faithfully and nobly effected her mission, and have proved an Ark of Mercy instead of being a vehicle of destruction to those she was intended to save.

In conclusion, we may observe, that consequent on this accident experiments have been made, resulting in some additions and slight alterations in this class of boat, which will render them less liable to upset in the event of such damage being inflicted or such mismanagement occurring as in the instance above narrated.

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APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year (1858), the INSTITUTION has incurred the following expenses, on either additional new Life-boat Stations, or the replacing of old boats, transporting-carriages, and houses, by new ones:—Cromer, 276*l.* 16*s.* 5*d.*; Mundesley, 223*l.* 9*s.* 5*d.*; Bacton, 377*l.* 11*s.* 11*d.*; Palling, 272*l.* 17*s.* 6*d.*; Winterton, 400*l.* 5*s.* 11*d.*; Yarmouth (two boats), 859*l.* 3*s.* 5*d.*; Lowestoft, 153*l.* 14*s.* 6*d.*; Southwold, 127*l.* 19*s.*; Berwick, 73*l.*; Boulmer, 73*l.*; Alnmouth, 41*l.*; Whitburn, 247*l.* 1*s.*; Hornsea, 44*l.* 12*s.*; Exmouth, 140*l.* 1*s.*; Appledore, 44*l.* 12*s.*; Aberdovey, 138*l.* 3*s.* 1*d.*; Rhyl, 52*l.* 17*s.*; Penmon, 72*l.* 15*s.*; Fleetwood, 140*l.* 1*s.*; Fraserburgh, 255*l.* 9*s.* 2*d.*; Lossiemouth, 140*l.* 1*s.*; Newcastle, County Down, 282*l.* 7*s.*; Dundalk, 191*l.* 1*s.*; Kilmore, 140*l.* 1*s.*; Carnsore, 187*l.* 8*s.*; Tramore, 322*l.* 18*s.* 9*d.*; Dungarvan, 191*l.* 1*s.*; and Ardmore, 81*l.* 11*s.* 5*d.* The Institution has also expended on the repairs, stores, alterations, and inspection of its numerous Life-boats, Boat-houses, and Transporting-carriages, 2,500*l.* 6*s.* 5*d.*, and 1,203*l.* 18*s.* 5*d.* for exercising the Crews of its Life-boats, making altogether a total of 9,255*l.* 3*s.* 4*d.*

It has also granted, during the same period, 952*l.* as awards for saving 427 persons from 64 wrecks on our Coasts. A most satisfactory result, and clearly showing how much has been accomplished by the well-directed efforts which the Life-boat Institution has brought to bear on this humane cause. This great and national work has, however, only been accomplished by the Society incurring further liabilities to the extent of 3,047*l.*

With so sacred an object in view as the rescue of our fellow-creatures from an appalling death by Shipwreck, it might be supposed that the NATIONAL LIFE-BOAT INSTITUTION had claims which would come home to the heart of every one in this great maritime country. Such we may hope will be the case as its operations become more generally known, and thus an abundant harvest, not only of popular sympathy but of general pecuniary support, will be the permanent result.

The Committee of this Institution do not, therefore, hesitate to solicit most earnestly of all persons that support which they may be enabled to render. That help was never more needed than at the present time, when, through the extraordinary exertions the Society has made within the past few years, it has now Eighty-two Life-boats under its management, for the maintenance of which, in a state of thorough efficiency, a large permanent *annual income* is absolutely needed, if its humane mission is to be perpetuated.

The Committee gratefully acknowledge the following additional Contributions:—

	£.	s.	d.		£.	s.	d.		
Bacton, F. W., Esq., Clonelly	annual	1	0	0	Hudson's Bay Company	don.	10	0	0
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