

# THE LIFE - BOAT,

OR

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### THE WRECK REGISTER AND CHART FOR 1858.

IN accordance with our custom for some years past, we present some facts connected with the Wreck Register and Chart, prepared annually by the Board of Trade for presentation to Parliament.

It is, as usual, a carefully-arranged document, prepared from official and reliable authorities.

At the outset it is satisfactory to find that 1,555 lives were rescued in 1858 by life-boats, other boats, and ships, and by the rocket and mortar apparatus, and that out of 1,895 lives in actual peril from shipwreck, 340 only were lost. This number is still too large; and it must not be forgotten that the average number of lives lost during the past seven years, including the number in 1858, is 745. We believe we are correct in stating that even now, before the winter has commenced, the loss of life from shipwrecks on the coasts and in the seas of the United Kingdom this very year (1859) has already reached the average number. It is, therefore, quite evident that the strenuous efforts which are now being made by the NATIONAL LIFE-BOAT INSTITUTION in this good work must not be allowed, on any consideration, to relax, for the stormy elements and the carelessness of man can only be counteracted by the best preparations and calculations.

The following statement shows clearly the number and character of the shipwrecks that have occurred in the seas and on the

coasts of the British Isles during the past seven years :—

Wrecks and Casualties in	1852	1853	1854	1855	1856	1857	1858	Wrecks, Collisions.	Total Wrecks.	Total Lives Lost.
	958	759	893	894	837	866	869	57	1,015	920
"								73	832	689
"								94	987	1,549
"								247	1,141	469
"								316	1,153	521
"								277	1,143	532
"								301	1,170	340
Total - -	6,076	1,365	7,441	5,020						

What a frightful catalogue does this aggregate loss of life and of ships present! How such calamities have been tolerated for so many years in a civilized country without any serious attempt at a systematic remedy, it is not easy to comprehend. With regard to the means of saving life from wreck, it is consolatory to learn that human skill and ingenuity bid fair, if properly supported, to very greatly reduce the number of lives lost from these catastrophes. The Register tells us that there are now 149 life-boats on the coast, 82 of which are under the management of the NATIONAL LIFE-BOAT INSTITUTION, and 67 belong to local authorities. Each boat of that Institution has a paid coxswain and a volunteer crew attached to her, who are promptly paid after they have been afloat in the boats. We fear that few of the life-boats of local authorities are equally well attended to.

We also observe that there are 216 mortar and rocket stations on the coast. These are chiefly under the control of the Board of Trade, and worked by the Coast-guard. We find that the result of these combined and

active exertions during the past year in saving life is thus succinctly given :—

	Persons.
By life-boats - - - - -	206
By luggers, coast-guard boats, small craft, and ships' own boats -	719
By ships and steam-vessels - -	394
From shore by ropes, rockets, mortar apparatus, &c. - - -	210
Individual exertion of a meritorious character - - - - -	26
<b>Total - - - -</b>	<b>1,555</b>

With reference to these results, it should be observed that the services of a life-boat are seldom or never called into requisition except in very boisterous weather, when ordinary boats could not safely be made use of. Hence it is that so large a number of lives are rescued by shore-boats and other craft, mostly in moderate weather, which are always then found in large numbers on the water. We feel persuaded that in future years the services of life-boats will prove still more conspicuously effective.

It may be hoped that the proposed new harbours of refuge will do much to lessen the number of these disasters; but such extensive works must necessarily be far apart, while a life-boat establishment can be formed almost on any part of the coast, and is sure to find the support of active and intrepid seamen. The only real impediment to the multiplication of these works of mercy is *money*, and without that the NATIONAL LIFE-BOAT INSTITUTION cannot possibly carry out extensively its truly benevolent work. There seems indeed hardly any limit to the reduction which may be accomplished in these annual disasters by the exercise of vigilance beforehand on the part of those most deeply interested, and the provision of ready succour at all times.

An analysis of the tonnage of the wrecks on our shores during the past year is thus given :—

Vessels		Vessels.
Vessels under 50 Tons - - -	- -	199
51 and under 100 - - -	- -	352
101 " 300 " - - -	- -	467
301 " 600 " - - -	- -	96
601 " 900 " - - -	- -	28
901 " 1,200 " - - -	- -	23
1,200 and upwards - - -	- -	5
<b>Total - - - -</b>	<b>- -</b>	<b>1,170</b>

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

	Vessels.
East Coast—Dungeness to Pentland Frith -	514
West Coast—Land's End to Greenock -	304
South Coast—Land's End to Dungeness -	89
Irish Coast - - - - -	168
Scilly Islands - - - - -	14
Lundy Island - - - - -	15
Isle of Man - - - - -	6
Northern Isles, Orkney, &c., &c. - - -	60
<b>Total - - - -</b>	<b>1,170</b>

On the coast of Scotland there is a sad want of life-boats. It is along this coast a large portion of our trade with the Baltic, Greenland, Archangel, Davis' Strait, and much of that of the Canadian and United States trade is carried on. In addition to this traffic the Scotch coast is remarkable for its great herring-fishery. Peterhead has its 250 fishing-boats; Fraserburgh and Buckie more than 400 sail; while further north, off the coast of Caithness, more than 1,200 fishing-boats, manned by 6,000 persons nightly pursue their calling during the season, exposed to the proverbial suddenness of a north-east gale. About two years ago, during a fearful gale of wind, of a fleet of such boats five were lost, from which 42 men were drowned, leaving 27 widows and 79 orphans unprovided for. Since then calamities to Scotch fishermen nearly equal in magnitude have occurred. Within the last two or three months the NATIONAL LIFE-BOAT INSTITUTION has made an urgent appeal to the Scotch people generally for assistance to station additional life-boats on their coast: but we lament to say that appeal has met with little response from them.

The number of casualties in each month of 1858 is thus given in the Register for that year :—

	Vessels.
January - - -	124
February - - -	116
March - - -	148
April - - -	115
May - - -	48
June - - -	30
July - - -	61
August - - -	33
September - - -	91
October - - -	148
November - - -	120
December - - -	136
Total - - -	1,170

Representing 205,243 tons, and employing 8,979 hands, of whom 340 perished.

The cargoes of these wrecks are thus defined:—

	Vessels.
In Ballast, not Colliers - - -	151
Coal laden - - -	377
Colliers in Ballast - - -	41
Cotton - - -	7
Fishing Smacks - - -	12
Fish or Oil - - -	18
Grain and Provisions - - -	101
General Cargo - - -	110
Iron and other Ores - - -	101
Manure and Kelp - - -	18
Passengers - - -	14
Potatoes or Fruit - - -	12
Salt - - -	27
Sugar, Coffee, Spices, Tea, Molasses - - -	7
Stone, Slate, Lime, or Bricks - - -	75
Timber or Bark - - -	63
Various, or unknown - - -	36
Total - - -	1,170

It is supposed that this aggregate loss of ships and cargoes represents at least 1,500,000*l*. Unquestionably the first step towards effectually checking this truly distressing waste of life and property is to institute immediate inquiry as to the cause of loss in every case of shipwreck. We are glad to find that this step is in numerous instances now prosecuted with much advantage by the Board of Trade, and we augur still very beneficial results to arise therefrom.

We further find that 172 vessels were lost from stress of weather; 58 from defects in ships or equipments, including charts and compasses; and 69 from various other causes more or less avoidable. We thus see that 127 vessels were absolutely lost in

one year from causes which were clearly controllable by man, and which were, we fear, the product in some instances of his wilful negligence. It is not long ago that the master of a ship was tried and convicted in the Old Bailey for scuttling his vessel off the Downs. Who can tell how many more vessels have been thus wilfully destroyed, in addition to those which have been lost through gross and culpable neglect? For it must be remembered that, in consequence of the almost universal custom of insurance, the shipowner has often no pecuniary interest in the safety of his vessel, and may even be benefited by her loss. It cannot be wondered at, therefore, if here and there an unprincipled man should lend himself to the commission of a fraud for his own advantage. Every English vessel should be thoroughly examined before she leaves port, in order that it might be satisfactorily shown that she was seaworthy and well manned, and that means, both simple and efficacious, were on board for the rescue of the crew in the event of an accident.

On this latter point it is much to be lamented that the law of the land does not afford that protection to its merchant-seamen which they surely have a rightful claim to, by requiring all owners of vessels to provide the cheap and simple appliance of a life-belt for the use of each seaman in his employ, as by such provision alone undoubtedly many lives would be annually saved from our merchant-craft. We will illustrate this assertion by a case in point:—

A few months ago the life-boat of the NATIONAL LIFE-BOAT INSTITUTION stationed at Walmer, proceeded off early in the morning to the rescue of a sloop's crew on the Goodwin Sands. The crew, three in number, were seen in the rigging; but it was found impossible, from the violence of the sea and the rolling of the vessel, to approach her. 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 the bow of the life-boat. One of the three men in the vessel's rigging had before this been washed off and perished: of the two who remained, one

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 unhappily perished.

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 were worn by the life-boat's crew, his life would probably 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 a Deal lugger which was near at the time.

The life-boats of the NATIONAL LIFE-BOAT INSTITUTION were manned last year by about 3,000 persons on occasions of service and exercise. They were often afloat during the heaviest gales and in the darkest nights; and it is satisfactory to be able to report that not a single life was lost from them on those occasions. This happy circumstance is principally, no doubt, attributable to the safety of the boats themselves; but this immunity from fatal results was also owing in some instances to the excellent cork life-belts, one of which each man forming the boat's crew is required, by the rules of the Society, to put on before he is allowed to step into her.

Let the reader bear in mind that the average loss of life from wrecks on our coasts during the past seven years is 745. It is not presumptuous to say that a very considerable proportion of this large number of our fellow-creatures have been sacrificed through the cupidity and carelessness of their employers. How many of these victims might this day, with God's blessing, be still the solace and support of their families, as well as useful and active members of a busy commercial community like ours, if all had been done for them which justice and humanity dictated. If the shipowner had discharged his duty by

ascertaining the soundness and tightness of his vessel, the fitness of her rigging, sails, anchoring gear, &c., before committing her to the dangers of the sea, how much misery would often have been prevented! Where in the hour of need and distress has been the sufficient number of the ship's life-boats—the means of safely lowering them—the life-buoys and the life-belts? None are at hand; and if found, they are too frequently found to be worse than useless, from want of repair and preparation. We confess that we envy not the feelings of the man who has realized immense wealth, but who has not in his day faithfully discharged the important duties of an employer of labour, and who, by his remissness, probably unconsciously to himself, has consigned many a woman to be a widow and her children to be orphans. The best interests of our country, and the cause of humanity, constrain us to speak thus openly and unreservedly on this important subject. Great difficulty is at present experienced in manning with able seamen Her Majesty's ships. Now in seven years 5,220 valuable lives, or nearly 800 annually, mostly seamen, have perished from shipwrecks on our coast; and that very large number would unquestionably have been nearly doubled had not strenuous and brave exertions been made to rescue shipwrecked persons. Whosoever therefore contributes, either by his individual services or in any other way, to this philanthropic work, is not only the friend of the cause of suffering humanity, but he also renders important services to his country.

"The preservation of human life," it has been well observed by a contemporary, "has in all ages been considered as an act deserving of the most enthusiastic meed of gratitude. If he who makes an ear of corn to grow where it never grew before merits public applause, how much more deserving of praise is he who rescues a fellow-creature from a violent and an unprepared death! The highest and humblest are made widows and orphans by ruthless shipwreck. To-day it is the great admiral, in his proud war-ship, who goes down 'with twice five hundred men' into the ocean's bosom. To-morrow it is the poor woman, with her children

round her, who on the desolated beach mourns for the embrowned face, the tarry hand, the manly heart that will return no more; for the night has been stormy, the smack was capsized, the fishermen are 'drowned.'"

Ten thousand nine hundred and two persons have been saved from shipwreck by life-boats and other means since the establishment of the NATIONAL LIFE-BOAT INSTITUTION: 28,061*l.* have been expended by it on life-boat establishments, and 11,651*l.*, besides gold and silver medals, for saving life have been voted. The committee of the Institution make, therefore, a confident appeal to the generosity of the public, on whose support the continued efficiency and extension of the Society depend. Many new life-boats are yet needed on the coasts. The cost of several, recently placed, as well as of the carriages and boat-houses required for them, has in some cases been defrayed in full by charitable persons, admirers of the Institution, or anxious to afford substantial testimony of their personal gratitude for rescue from shipwreck by means of life-boats. Only the other day Lord BURY and his fellow-passengers, returning in the *Asia* from the United States, presented 21*l.*, the profits of an amateur magazine they had started to relieve the tedium of the voyage, to the NATIONAL LIFE-BOAT INSTITUTION. A prettier or more graceful thanks-offering for a "good deliverance" from ocean's perils could not well be conceived. Only recently the journeymen sawyers and boat-builders in the employ of Messrs. FORRESTT, of Limehouse, subscribed 30*l.* for the same purpose. Equally as touching and appreciated was the gift to the Society of 1*s.* 6*d.* in stamps from a sailor's orphan. It only remains for us to appeal to the public at large for their continuous pecuniary support to an Institution at once noble, patriotic, and merciful in its design, and which is so constantly affording practical illustration of its useful character and successful working.

#### INSTRUCTIONS FOR THE MANAGEMENT OF OPEN BOATS IN HEAVY SURFS AND BROKEN WATER.

IN the 18th Number of this *Journal* we inserted a Paper on the above subject, compiled in great part from information collected from the boatmen on the coasts of the United Kingdom.

The Committee of the NATIONAL LIFE-BOAT INSTITUTION have deemed the subject of sufficient importance to publish in a separate shape some general instructions on it, for the information of those having charge or management of boats, especially in our merchant-service, who may not have had opportunity for practically acquainting themselves with the management of boats in heavy surfs.

Accordingly a small pamphlet having the above title has been published by the Institution, to which are added instructions for rescuing drowned persons, and for the restoration of the apparently drowned.

This little manual has been already well received, and a large number of copies have been ordered by the Admiralty for the use of the British Navy, and by the Trinity House, and other public departments. We now insert it at length for the information and consideration of those of our readers who may not have an opportunity to see the pamphlet itself:—

#### ON THE MANAGEMENT OF OPEN ROWING-BOATS IN A SURF; BEACHING THEM, &c.

THE NATIONAL LIFE-BOAT INSTITUTION some time since collected information from 128 different places on the coasts of the United Kingdom regarding the system of management of boats in a surf and broken water, pursued by fishermen and other coast boatmen.

It has appeared to the Committee of the Institution, that the information obtained in this manner and in other ways may with advantage be published and circulated, for the guidance of those who may have insufficient experience in the management of boats under such circumstances.

Rules for the management of boats in a surf and broken water, naturally fall under

two heads, viz.—1st. Their management when proceeding from the shore to seaward, against the direction of the surf. 2nd. Their management under the opposite circumstances of running for the shore before a broken sea.

Before stating the course to be pursued under each head, we may remark that it is an axiom almost universally acknowledged, that there is, as a general rule, far more danger when running for the shore before a broken sea, than when being propelled against it on going from the land; the danger consisting in the liability of a boat to broach-to and upset, either by running her bow under water, or by her being thrown on her beam-ends, and overturned broadside on.

#### RULES OF MANAGEMENT :—

##### I. *In rowing to seaward.*

As a general rule, speed must be given to a boat rowing against a heavy surf. Indeed, under some circumstances, her safety will depend on the utmost possible speed being attained on meeting a sea. For if the sea be really heavy, and the wind blowing a hard on-shore gale, it can only be by the utmost exertions of the crew that any head-way can be made. The great danger then is, that an approaching heavy sea may carry the boat away on its front, and turn it broadside on, or up-end it, either effect being immediately fatal. A boat's only chance, in such a case, is to obtain such way as shall enable her to pass, end on, through the crest of the sea, and leave it as soon as possible behind her. Of course, if there be a rather heavy surf, but no wind, or the wind off shore, and opposed to the surf, as is often the case, a boat might be propelled so rapidly through it that her bow would fall more suddenly and heavily after topping the sea than if her way had been checked; and it may therefore only be when the sea is of such magnitude, and the boat of such a character, that there may be chance of the former carrying her back before it, that full speed should be given to her.

It may also happen that, by careful management under such circumstances, a boat may be made to avoid the sea, so that each wave may break ahead of her, which may

be the only chance of safety in a small boat; but if the shore be flat, and the broken water extend to a great distance from it, this will often be impossible.

The following general rules for rowing to seaward, may therefore be relied on:—

1. If sufficient command can be kept over a boat by the skill of those on board her, avoid or “dodge” the sea if possible, so as not to meet it at the moment of its breaking or curling over.

2. Against a head gale and heavy surf, get all possible speed on a boat on the approach of every sea, which cannot be avoided.

3. If more speed can be given to a boat than is sufficient to prevent her being carried back by a surf, her way may be checked on its approach, which will give her an easier passage over it.

##### II. *On running before a broken sea, or surf, to the shore.*

The one great danger, when running before a broken sea, is that of *broaching-to*. To that peculiar effect of the sea, so frequently destructive of human life, the utmost attention must be directed.

The cause of a boat's broaching-to when running before a broken sea or surf is, that her own motion being in the same direction as that of the sea, whether it be given by the force of oars or sails, or by the force of the sea itself, she opposes no resistance to it, but is carried before it. Thus if a boat be running with her bow to the shore, and her stern to the sea, the first effect of a surf or roller on its overtaking her, is to throw up the stern, and as a consequence to depress the bow; if she then has sufficient inertia (which will be proportional to weight) to allow the sea to pass her, she will in succession pass through the descending, the horizontal, and the ascending positions, as the crest of the wave passes successively her stern, her midships, and her bow, in the reverse order in which the same positions occur to a boat propelled to seaward against a surf. This may be defined as the safe mode of running before a broken sea.

But if a boat, on being overtaken by a heavy surf, has not sufficient inertia to allow

it to pass her, the first of the three positions above enumerated alone occurs,—her stern is raised high in the air and the wave carries the boat before it, on its front, or unsafe side, sometimes with frightful velocity, the bow all the time deeply immersed in the hollow of the sea, where the water, being stationary or comparatively so, offers a resistance, whilst the crest of the sea, having the actual motion which causes it to break, forces onward the stern or rear end of the boat. A boat will in this position sometimes, aided by careful oar-steerage, run a considerable distance until the wave has broken and expended itself. But it will often happen, that if the bow be low it will be driven under water, when the buoyancy being lost forward, whilst the sea presses on the stern, the boat will be thrown (as it is termed,) end over end; or if the bow be high, or it be protected, as in some life-boats, by a bow air-chamber, so that it does not become submerged, that the resistance forward acting on one bow will slightly turn the boat's head, and the force of the surf being transferred to the opposite quarter, she will in a moment be turned round broadside to the sea, and be thrown by it on her beam-ends, or altogether capsized. It is in this manner that most boats are upset in a surf, especially on flat coasts, and in this way many lives are annually lost amongst merchant-seamen when attempting to land after being compelled to desert their vessels.

Hence it follows that the management of a boat, when landing through a heavy surf, must as far as possible be assimilated to that when proceeding to seaward against one, at least so far as to stop her progress shoreward at the moment of being overtaken by a heavy sea, and thus enabling it to pass her. There are different ways of effecting this object:—

1st. By turning a boat's head to the sea before entering the broken water, and then backing in stern foremost, pulling a few strokes ahead to meet each heavy sea and then again backing astern. If a sea be really heavy and a boat small, this plan will be generally the safest, as a boat can be kept more under command when the full force

of the oars can be used against a heavy surf than by backing them only.

2nd. If rowing to shore with the stern to seaward, by backing all the oars on the approach of a heavy sea, and rowing ahead again as soon as it has passed to the bow of the boat, thus rowing in on the back of the wave; or, as is practised in some life-boats, placing the after-oarsmen, with their faces forward, and making them row back at each sea on its approach.

3rd. If rowed in bow foremost, by towing astern a pig of ballast or large stone, or a large basket, or a canvas bag, termed a "drogue" or drag, made for the purpose, the object of each being to hold the boat's stern back and prevent her being turned broadside to the sea or broaching-to.

Drogues are in common use by the boatmen on the Norfolk coast: they are conical-shaped bags of about the same form and proportionate length and breadth as a candle extinguisher, about two feet wide at the mouth, and four and a-half feet long. They are towed with the mouth foremost by a stout rope, a small line, termed a tripping-line, being fast to the apex or pointed end. When towed with the mouth foremost they fill with water, and offer a considerable resistance, thereby holding back the stern; by letting go the stouter rope and retaining the smaller line, their position is reversed when they collapse, and can be readily hauled into the boat.

Drogues are chiefly used in sailing-boats, when they both serve to check a boat's way and to keep her end on to the sea. They are, however, a great source of safety in rowing-boats, and many rowing life-boats are now provided with them.

A boat's sail bent to a yard and towed astern loosed, the yard being attached to a line capable of being veered, hauled, or let go, will act in some measure as a drogue, and will tend much to break the force of the sea immediately astern of the boat.

Heavy weights should be kept out of the extreme ends of a boat; but when rowing before a heavy sea, the best trim is deepest by the stern, which prevents the stern being readily beaten off by the sea.

A boat should be steered by an oar over

the stern or on one quarter when running before a sea, as the rudder will then at times be of no use.

The following general rules may therefore be depended on when running before, or attempting to land, through a heavy surf or broken water :—

1. As far as possible avoid each sea by placing the boat where the sea will break ahead of her.

2. If the sea be very heavy, or if the boat be small, and especially if she have a square stern, bring her bow round to seaward and back her in, rowing ahead against each heavy surf, sufficiently to allow it to pass the boat.

3. If it be considered safe to proceed to the shore bow foremost, back the oars against each sea on its approach, so as to stop the boat's way through the water as far as possible; and if there is a drogue, or any other instrument in the boat which may be used as one, tow it astern to aid in keeping the boat end on to the sea, which is the chief object in view.

4. Bring the principal weights in the boat towards the end that is to seaward; but not to the extreme end.

5. If a boat worked by both sails and oars be running under sail for the land through a heavy sea, her crew should, under all circumstances, unless the beach be quite steep, take down her masts and sails before entering the broken water, and take her to land under oars alone, as above described. If she have sails only, her sail should be much reduced, a half-lowered foresail or other small head-sail being sufficient.

### III. *Beaching, or landing through a surf.*

The running before a surf or broken sea, and the beaching or landing of a boat, are two distinct operations; the management of boats as above recommended has exclusive reference to running before a surf where the shore is so flat that the broken water extends to some distance from the beach. Thus on a very steep beach the first heavy fall of broken water will be on the beach itself, whilst on some very flat shores there will be broken water as far as the eye can reach, sometimes extending to even four or

five miles from the land. The outermost line of broken water, on a flat shore, where the waves break in three and four fathoms water, is the heaviest, and therefore the most dangerous, and when it has been passed through in safety the danger lessens as the water shoals, until on nearing the land its force is spent and its power harmless. As the character of the sea is quite different on steep and flat shores, so is the customary management of boats on landing different in the two situations. On the flat shore, whether a boat be run or backed in, she is kept straight before or end on to the sea until she is fairly aground, when each surf takes her further in as it overtakes her, aided by the crew, who will then generally jump out to lighten her and drag her in by her sides. As above stated, sail will in this case have been previously taken in if set, and the boat will have been rowed or backed in by oars alone.

On the other hand, on the *steep* beach it is the general practice, in a boat of any size, to sail right on to the beach, and, in the act of landing, whether under oars or sail, to turn the boat's bow half round, towards the direction in which the surf is running, so that she may be thrown on her broadside up the beach, where abundance of help is usually at hand to haul her as quickly as possible out of the reach of the sea. In such situations we believe it is nowhere the practice to back a boat in stern foremost under oars, but to row in under full speed as above described.

### IV. *Boarding a Wreck or a Vessel, under Sail or at Anchor, in a Heavy Sea.*

The circumstances under which life-boats or other boats have to board vessels, whether stranded or at anchor, or under weigh, are so various that it would be impossible to draw up any general rule for guidance. Nearly everything must depend on the skill, judgment, and presence of mind of the coxswain or officer in charge of the boat, who will often have those qualities taxed to the utmost, as undoubtedly the operation of boarding a vessel in a heavy sea or surf is frequently one of extreme danger.

It will be scarcely necessary to state that,



whenever practicable, a vessel, whether stranded or afloat, should be boarded to leeward, as the principal danger to be guarded against must be the violent collision of the boat against the vessel, or her swamping or upsetting by the rebound of the sea, or by its irregular direction on coming in contact with a solid body; and as the greater violence of the sea on the windward side is much more likely to cause such accidents, the danger must, of course, also be much greater when the vessel is aground and the sea breaking over her. The chief dangers to be apprehended on boarding a stranded vessel on the lee side, if broadside to the sea, is the falling of the masts; or if they have been previously carried away, the damage or destruction of the boat amongst the floating spars and gear alongside. It may, therefore, under such circumstances, be often necessary to take a wrecked crew into a life-boat from the bow or stern; otherwise a rowing-boat, proceeding from a lee-shore to a wreck, by keeping under the vessel's lee, may use her as a breakwater, and thus go off in comparatively smooth water, or at least shielded from the worst of the sea. This is, accordingly, the usual practice in the rowing life-boats around the United Kingdom. The larger sailing life-boats, chiefly on the Norfolk and Suffolk coasts, which go off to wrecks on outlying shoals are, however, usually anchored to windward of stranded vessels, and then veered down to 100 or 150 fathoms of cable, until near enough to throw a line on board. The greatest care under these circumstances has, of course, to be taken to prevent actual contact between the boat and the ship; and the crew of the latter have, sometimes, to jump overboard, and to be hauled to the boat by ropes.

In every case of boarding a wreck or a vessel at sea, it is important that the lines by which a boat is made fast to the vessel should be of sufficient length to allow of her rising or falling freely with the sea, and every rope should be kept in hand ready to cut or slip it in a moment if necessary. On wrecked persons or other passengers being taken into a boat in a seaway, they should

be placed on the thwarts in equal numbers on either side, and be made to sit down. All crowding or rushing headlong into the boat being prevented as far as possible; and the captain of the ship, if a wreck, should be called on to remain on board her to preserve order until every other person should have left the ship.

#### PRACTICAL HINTS FOR THE CONSIDERATION AND GUIDANCE OF MERCHANT-SEAMEN AND OTHERS HAVING CHARGE OR COMMAND OF BOATS.

1. Acquire the habit of sitting down in a boat, and never stand up to perform any work which may be done sitting.

2. Never climb the mast of a boat even in smooth water, to reeve halliards or for any other purpose, but unstep and lower the mast in preference. Many boats have been upset, and very many lives lost from this cause. The smaller a boat the more necessary this and the foregoing precaution.

3. All spare gear, such as masts, sails, oars, &c., which are stowed above the thwarts, should be lashed close to the sides of a boat: and any heavy articles on the boat's floor be secured, as well as possible, amidships, to prevent them all falling to leeward together on a heavy lurch of the sea.

4. On a merchant-vessel getting stranded or otherwise disabled in a heavy sea, or on an open coast where there is a high surf on the beach, the crew should remain by their vessel as long as they can safely do so, in preference to taking to their boats. As a general rule, much more risk is incurred in a boat than in a ship, so long as the latter will hold together. Indeed in a moderate wind on a lee-shore in open situations, and even in a calm, there is frequently more surf than any ordinary ship's boat can with safety attempt, however well managed she may be.

5. After being compelled to desert a ship in an ordinary ship's boat, too great precaution cannot be taken before attempting to land. Viewed from to seaward, a surf has never so formidable an appearance as when seen from the land, persons in a boat outside the broken water are therefore apt to be deceived by it. They should accordingly,

if practicable, proceed along the land outside the surf, until abreast of a coast-guard or life-boat station, or fishing-village, whence they might be seen by those on shore, who would then signalize to them where they might safest attempt to land, or warn them to keep off; or who might proceed in a life-boat or fishing-boat to their aid, the generality of coast fishing-boats being far better able to cope with a surf than a ship's boat, and the coast-boatmen being more skilful in managing boats in a surf than the crews of ships. If in the night, double precaution is necessary—and it will in general be much safer to anchor a boat outside the surf until daylight than to attempt to land through it in the dark. For this reason an anchor and cable should always be put into a boat before leaving the ship, and also two or three buckets, in addition to the baler or hand-pump, which should always be kept in her, so that she might be quickly relieved of any water she might ship.

6. Boats may ride out a heavy gale in the open sea, in safety if not in comfort, by lashing their spars, oars, &c., together, and riding to leeward of them, secured to them by a span. The raft thus formed will break the sea: it may either be anchored or drifting, according to circumstances.

If the boat has a sail, the yard should be attached to the spars with the sail loosed. It will break much sea ahead. Also a weight suspended to the clue of the sail will impede drift when requisite. In all cases of riding by spars, not less than two oars should be retained in the boat, to be ready for use in case of parting from the spars.

7. Where a surf breaks at only a short distance from the beach, a boat may be veered and backed through it, from another boat anchored outside the surf, when two or more boats are in company; or she may be anchored and veered, or backed in from her own anchor.

8. Ships' boats should, in addition to their oars, masts, and sails, have the following articles kept in them when at sea, or, if not in them, they should be placed in them if possible before deserting a ship at sea.

A baler or hand-pump, and buckets; the plug, and a spare one, both fastened by

lanyards; spare thole-pins and grummetts, if rowed in that manner; two or three spare oars; a small hatchet; an anchor and cable; a long small line, as a whale-line or deep-sea lead-line, and any life buoys or life-belts which are on board. If in the night, or at a distance from the land, a lantern and matches; and if available, blue lights or hand-rockets. If beyond sight of land, a compass\* and telescope, and of course fresh water and provisions. A log-line and sand-glass, a hand-lead and line, small arms and ammunition (with ball-cartridges and small shot). A red flag and a boat-hook for a flag-staff might often be useful to attract attention. A red flannel shirt is a good substitute for a flag.

9. In addition to the above, small empty casks or breakers, tightly bunged and lashed beneath the thwarts, would partially convert any boat into a life-boat, by making it impossible for her to founder; and by leaving less space to be occupied by water if filled by a sea, their use would much expedite the process of pumping or baling out.

10. No ship's boat should either be lowered into or hoisted from the water without first having a rope from the fore-part of the ship made fast to her bows, by which means she will be much steadied, and will be prevented going adrift if the tackles should be prematurely unhooked or carried away. The rudder should be slung, to prevent its being lost if accidentally unshipped.

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

DUNGARVON.—A life-boat station has been established at Dungarvon, in County Waterford, and a 30 ft., single-banked, self-righting boat, on the Institution's plan, together with a good carriage, has been provided by the Society, a good boat-house being erected for the same by local contributions. This boat completes a series of seven life-boat stations which the Institution

\* An admirable boat's compass, in a portable binnacle, has been provided for the life-boats of the NATIONAL LIFE-BOAT INSTITUTION. It may be seen at Mr. DENT's, Strand.

has established on the south coast of Ireland within the last two years, previous to which time that part of our coast was totally unprovided with life boats.

**DUNDALK.**—The NATIONAL LIFE-BOAT INSTITUTION has recently established a life-boat station at Dundalk, on the N.E. coast of Ireland. After the wreck of the barque *Mary Stoddart*, in April, 1858, when some valuable lives were lost, including that of Captain KELLY, a native of Dundalk, a general desire was felt in the neighbourhood to be provided with a life-boat to meet future similar emergencies. Application having been then made to the Institution, the request was readily acceded to, and with the co-operation of the locality and the munificent gift of the cost of the boat-house by LORD CLERMONT, a self-righting 30 ft. life-boat, fully equipped and furnished with an excellent carriage, is now available for the prevention of any future loss of life from shipwreck in Dundalk Bay.

**ABERDOVEY, NORTH WALES.**—A new self-righting 30 ft. life-boat, on the Institution's plan, rowing six oars, single-banked, with a superior carriage, has been placed by the NATIONAL LIFE-BOAT INSTITUTION at Aberdovey, to replace an old worn-out boat; and a new boat-house has been erected, the whole establishment requiring to be renewed.

**CULLERCOATS, NORTHUMBERLAND.**—The life-boat belonging to the Institution at Cullercoats having become affected with dry rot, and being found on examination to be so seriously injured by it as not to be worth repair, a new boat, 30 ft. long, and rowing ten oars, double banked, has been supplied by the Institution to replace her. A new carriage has been provided for this boat, as also at Berwick-on-Tweed, and at Boulmer, and Alnmouth, on the Northumberland coast.

**AYR, SCOTLAND.**—At the request of the Harbour Commissioners of the Port of Ayr, on the west coast of Scotland, the life-boat

station at that place has been recently received into connection with the NATIONAL LIFE-BOAT INSTITUTION, of which it now forms a Branch, and a new life-boat, 32 feet long, rowing 12 oars, double-banked, and on the self-righting principle, has been placed there, at the joint expense of the Institution and the local body, together with a transporting carriage of the newest design. She has since her arrival at her station been tried, and has met with the entire approval of those who will be called on to man her in the hour of danger. This station, together with some others on the west coast of Scotland, had been allowed to fall to decay; with the aid of the Institution it has now been placed in a state of complete efficiency, and will no doubt be the means of affording invaluable aid to shipwrecked crews.

**WHITBURN, DURHAM.**—The old life-boat and transporting-carriage at Whitburn having become worn out, and the whole establishment needing renovation, the NATIONAL LIFE-BOAT INSTITUTION has recently placed a new boat and carriage there, and has built a new house for their reception. The boat is 32 feet long, rows 10 oars, double-banked, and is self-righting.

#### HER MAJESTY THE QUEEN'S RECOGNITION OF GALLANT CONDUCT.

THE destruction by fire of H. M.'s troop-ship *Birkenhead*, in 1852, and of the hired transport *Europa*,\* in 1854, will no doubt be remembered by many of our readers.

Both catastrophes were attended by lamentable loss of human life, and both exhibited in striking colours the courage, endurance, and high discipline of British troops in positions of the utmost peril and difficulty.

We have much gratification in recording the following statement, evincing as it does Her Majesty's appreciation of such nobleness of character in her loyal and devoted subjects:—

\* An interesting account of the noble and devoted conduct of Colonel Moore and his brave companions in arms will be found in the 13th Number of this Journal.

"A grateful tribute has just been paid by the Queen to the memory of the officers and crew who perished on board the *Birkenhead* troop-ship. Her Majesty, desirous of recording her admiration of the heroic conduct and unbroken discipline shown on board that vessel, has caused to be placed on the colonnade at Chelsea Hospital a tablet in commemoration of the event. A tablet has also been erected by command of Her Majesty to the memory of Lieut.-Colonel Willoughby Moore, who perished on board the *Europa*."

#### SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Thursday, 5th May, 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.

Read and approved the Inspector's Report of his recent visit to the life-boat stations on the Norfolk coast.—Decided that instructions be given to build, at the boatmen's own particular request, a surf life-boat for Yarmouth, in lieu of the life-boat previously sent there by the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Ordered the Exmouth life-boat to be named the *Victoria*, on the suggestion of LADY ROLLE, who had paid the Institution 375*l.* for the life-boat establishment of that seaport.

Reported that the Great Western, Bristol and Exeter, Great Northern, and Great Eastern Railway Companies had, with their usual kindness, given a free conveyance to the Exmouth and Whitburn life-boats and carriages from London to stations near their destinations.—To be thanked.

Laid on the table copies of the pamphlet on the Management of Boats in Heavy Surfs and Broken Water, and ordered the same to be circulated, and also to be translated into French.

Read letter from THOMAS BRASSEY, Jun., Esq., of 56 Lowndes Square, of the 13th

April, forwarding a donation of 10*l.*, "as an earnest of the great interest which, as a yachtsman of many and long voyages, and an Englishman proud of the maritime supremacy of his country, he had ever taken in the successful operations of the NATIONAL LIFE-BOAT INSTITUTION."—To be thanked.

Also from the Secretary of the Junior United Service Club, of the 23rd April, stating that the Committee had decided on presenting to this Institution a donation of 10*l.* 10*s.*; and that they purposed to recommend at their next general meeting an annual grant of that amount. — To be thanked.

Also from Dr. GWYNNE, of Culverland Cottage, Exeter, directing attention to his scheme for increasing the security and modifying the motive power of life-boats.—To be acknowledged.

Also from Mr. ONION, of George Street, Euston Square, calling attention to his plan of life-boat.—To be acknowledged.

Also from Messrs. RICHARDSON of 9th April, forwarding a communication relative to their tubular plan of life-boat.

Decided that Messrs. RICHARDSON be informed that in the event of any application being made to this Institution from any station for a boat on their plan, it would be taken into consideration; and also that if an opportunity presented itself for further developing the qualities of their plan of boat, the Institution would, if practicable, embrace it.

Read letter from Capt. KENNEDY, R.N., of 30th April, forwarding a plan and specifications, with a model of a life-boat from Chief Boatman THOMAS WRIGHT, of Guns Island Coast-Guard Station.—To be acknowledged.

Reported the transmission of the Aberdovey new life-boat to her station on the 2nd April.

Read letter from T. J. AGAR ROBARTES, Esq., M.P., of 28th April, stating that he, in conjunction with the Hon. Mrs. AGAR, would defray the cost of the proposed Lizard life-boat establishment.—To be thanked.

Paid 457*l.* 4*s.* 6*d.* for sundry charges on life-boats and life-boat carriages. Also

158*l.* 11*s.* 10*d.* for the Lowestoft life-boat house, and 270*l.* 14*s.* 4*d.* for life-boat stores.

Reported the services of the Cullercoats life-boat in putting off on the 29th March and 18th April to render help to two pilot cobles. The life-boat was manned on both occasions by a volunteer crew, who made no charge for rendering help to their own comrades. The crew spoke favourably of both the life-boat and carriage.

Voted 13*l.* 10*s.* to pay the expenses of the Walmer life-boat for putting off, during the night of the 15th April, and rescuing 1 out of 4 of the crew of the sloop *Liberal*, of Wisbeach, which was wrecked on the Goodwin Sands on the morning of that day. The life-boat was reported to have behaved exceedingly well on the occasion. (See No. 33, p. 190, for a full account of this gallant service.)

Also 24*l.* 15*s.* to pay the expenses of the Winterton new life-boat, for putting off during a gale of wind and rescuing the crew of 9 men of the barque *Alecto*, of Fredrichstadt, which was wrecked off Winterton on 24th April last.

Voted the Silver Medal and 1*l.* to ALEXANDER BAIN, seaman, in testimony of his gallant services in wading into the surf at the peril of his life, and conveying a line on board the French barque *Azalea*, of Nantes, by which means her crew of 3 hands were rescued. The vessel had gone on the rocks off Skerries, near Dublin, during a gale of wind on 28th April last.

Also a reward of 2*l.* 10*s.* to a boat's crew of 5 men for putting off in a boat and rescuing 2 out of 5 persons from the schooner *Blue Jacket*, of Bangor, which was wrecked on the Latton Sands, off Beaumaris, on 20th March last.

Also 4*l.* to a boat's crew of 4 men, for putting off in a boat and rescuing 2 women who had been left on a waste rock off Sellerna, on the coast of Donegal, on 10th March last.

Also the thanks of the Institution inscribed on vellum to WILLIAM SHANNON and JOHN GEORGE, of Shields, for wading into the surf at the risk of their lives to the rescue of the crew of the schooner *Sir Wil-*

*liam Curtis*, which, during a gale of wind, went on the rocks off Tynemouth on 14th March last.

Thursday, 2nd June, 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.

Read letter from Capt. PRIEST, R.N., Hon. Sec. of the Holyhead Branch, of the 1st June, stating that he had been authorized by the Admiralty to complete the repairs of the Holyhead life-boat house.—To be acknowledged.

Read letter from the President of the Calais Humane Society of the 6th May, calling attention to a description of a life-boat required for that port.—Ordered the communication to be forwarded to the Board of Trade, who had placed, in the first instance, the life-boat at that town.

Read letter from the Secretary to the Admiralty, 18th May, stating that the Lords Commissioners of the Admiralty had decided on distributing copies of the pamphlet issued by this Institution on the Management of Boats in Heavy Surfs and Broken Water amongst her Majesty's ships in commission.

Also from the Secretary at War, stating that instructions had been given to circulate the same pamphlet amongst all the military libraries at home and abroad.

Also from Capt. KENNEDY, R.N., of 14th May, stating that the pamphlet would be circulated amongst the Captains of Districts and Inspecting Commanders of Divisions of the Coast-Guard Service.

Also from the Secretary to the Corporation of the Trinity House of 17th May, stating that instructions had been given to distribute the pamphlet on board all the light-vessels of the Corporation.

Ordered copies of "Instructions for the Restoration of the Apparently Drowned," issued by this Institution, to be forwarded to all the foreign Missionary Societies for circulation amongst their mission stations abroad.

Read letter from WILLIAM RASHLEIGH, Esq., of Menabilly, Cornwall, of 23rd May,

offering to give 50*l.* in aid of the cost of the Polkerris, Fowey, life-boat, the site of ground for the life-boat house, and stones for its erection.

Reported also that T. J. AGAR ROBARTES, Esq., M.P., had promised to give 25*l.*, and J. F. BULLER, Esq., of Morval, 50*l.*, in aid of the same boat.—To be thanked; and ordered a life-boat and carriage to be built forthwith for Polkerris, Fowey.

Paid 121*l.* 17*s.* for sundry charges on life-boats and life-boat carriages. Also 130*l.* 2*s.* for the Dungarvan life-boat house.

Voted the thanks of the Institution inscribed on vellum to Captain ELLISON and Mr. MCLELLAN; and 2*l.* to 4 other men, for their services in rescuing 10 of the crew of the brig *William Sortie*, of Glasgow, which was wrecked off Barra, Western Islands, on 26th Jan. last.

Also 4*l.* to a boat's crew of 4 men for putting off and attempting to rescue, at great risk of life, the crew of 5 men of the French lugger *Boncalais*, of Bayonne, which was wrecked about 4 miles off Blackrocks, Dundalk Bay, on the 27th April last. The crew were subsequently taken off in finer weather by the same boat's crew, who were accompanied on that occasion by Mr. McDERMOTT and a French boy. The latter were thanked for their services.

Also 2*l.* 10*s.* to a boat's crew of 5 men for their services in piloting, during thick weather, the boat of the wrecked steamer *Preston*, of Liverpool, through an intricate passage near Holyhead to a place of safety on the 3rd April last.

Also 5*l.* to 5 coast-guard men for putting off in a boat and rescuing, at considerable risk of life, the crew of 4 men of the schooner *Amelia*, of Salcombe, which was wrecked during a gale of wind off Cardiff on 27th April last.

Thursday, 7th July. 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.

The Committee expressed their condolence with the family of the late General

BLANSHARD, R.E., C.B. The General had seen considerable service in his time, and was the inventor of the well-known military pontoon which bears his name.

Read letter from Captain WASHINGTON, R.N., of 3rd June, forwarding a letter which he had received from Admiral PARIS, C.B., of the French Navy, in which he kindly offered to translate the pamphlet on the Management of Boats in Heavy Surfs and Broken Water, &c., into French.—To be thanked.

Also from Lieut. HARRIS, R.N., Hon. Sec. of the Palling Branch, of 22nd June, stating that he had had a very favourable trial with the Palling new life-boat, on the 21st inst.—To be acknowledged.

Resolved 1.—That the thanks of the ROYAL NATIONAL LIFE-BOAT INSTITUTION be presented to Commodore CHARLES EDEN, R.N., C.B., Lord Commissioner of the Admiralty, in acknowledgment of his valuable services and cordial co-operation, as Comptroller-General of Her Majesty's Coast-guard, in assisting to carry out the objects of the Institution.

2.—That the Whitburn life-boat be called the *Thomas Wilson*, after the late Chairman of the Institution, who was one of its founders, and a native of the county of Durham.

Read letter from Mr. F. LACY, of Sherborne Street, Birmingham, of 8th June, calling attention to his plan of life-boat.—To be acknowledged.

Paid 321*l.* 3*s.* 2*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses. Also 500*l.* to Messrs. FORRESTT, on account of life-boats.

Voted a reward of 1*l.* 10*s.* to a small boat's crew, for putting off in a heavy sea, and rescuing, at some risk of life, 3 out of 4 men who were capsized from a boat in a squall of wind off Castletownsend, Co. Cork, on 1st April last.

Also a reward to a boat's crew of 2 men, for their services in rescuing at some risk of life, 4 persons who had been capsized from a boat off Fahy, Clifden, Co. Galway, on 16th April last.

## SINGULAR CASE OF THE RESTORATION OF THE APPARENTLY DROWNED.

CAPTAIN CREWE READ, R.N., Inspecting Commander of the Swansea Coast-guard Division, has forwarded to the Institution the following account of the resuscitation of a sailor apparently dead from drowning:—"At a late hour in the evening of the 28th May, an accident occurred in the Swansea Lock, which, but for the advance lately made in medical science, must inevitably have proved fatal. A sailor, named GEORGE GREENWAY, was returning on board his vessel, when he was suddenly precipitated into the water. Before assistance could be obtained he sank. The bystanders procured a boat-hook, with which, after a few minutes' delay, they grappled for the body, and caught hold of the poor fellow's trousers. Upon bringing him to the surface of the water, the trousers, unable to sustain the weight of the body, broke, and the man was again thrown into the water and sank to the bottom. A man named WILLIAM KNEATH fastened a rope round his body, and descended to the bottom, and at last succeeded in bringing the body to the surface of the water, when they were both brought ashore. These operations occupied from fifteen to twenty minutes. Mr. JAMES G. HALL, and Mr. T. A. ESSERY, surgeons, resorted to Dr. MARSHALL HALL's ready method for restoring suspended animation. After continuing about fifteen to twenty minutes, signs of vitality manifested themselves by means of slight convulsions, and within half an hour the poor fellow was so far recovered as to be able to be removed to the Cornish Mount, and the attentions of the medical practitioners being there renewed, he was soon pronounced out of danger. This is the first case, we believe, in the district of Swansea where the new method has been resorted to; and the man having been in the water at least twenty minutes, the result of the operation is certainly most satisfactory and striking." The medical man expressed his opinion, that the restoration of the man could not have been effected by any other treatment.

## NECESSITY OF LIFE-BELTS FOR VESSELS' CREWS.

WE have from time to time advocated in the strongest terms the supply of efficient life-belts to the crews of all our merchant-ships, and have pointed out the duty that devolves on shipowners to provide the same, although the law of the land does not require them, as it ought, to do so. The proofs of the value of life-belts to persons who are upset from boats at sea, and especially on landing through surfs, have been so numerous, that the owner of a vessel, whose crew have perished from the want of such a simple and inexpensive source of safety, ought to feel the same as a burden on his conscience to the end of his days. Only a few months since (as recorded in the 31st Number of this Journal), on the upsetting of a life-boat in a heavy surf, fifteen boatmen who had on cork life-belts were all saved, whilst three gentlemen who were without belts, although swimmers, perished by the same accident. No other instance need be quoted.

We think we cannot do better than record, as they arise, such instances as the following, which appeal in a more eloquent voice than can be expressed by words, in behalf of our ocean's sons to their employers, who thus literally send them "down into the great deep":—

## "FOUNDERING OF THE 'BLENHEIM.'"

"The news reached Lloyd's of the loss of the fine ship *Blenheim*, Captain HEADLEY, in the Bay of Bengal, and the loss by drowning of her commander, the second officer, and eleven of her crew. The *Blenheim* was one of the fine fleet of Indiamen owned by Messrs. DUNCAN DUNBAR AND SONS, of Limehouse. She was on her return voyage, and left Akyab on the 7th of June for Calcutta. On the 16th she encountered a fearful gale, which caused the sea to break over her, and it becoming apparent that she would founder, the captain and crew took to the boats, and had scarcely done so when the ship went down. They succeeded in sighting land, and one boat reached shore on the island of Rawree; the other, however, was swamped in the surf which swept the beach, and the captain, second mate, boatswain, cook, and nine men perished."

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

*Patroness*—HER MOST GRACIOUS MAJESTY THE QUEEN.

*President*—VICE-ADMIRAL HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G., F.R.S.

*Chairman*—THOMAS BARING, ESQ., M.P., V.P. Chairman of Lloyd's.

*Dep.-Chairman*—THOMAS CHAPMAN, ESQ., F.R.S., V.P. Chairman of Lloyd's Register of British and Foreign Shipping Society.

## 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 recent additional Contributions:—*

	£.	s.	d.		£.	s.	d.
A Friend	dom.	1	0	Jacomb and Son, Messrs., Basinghall-street	dom.	10	10
Anderson, W., Esq., Dublin	dom.	2	0	King, George, Esq., Southampton	dom.	2	0
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