

THE LIFE - BOAT,

OR

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THE WRECK REGISTER AND CHART FOR 1857.

THE extensive and increasing commerce of the United Kingdom renders unfortunately shipwrecks on its shores a matter of daily occurrence. Indeed, their frequency is so great, that in the aggregate the public at large fail to realise the terrible consequences arising from them; but they are nevertheless keenly felt in many a home and counting-house throughout these realms. As it is, the sad tale of disaster at sea comes to us too often weakened by the lapse of time, and the distance of the scene of the catastrophe: instead of having the harrowing sight of a shipwreck before our eyes, we have only dry statistics, which raise no emotion and even rarely arrest attention.

The materials from which the important Wreck Register of the Board of Trade is compiled are derived from returns furnished by the officers of the Coastguard service and the Receivers of Wrecks stationed on the coasts of the United Kingdom. After having been analysed and tabulated by the Board of Trade, they are printed, accompanied by a Wreck Chart, and presented annually to Parliament. The Register for the past year is a very complete one, and reflects much credit on its compilers, who have evidently devoted much time to its excellent arrangements. Amongst other information which it contains, are tables descriptive of the means adopted for saving life on the coasts, and containing lists of the stations supplied with the mortar and rocket apparatus. In addition to aiding in the

maintenance of life-boats on the coast, the Board of Trade now undertakes the supply and maintenance of the mortar and rocket apparatus, which it has lately completely renovated.

Compared with previous periods the Register informs us that the wreck experience of the past year is favourable; yet if we analyse it carefully we shall find that, without reckoning collisions, there were no fewer than 384 vessels, or more than one a-day, totally lost on or near these islands last year. The whole of the wrecks and casualties for the year 1857 may be thus classed:—

	Vessels.
Totally wrecked - - - -	384
Totally lost in collision - - -	53
Seriously damaged - - - -	482
Damaged seriously by collisions -	224
Total - - - -	1,143

This number of disasters for one year is at the rate of more than three per diem.

The number of wrecks in each month of the year 1857 is thus given:—

	Vessels.
January - - - -	281
February - - - -	64
March - - - -	166
April - - - -	76
May - - - -	33
June - - - -	34
July - - - -	33
August - - - -	75
September - - - -	66
October - - - -	135
November - - - -	94
December - - - -	86
Total - - - -	1,143

By these casualties 2,200 of our fellow-creatures were placed in imminent peril of losing their lives, and *five hundred and thirty-two* of them actually found a watery grave, many of whom it is believed might have been saved had the NATIONAL LIFE-BOAT INSTITUTION had the means to have placed additional life-boats on the coasts. Besides, there can be no doubt that the number of 532 persons drowned does not correctly represent the actual loss of life during the past year from casualties on and around our coasts, inasmuch as the loss of fishermen and other boatmen is not included in the Board of Trade returns.

If we examine closely the sites of these shipwrecks, we shall find that no less than 600, or more than one-half of the whole number of wrecks, occurred between Dungeness and Pentland Frith. Along this perilous sea, beset with sands, shoals, and rocky headlands, no less than 150,000 vessels, manned probably by half a million of men and boys, pass annually; a great part of them being ill-constructed deeply-laden colliers; and the wonder is how they manage to survive a gale of wind. A remarkable and sad case of this description occurred only a few months ago on the Norfolk coast. Suddenly a gale of wind sprang up where one of these rotten colliers was riding. She made a signal of distress: the NATIONAL LIFE-BOAT SOCIETY'S life-boat was as soon as possible brought out of the boat-house; but before the boat was launched the ship had gone to pieces, and every one of her unhappy crew had perished. On examination of the vessel's timbers they were found to be perfectly rotten, otherwise it was said she might easily have weathered out the moderate gale of wind that proved her destruction. A somewhat similar case occurred off Bridlington the year before last, when 4 or 5 poor fellows perished: so rotten was the vessel that her anchors pulled out her bows, consequently causing her instantly to sink.

Again, the South Coast, extending from Dungeness to the Land's End, is comparatively safe, only 84 wrecks having occurred in 1857; whilst from the Land's End to Greenock, where the influence of the

Atlantic gales and currents is most severely felt, the numbers rise again to 286; and the Irish coast contributes a total of 173 wrecks.

If we take a retrospective glance at the shipwrecks which have occurred on our coasts during the past five years, we shall find that no less than 5,128 wrecks and collisions took place, being an average of 1,025 a-year—that the loss of life therefrom amounted to 830 a-year—and that the destruction of property averaged a million and a half sterling per annum. It is not an uncommon occurrence for a single gale to strew our coasts with wrecks. In the gale of 25th September, 1851, as many as 117 vessels were wrecked; and for each of the earlier months of the present year the returns of the Board of Trade show that there has been from 4 to 5 casualties a-day.

These facts are sufficient to prove the appalling loss of life and property, and the absolute necessity that exists for the construction of harbours of refuge, and for renewed exertions in the establishment of additional life-boats on some points of our coasts.

As we have often stated before, wrecks will occur notwithstanding all the precautions, experience, and vigilance that may be exercised to prevent them; but there can be no doubt that a very large proportion of the casualties which happen must be attributed to neglect and carelessness on the part of those to whose special charge the vessels are committed, as well as of those who send them to sea ill-found and unseaworthy. It is a notorious fact that too many of these vessels have not a single appliance, such as a life-belt or a life-buoy, to save life in case of an emergency. Besides, the masters of colliers and coasters scarcely ever think of laying down courses, or using the lead or consulting charts. Their motto is, as the Register tells us, "follow the leader," until they get on a shoal or sand-bank; and thereby add to the number of wrecks caused by negligence or inattention.

These remarks are fully corroborated in the following Table, showing the nature and cargoes of the vessels lost last year:—



WRECK CHART OF THE BRITISH ISLES FOR 1857,

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

- Signifies Total Loss by Stranding or foundering
- Partial Loss by Stranding, Dismasting or Leakage
- Sailing Vessels in Collision with Total Loss
- with Partial Loss
- Collision of Sailing with Steam Vessels with Total Loss
- partial Loss
- Steam Vessels in Collision with partial Loss
- Ditto Total Loss
- ✚ Represents a Life Boat

Scale of Nautic Miles.

10 20 30 40 50 60 70 80 90 100



	Vessels.
In Ballast, not Colliers	138
Coal laden	382
Colliers in Ballast	62
Cotton	8
Fishing Smacks	15
Fish or Oil	20
Grain and Provisions	90
General Cargo	85
Iron and other Ores	88
Manure and Kelp	15
Passengers	21
Potatoes or Fruit	16
Salt	38
Sugar, Coffee, Spices, Tea, Molasses	10
Stone, Slate, Lime, or Bricks	50

An analysis of the tonnage of these disasters is thus given:—

	Vessels.
Vessels under 50 Tons	172
51 and under 100	321
101 „ 300	473
301 „ 600	114
601 „ 900	43
901 „ 1,200	7
1,200 and upwards	13

The site of each wreck can be easily traced on the wreck chart. Let the reader pause for a moment, and look again at this grim wreck chart, and consider what an amount of misery it unfolds. Let him then inquire whether or not it be in his power to assist in mitigating the necessary evils resulting from these sad calamities, causing as they do the desolation of many a home, and many a wife to become a widow, and her children orphans. These innocent sufferers from shipwrecks are already too numerous in our coasting towns and fishing villages.

The following is a list of the principal sandbanks on which wrecks have occurred during the past year:—

Abertay	2	Kish Bank	1
Arklow Bank	2	Long	18
Barber	2	Long Scar	3
Blyth Sand	1	Maplin	3
Brake	2	Middleton	8
Burbo Bank	1	Nash	3
Cardiff Sands	1	Newcombe	2
Corton	2	Owers	2
Dogger Bank	1	Scroby	8
Dudgeon	5	Sunk	3
Galloper	4	Shipwash	5
Goodwin	18	Swin	1
Gunfleet	5	Tetney	1
Hasborough	4	Whitburn Steel	1
Herd	10	Whiting	1
Holm	10	Woolpack	1
Kentish Knock	3		

Twenty-nine vessels are recorded to have been utterly lost last year from unseaworthiness; and many others were lost from rottenness, imperfect gear, carelessness, defective compasses or charts.

There are many prolific causes of shipwreck, independent of storms, rocks, and sandbanks; and amongst the most glaring are inconsiderate marine insurances—unseaworthiness—the overloading of vessels—ill-found in anchors, cables, sails—defective compasses—want of good charts—and incompetency of masters. If we analyse the cases of collision that occurred last year, we shall find that by far the larger portion of them occurred in the open sea, and in clear bright weather. Out of 277 collisions, involving total and partial loss, bad look-out was the cause of 88, and neglect of the rule of the road of 33 collisions. Simple and easy of performance as the casting of the lead is, it is almost invariably found, when the causes of the wreck are inquired into, that this precaution has been neglected.

Sir S. Lushington, Judge of the Court of Admiralty, told us recently:—“It is not of British vessels we speak every day, but our ports, especially the port of Liverpool, are so thronged with vessels from every part of the world, and especially from the United States of America, that I speak the truth when I say that within the last two months of my time, one-half has been engaged upon foreign vessels. From the very mouth of the Mersey down to the coast of Ireland, I regret to say, we have had some of the most unfortunate collisions, and the greatest loss of life.”

Still it is satisfactory to find that collisions do diminish, and that, as compared with last year, a diminution of their number to the extent of 39 has taken place. Moreover, 662 of the wrecks, apart from collisions that took place last year, arose entirely from stress of weather, and not from the fault of any parties.

A most gratifying feature, however, is to be found in the Register, viz., the large number of lives saved from shipwrecks by life-boats and other means during the past year:—

By the Life-boats of the National Life-Boat Institution and local Bodies - - - - -	398
By luggers, coastguard-boats, and small craft - - - - -	512
By ships and steam-boats - - -	507
By assistance from shore with mortar and rocket apparatus, ropes, &c. - - - - -	243
By individual exertion - - -	8
Total - - - - -	1,668

Although this number were entirely saved from wrecks, yet it must be borne in mind that 2,206 persons were, in addition, placed in actual danger, a large proportion of whom would probably have perished but for succour of some kind or other. In a great many instances, such as in cases of collisions and founderings far at sea, escape has of course been due to the ships' own boats or to the many fishing-vessels and other crafts which are, fortunately, constantly plying about. But 398 persons during the past twelve months actually owe their lives to the life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and to those of local bodies. The life-boat, as is well known, is chiefly used on perilous emergencies, and when no other craft can be made available. A life-boat establishment is not like a harbour of refuge, on a dangerous point, a matter of great expense. It is easily surmounted, and its permanent efficiency equally as practicable. We have no doubt in future years, if the excellent system of management adopted by the NATIONAL LIFE-BOAT SOCIETY be adhered to,—and a life-boat soon becomes worse than useless if she is not well attended to—that the services of its life-boats will prove still more effective.

The pecuniary means to increase the number of life-boats is now really the only important point for consideration. If there be any nation in the world which should be honourably distinguished above others for its appliances to save life in cases of shipwrecks, England is emphatically that one. It is the sea which has made us what we are, and which has borne our countrymen to all parts of the world. It is our naval preponderance which has raised us to our present great position amongst the nations of

the earth. It is upon the prowess, and skill, and adventure of our seamen that the fabric of British power at the present moment rests. One might suppose then, that all persons who could afford it, would only be too ready to lend a helping hand to an institution of the character of the NATIONAL LIFE-BOAT SOCIETY, whose annual income is out of all proportion to its extensive sphere of usefulness. We, therefore, again appeal to the community at large, to help a Society which has charged itself with this great work, and which has zealously and satisfactorily endeavoured to discharge its onerous duties in the cause of suffering humanity.

THE CORPORATION OF TRINITY-HOUSE, LONDON.

WE believe that it will be both interesting and instructive to the readers of the *Life-Boat Journal* generally to have a brief account of the origin, objects, and functions of the Trinity House, London, which is one of the most ancient and useful marine corporations in the land. We trust that it will yet add to its reputation and increase its sphere of usefulness; and that deriving its charter as far back as the reign of Henry VIII., it will be handed down to posterity unimpaired.

Although there are now no records extant to show the original formation of the Society, there is no doubt that it existed as a religious institution, dedicated to the Holy Trinity, for a long period antecedent to the grant of its First Charter of Incorporation by King Henry VIII., dated 23rd May, 1514, the sixth year of the reign of that King.

That it was a charitable institution previously to the Charter of Incorporation, which however makes no mention of charities, is likewise evident from an allusion contained in the first bye-laws made a few months after the date of the Charter, in which the Society's "Bedfolks," or "Almspeople," are adverted to and regulations established in respect of them.

The Trinity House of Deptford Strond, thus shown to have pre-existed as a religious

and charitable Society, was constituted by the Charter of King Henry VIII. a "Body Corporate of the Shipmen and Mariners of the whole Realm," and its functions, as described in early records, were "to examine into the qualifications and regulate the conduct of those who take upon them the charge of conducting Ships; to preserve good order, and (when desired) to compose differences in Marine Affairs; to consult the Conservation, good Estate, wholesome Government, Maintenance and Interest of Navigation and Seafaring Men; and (with-all) to relieve decayed Seamen and their relatives."

Many of these duties have, in course of time, and as navigation extended itself, fallen into desuetude, and in their stead have sprung up the more important functions of placing and preserving light-houses, buoys, and beacons, and the ballasting of ships in the river Thames.

The Trinity House, as such or by its intrinsic Constitution or Charter, has no right or authority to erect or place sea-marks or light-houses, but exercised the ample and extensive right thereto, under the provisions of the Act of 8th of Queen Elizabeth, and continue to do so under those of the Merchant Shipping Act, 1854.

At the Anniversary Dinner of the Corporation on the 3rd July last, His Royal Highness the PRINCE CONSORT, who is the Master of the Trinity House, thus alluded to some of its functions:—"You are well aware that my duties with regard to this Corporation are merely those of a person who watches anxiously, and I may say with love, over the prosperity of the Corporation; but it is with you, the Elder Brethren and the Deputy-Master, that the whole of the labour and work remains, and to the admirable manner in which you have performed your duties I beg leave on the present occasion to refer. I think it may not be uninteresting to some of your guests, who may not have had an opportunity of knowing what the particular business is on which you are constantly engaged, if I were to communicate to them very briefly a few extracts which the Deputy-Master has put into my hands, showing the chief works which are

now in progress, and at the same time a few statistics showing the real scope of the influence and the duties of this Corporation:—'The number of pilots holding licenses after examination, either personally at the Trinity House by the Elder Brethren or under their direction by the Sub-Commissioners of Pilotage at the outports, amounts at this moment to 981; for London and its approaches, 386; for the outports, 595. Of these 90 were examined and licensed during the past year. The number of masters in the Royal Navy examined in the past year at the request of the Lords of the Admiralty by the Elder Brethren personally at this house, touching their qualifications to pilot Her Majesty's ships, was 24. The number of masters and mates of merchant-vessels holding certificates of competency to pilot their own vessels after the like examination is now 124; of these 55 were examined and certified during the present year. It is gratifying to be enabled to state that the legislative enactment by which the control of the Cinque Ports pilots was transferred to this Corporation has proved highly beneficial, not only to the shipping of the port, but also to the pilots themselves; and by this arrangement the shipowners have been relieved by the reduction of the rates of pilotage to the extent of 20 per cent., and yet the pilots have been receiving on an average 10 per cent. increase of their previous earnings. It is also gratifying to state that since the Cinque Port pilots came under the control of the Corporation there have been comparatively few complaints against them; and, with the exception of three cases of intoxication, in two of which it was found necessary to dismiss the offenders, the charges preferred have not been of a serious nature. As to light-houses and light-vessels, the number of light-houses and light-vessels at present under the immediate management of the Trinity House, including the six new ones under construction, is 109—namely, 77 light-houses and 32 light-vessels—in attendance on which are employed nearly 700 persons.'

"I will pass to works on hand, which are chiefly the Bishop Rock Light-house, of which you have seen the beautiful model

and drawings in the other room, 'the first stone of which was laid in 1852, and which is completed, and the light will be exhibited on the 1st of September next. The erection of a light-tower in this position, exposed as it is to the whole weight of the Atlantic Ocean, may well be considered as a triumph of engineering skill and perseverance.'"

SMALLS LIGHT-HOUSE.—For many years the light at this station has been exhibited from a small and inconvenient structure of wood erected on piles, in which the attendants have been confined frequently without communication for weeks together with their fellow-men. The foundation of a substantial granite tower was laid on June 27, 1857, and the building is now rapidly progressing; but the period of the year during which work is practicable on this exposed rock is so short that the building will occupy a considerable time.

NEEDLES.—The prevalence of sea-fogs hanging on the high land of the Needles Point, on which the old light-house stands, has rendered it advisable that the light should be exhibited from a less elevated position, and the foundation of a granite tower on the outer Needles Rock was laid on the 2nd of July, 1857. These works have been pushed forward with extraordinary celerity and under most favourable circumstances of weather. The tower is now 68 feet high, and will (D.V.) be completed and the light exhibited therefrom on the 1st of January next.

WHITBY LIGHT-HOUSES.—The erection of light-houses on High Whitby had long been regarded as a measure likely to conduce much to the safety of the numerous vessels passing along the east coast of England to and from our important coal-ports, and the erection of two towers on that spot was commenced in April, 1857. They are now nearly completed, and it is expected that the lights will be exhibited therefrom before the winter storms again bring danger to the mariner on that coast.

GODREY LIGHT-HOUSE.—A new light-house is in course of erection on the Island of Godrevy, in St. Ives Bay, which it is hoped will be completed and lighted in the ensuing winter.' * * * 'As to

BUOYS AND BEACONS, the number of buoys and beacons at present under the control of the Corporation is 420, all of which require to be constantly attended to and watched, lest by the accidents of weather or collision of vessels they may be moved from their position, and thus lead the mariner into danger rather than warn him of it. As to the **BALLASTAGE**, the superintendence of the ballasting of ships in the port of London, including the raising from the bed of the Thames of about 500,000 tons of ballast per annum, is also a duty of the Corporation. The important duty of assisting the Judge of the High Court of Admiralty in the decision of cases in which questions of nautical skill are involved also devolves upon the Elder Brethren of the Trinity House. In 43 such cases, which were decided in the Admiralty Court in the past year, the Elder Brethren attended and assisted the Judge.'

We have felt it appropriate to devote some space to a history of the formation and present duties of a Corporation, which has a claim to some account in the columns of the Journal of an Institution, towards the establishment of which, more than 34 years ago, it contributed the munificent sum of 500*l.*, and in which not only does its interest continue unabated even to the present day, but in the management of which its successive Deputy-Masters and some of the Elder Brethren, have always taken, and do now take a part. We, in common with the assembly at the Annual Dinner of the Corporation, deeply regret that ill-health has compelled Captain **SHEPHERD**, H.C.S., the late Deputy-Master of the Corporation, to retire from an office which, like all the important posts he has held, such as Chairman of the Honourable East India Company, Governor of the Hudson's Bay Company, and a Director of other public bodies, he has always filled with honour to himself and advantage to the public. The **NATIONAL LIFE-BOAT INSTITUTION** has in Captain **SHEPHERD** a warm and liberal friend, who on suitable occasions pleads with a force peculiar to himself, its claims for support from the community at large.

ADDITIONAL LIFE-BOAT STATIONS.

HOLYHEAD.—A new life-boat has been placed at Holyhead by the NATIONAL LIFE-BOAT INSTITUTION, in lieu of the old boat at that station, now worn out. The new boat is 30 ft. long, and rows ten oars double-banked. The Lords of the Admiralty have liberally erected, at the expense of the Crown, a substantial boat-house for her in the new harbour.

ARDMORE, IRELAND.—The Institution has recently established a branch at Ardmore, in County Waterford, and placed a 28-ft. six-oared life-boat there. A carriage has been provided for the boat, and a boat-house built, towards the latter of which the locality has contributed, and an annual subscription was promised towards the permanent expenses of the establishment. This boat will protect the two bays of Ardmore and Whiting, in both of which wrecks occasionally happen.

BALLYCOTTON, IRELAND.—A life-boat establishment has been formed by the Institution at Ballycotton, in County Cork, and a 28-ft. six-oared boat, with a carriage, has been placed here, and a boat-house built. Ballycotton Bay lying near the entrance of Cork Harbour, this boat will afford protection to the shipping frequenting that port, and, together with the new stations at Youghal and Ardmore and others, the formation of which is contemplated by the Institution, will go to complete the series of life-boats on the south coast of Ireland, where vessels entering the English or Irish Channels are at any time liable to disaster in southerly gales of wind.

WINTERTON, NORFOLK.—The Winterton Life-Boat Establishment, being another of those transferred to the Institution by the late Norfolk Association, has been altogether renewed, a new boat, boat-house, and carriage having been built for it. This boat is 30 ft. long, rowing ten oars double-banked, and is similar in all respects to that stationed at Palling, containing all the latest improvements of the boats on Mr. PEAKE's plan adopted by the Institution.

Wrecks are numerous on this part of the coast, and Winterton may be considered to be an important station.

SERVICES OF LIFE-BOATS.

BRIDLINGTON.—On the 8th of April the brigantine *Ceburg*, of Whitby, ran ashore in an E.S.E. gale, near Bridlington Quay. The Bridlington life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION was immediately launched, and proceeded to the aid of her crew. After getting alongside the wreck, a heavy sea struck the boat, and breaking the lines by which she was attached to it, sent her adrift again.

A second attempt was more successful, when she took off the crew, 5 in number, and landed them in safety. The vessel shortly after became a complete wreck.

ARKLOW, IRELAND.—On the 2nd September, at three p.m., a vessel was observed aground on the Arklow bank, 8 or 9 miles distant from Arklow. The life-boat of that place proceeded at once to her aid, when she found a heavy sea breaking over and around her. Several fishing-smacks were near the wreck, but unable to approach near enough to be of any service to those on board her. The coastwain immediately anchored the life-boat, and veered sufficiently near to throw a line on board the ship, when 11 of her crew were safely hauled into the boat by means of a line and the boat's life-buoy. 4 of her crew had previously attempted to get to a fishing-smack in the vessel's own boats: one boat with 2 men in her succeeded in doing so, but the other upset immediately on leaving the ship, and the 2 men in her contrived to hold fast to her bottom until they were carried by the tide beyond the surf, when they were picked up and their lives saved by the smack *Catherine*, DENNIS BYRNE, Master. The crew were conveyed safely to Arklow in the life-boat, arriving at that place at 9.45 p.m. The vessel, proved to be the American barque, *Harriet Frances*, bound from Liverpool to Baltimore, U.S. This life-boat, which was only stationed by the Institu-

tion at Arklow last year, is on Mr. PEAKE'S design, and is reported to have afforded on this occasion another striking proof of the valuable characteristics of this class of boat. It having been predicted by the practical men at Arklow that she never would be able to regain Arklow from the wreck, but would be compelled to land the wrecked men at Wicklow, a more leeward position. She however completely falsified those predictions, and her behaviour altogether afforded the utmost satisfaction to her crew.

MEETINGS OF THE COMMITTEE.

Tuesday, 6th May, 1858. 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-Committees.

Read and approved the Inspector's Report of his recent visits to Dover, Hastings, Winterton, and Yarmouth, where the ROYAL NATIONAL LIFE-BOAT INSTITUTION had recently sent new life-boats.

Requested C. H. COOKE, Esq., the Hon. Architect, to furnish a drawing of the Ceylon life-boat house.

Reported the transmission of twenty life-belts to the crew of the Gorleston seamen's life-boat, which the Institution had presented to them.

Read letter from the Rev. JAMES WILLIAMS of the 16th ult., conveying the thanks of the Anglesey Branch for the two life-boats which the Institution had lately sent to Holyhead and Penmon.

Read letter from the Rev. RICHARD TYACKE, Hon. Sec. of the Padstow Branch, of the 5th April, stating that the Padstow life-boat, when recently exercised, had answered admirably. A heavy sea had broken into her and knocked some of the men off the thwarts, yet though both boat and crew were for a while buried in the foam, she soon again became perfectly manageable.

Read letter from Mr. G. F. REMFRY of Calcutta of the 10th Feb., calling attention to his Nautilus Cape Life Preservers, one of which he presented to the Institution.—To be thanked.

Read letter from the Secretary to the Trinity House of the 23rd April, stating that the Elder Brethren had directed a further contribution of 50*l.* to be made to this Institution.—To be thanked.

Reported that the life-boats sent by the Institution to Winterton and Palling had been towed to Yarmouth free of charge by one of the steamers of the General Steam Navigation Company.—To be thanked.

Read letter from Mr. T. N. VAN HOUTEN, Secretary to the Rotterdam Shipwreck Association, of 26th April, requesting to be furnished with a set of drawings of the life-boat and carriages adopted by this Institution.—Decided, that the request be complied with.

Appointed a Special Sub-Committee to consider the medical reports and communications received on the respective methods of the Royal Humane Society, and of Dr. MARSHALL HALL, on the Resuscitation of the Apparently Drowned.

Ordered a model of the life-boat adopted by the Society to be lent to the United Service Institution.

Paid 149*l.* 6*s.* 11*d.* for sundry charges on life-boats and life-boat carriages.

Also 166*l.* 8*s.* 7*d.* to MESSRS. RANSOMES and SIMS for life-boat carriages, and 430*l.* 13*s.* 5*d.* to MESSRS. FORREST for life-boats built by them for the Institution.

Voted 2*l.* to ANTHONY CONRY, pilot, for wading into the surf at great risk of life and rescuing a man who with 2 others had been capsized from their boat during squally weather on the coast of Donegal on the 28th January last.

Also 2*l.* to DENNIS CONNOR and NATH. SINNOTT in testimony of the praiseworthy services rendered by them to the crew of 5 men of the barque *Iris* of Belfast, which was wrecked during a S.S.E. gale off Hector's Cove, on the coast of Wexford, on the 5th March last.

Also 7*l.* 18*s.* to pay the expenses of the Arklow life-boat in putting off with the view of rescuing the crew of the barque *Egida*, which was wrecked during stormy weather on Glasgorman Bank on the 13th March last.

Also the Second Service Clasp and 1*l.*

to W. H. TREGIDGO, chief boatman of the Coast-guard at Bude, also the Silver Medal and 1*l.* each to J. STONE, chief boatman of Coastguard, Boscastle; J. P. SHARROCK, commissioned boatman of Boscastle; WILLIAM R. MAY, and HENRY ELLIS, boatmen of the Coastguard, in acknowledgment of their gallant services in rescuing, by means of ropes and at the risk of their lives, 16 men and a pilot of the ship *Defence* of Liverpool, which was wrecked during stormy weather, on the 13th March last, under the Cliffs of Benney, on the Cornwall coast.

Also the thanks of the Institution inscribed on vellum to JOHN GEORGE, Esq. and Mr. WILLIAM CUSCADEN, chief officer of Coastguard at Cahore, and 7*l.* 10*s.* to 15 men in acknowledgment of their praiseworthy services in rescuing, by means of ropes, life-belts, and buoys, and other gear of the Cahore life-boat station, the crew of 5 men of the schooner *Pearl* of Cork, which was wrecked during a gale of wind from S.E. off Cahore Point, on the 5th April last.

Also the thanks of the Institution inscribed on vellum to Mr. MICHAEL TYRRELL, and 3*l.* to each of his crew of 3 men for putting off and rescuing, at considerable risk of life, 3 persons who had been capsized from their boat during stormy weather on Arklow Bank, on the night of the 5th April.

Also the Silver Medal and 1*l.* to EDWARD WAUGH, Coastguard-man, in acknowledgment of his gallant services in swimming out at the risk of his life to catch a breaker, by which means the whole of the crew of 7 men of the brig *Arctic*—which was stranded during a S.S.E. gale and cloudy weather, on Kilgormin Strand, coast of Wexford, on the 6th April last—were ultimately saved. 5*l.* were also voted to 18 other men who had creditably exerted themselves on the occasion.

Also the thanks of the Institution to Captain RIDGE, R.N., Inspecting Commander of Coastguard at Newcastle, Castletwellan, for wading into the surf to aid in launching the Newcastle life-boat, and 7*l.* to her crew for putting off with the view of rescuing the crew of a ship in distress on the 7th April last.

Reported that on the 8th April the Bridlington life-boat, which likewise belongs to the NATIONAL LIFE-BOAT INSTITUTION, manned by 13 men, had been instrumental in saving the crew of 5 men of the brigantine *Coburg*, of Whitby, which was wrecked off Bridlington during a gale from S.S.E. The life-boat's crew were paid by the owners for their services.

Voted 10*l.* to 10 men who had put off at the risk of their lives in two boats and rescued 4 out of 6 of the crew of the French schooner *Jeune St. Charles*, which was wrecked during a strong gale from S.E. on Thornsia rock between the Calf and Isle of Man, on the 8th April last.

Also 5*l.* 2*s.* to pay the expenses of the Newcastle, Dundrum, life-boat, for putting off to the assistance of the ship *John Dudgeon*, which had a signal of distress flying off that place during a strong gale of wind from S.S.E., on the 9th April last.

Also 5*l.* to 5 men who had put off in a boat and rescued the crew of 5 men of the schooner *Bridges*, which, during squally weather, was wrecked off the mouth of the river Nanny, near Drogheda, on the 9th April last.

Also 7*l.* to pay the expenses of the Rhyl tubular life-boat for putting off on the 2nd May, with the view of rendering assistance to the ship *Minnesota*, which was seen in distress during a gale from N.N.E. on that day.

Thursday, 3rd June, 1858. His Grace the Duke of NORTHUMBERLAND, K.G., the President, in the Chair.

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

Read and approved the Minutes of the Sub-Committee appointed to consider the Reports received from medical men on the Restoration of the Apparently Drowned as recommended by the Royal Humane Society and Dr. MARSHALL HALL.—Ordered the new Instructions to be printed and extensively circulated throughout the United Kingdom and our Colonies.

Read and approved the Inspector's Re-

port of his recent visit in company with the Surveyor-General of the Board of Trade, to the Southwold and other life-boats on the Norfolk and Suffolk coasts.—Decided,—to request Mr. COOKE, the Honorary Architect, to proceed to Yarmouth to inspect the site of the proposed life-boat house, and to confer with the builder respecting the plan and specifications for the same; also to proceed thence to Lowestoft to examine the life-boat house on that station, with the view to its being rebuilt.

Read letter from Commodore EDEN, R.N., C.B., Comptroller-General of the Coastguard, of the 13th May, transmitting answers to the Life-Boat Queries of the Institution, respecting the necessity of additional life-boats on the coast from the respective captains of districts, and of officers commanding divisions of the Coastguard Service throughout the kingdom.—To be thanked.

Reported the transmission of life-boat and carriage drawings to various colonial governments.

Read letter from T. B. CHANTER, Esq., Honorary Secretary of the Bideford Branch of the 24th May, stating that the three life-boats of the Institution stationed at that place had been exercised that day, during a fresh gale of wind with a heavy sea. Nothing could have exceeded the praise of their crews and the admiration of the numerous visitors of the behaviour of the life-boats.—To be acknowledged.

Ordered a set of life-boat and carriage drawings to be presented to Mr. C. B. CLAUDI, Inspector of Life-boats and Life-preserving Apparatus on the coasts of Denmark.

The Committee voted their thanks to the Cork Steam-ship Company for conveying, free of charge, the Ballycotton life-boat and carriage and the Ardmore carriage on board one of their steamers from London to Cork.

Read letter from Mr. J. SOUTER of Dover, calling attention to his plan of life-boat.—To be acknowledged.

Laid on the table the plan of the Ceylon life-boat house, which had been furnished by the Hon. Architect to the Society, and ordered the same to be forwarded to the Governor of Ceylon.

Laid also on the table some copies of a

pamphlet by Rear-Admiral FITZROY on the use of barometers by fishermen. In the year 1837, the Board of Trade sanctioned the principle of some assistance by Government being given to fishermen for providing them with barometers, to a limited extent, depending on the necessity of each case, and other contingencies. It was thought advisable not only to substitute a few words on the scales of these instruments (specially for fishermen and coasters) in place of those usually engraved, which are not the most explanatory, but to compile a very brief and plain manual of information respecting the use of a barometer as a weather-glass. This has accordingly been satisfactorily accomplished by Admiral FITZROY, the author of the pamphlet in question, which is couched in language plain and intelligible to every capacity. The barometers thus read and understood cannot fail to be of the greatest service to our fishermen and others.

Read letter from Sir Thomas PHILLIPS, Bart., respecting his plan for saving lives in cases of shipwreck.—To be acknowledged.

The Committee voted their thanks to the East India Company for their additional subscription of 25*l.*, in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.—From the first establishment of the Institution the late distinguished East India Company has contributed in aid of its funds.

Voted 12*l.* to the crew of a fishing-lugger for rescuing the crew of 11 men of the French brig *Prosper*, which had sunk during a gale of wind off Cr mer on the 27th Nov. last.

Also 3*l.* 10*s.* to 7 men who had put off and rescued 4 men of the sloop *Mary* from Balbriggan, which foundered at the mouth of the Boyne during squally weather on the 14th April last.

Also the thanks of the Institution to Lieut. JACKSON, R. N. chief officer of the Coastguard at Drogheda, for putting off in the Drogheda life-boat with the view of rendering assistance to a vessel in distress.—Voted also 5*l.* 13*s.* to pay the expenses of the life-boat.

Also a reward of 5*l.* to 5 men for putting off and rescuing the crew of 4 men of the schooner *Nymph* of Belfast, which was wrecked during squally weather on Irvine Bar on the 14th April last.

Also 3*l.* to 6 men for putting off in two fishing-boats, and rescuing the crew of 8 men of a fishing-lugger which had been capsized off Rushadalla Point on the coast of Galway, during a strong breeze from W.S.W. on the 20th April last. One of the rescued men, named JOHN DAVIS, who was unable to swim and who had clung to an oar, declined to be taken into the boat until he saw his companions previously saved.

Also 4*l.* to 5 men for wading into the surf, and rescuing, at the peril of their lives, some of the crew of the Spanish brig *Triton*, which was wrecked off Ballymarton on the coast of Morne, during a gale from S.E. by E. on the 25th April last.

Also 7*l.* to the crew of 6 men of a fishing-boat, for putting off and rescuing the crew of 5 men of the schooner *Violet* of Speymouth, which was wrecked during a gale from N.N.E. off Portgordon, North Britain, very early on the morning of the 2nd ult. After rescuing the crew of that vessel, the same boat's crew proceeded before returning to the shore to the rescue of the crew of 3 men of the schooner *Jane Smith*, which was also in distress.

Read letter from J. PANTON, Esq., Hon. Sec. of the Cullercoats branch, stating that the Cullercoats life-boat, which belongs to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, had put off on the 13th May with the view of being in readiness to render any assistance that might be required of her. The day was very stormy, and the fishing-boats had made signals for the life-boat to come out to them.

Thursday, 1st July, 1858. 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-Committees.

Read and approved the Minutes of the Sub-Committee appointed to consider the Reports forwarded by the Coastguard officers

and by some of Lloyd's agents, on the Life-boat Queries of the Institution.—The thanks of the Institution were voted to the Sub-Committee for their valuable services, and an Abstract from their Report was directed to be forwarded to the Board of Trade.

The Committee voted their thanks to the London, Brighton, and South Coast Railway Company, for kindly giving a free pass to the Brighton life-boat from London to her station.

Read the Inspector's Report of the trial of the Brighton life-boat on the 18th June.

Reported that COUNT DE CENCIN of Paris had forwarded to the Institution a pamphlet on a plan of life-belt.—To be acknowledged.

Read letter from Mr. ROBERT WATSON on his plan of ship's signal-lamp.—To be acknowledged.

Read letter from the Rev. A. M'CAUSLAND, Hon. Sec. of the Groomsport branch, giving a favourable account of the recent trial of the new life-boat of the Institution on that station. The power of the life-boat in going head to wind had surprised many of those who witnessed the trial, and had elicited from all who saw it their admiration.

Reported that life-boat and carriage drawings, accompanied by a letter signed by his Grace the President, had been forwarded to the following foreign Ministers in this country: Austria, Belgium, Denmark, France, Greece, Netherlands, Piedmont, Portugal, Prussia, Russia, Spain, Sweden, Norway, and the United States of America.

The Committee voted their thanks to Capt. WASHINGTON, R.N., for three charts of the coast of the United Kingdom, showing in colours the different positions of the Coastguard districts.

Also to the Belfast Steam-Ship Company for giving a free pass to the Groomsport life-boat carriage.

Voted 2*l.* to JOHN DALY for his prompt and laudable services in rescuing, by means of his horse, four persons whose boat had been driven out to sea during a heavy gale of wind off Doon Head, Bally Cray, on the coast of Mayo, on the 18th May last.

Also 4*l.* 10*s.* to 9 men in acknowledgment of the services rendered by them, at

considerable risk of life, in two boats, to the crew of 9 men of a fishing-smack, which was wrecked off Sumburgh Head, coast of Shetland, on the 19th May last.

Reported the services of the Braunton life-boat, in putting off on the 29th May with the view of rendering assistance to a vessel which was in distress on the North Tail of the port of Barnstaple during a strong gale from N.W. The life-boat brought the master ashore. His vessel was afterwards got off and taken safely into port. The life-boat's crew of 7 men received 10*l.* from the master for their timely services.

The thanks of the Institution were voted to Dr. HALPIN, and 11*l.* to the crew of 11 men of the Wicklow life-boat for putting off on the 4th June, with the view of rendering assistance to a vessel on Jack's Hole Bank near that place. The master of the ship refused the services of the life-boat, and threatened violence to her crew. He was stated to have been drunk at the time, and was walking the deck with a pistol in his hand.

Paid 553*l.* 11*s.* 7*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses. Also 123*l.* 3*s.* for the Bacton life-boat house, and 121*l.* 16*s.* 6*d.* for the Winterton life-boat house.

Thursday, 5th August, 1858. Captain LAMBERT PERROTT in the Chair.

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

Read letter of the 28th July from a lady, who did not wish her name to be published, stating that her life had been saved under the most providential circumstances, by H. A. HAMILTON, Esq., who had dived into the water to her rescue when thrown out of a boat near Kingstown, on the 21st July last, and that she was desirous to show her gratitude to the Almighty, by presenting to the ROYAL NATIONAL LIFE-BOAT INSTITUTION the sum of 300*l.*, to be employed by it in stationing an additional life-boat on the Irish coast.—Decided, that the lady's munificent

offer be accepted with thanks, and that the Second Service Clasp be presented to H. A. HAMILTON, Esq., to whom the Silver Medal of the Institution had been presented for previous services, in acknowledgment of his gallant conduct.

Read letter from Messrs. A. and C. BLACK of Edinburgh, of the 2nd inst., presenting a copy of Part VIII. of their *Encyclopædia Britannica*, which contains an account of the operations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and of its life-boats, with illustrations, casts of which they also kindly offered to present to the Committee.—To be thanked.

Read letter from Archdeacon THORPE, of Durham, of the 3rd Aug., stating that he purposed to paste the new Instructions of the Institution, "On the Resuscitation of the Apparently Drowned," on parchment, and to have them hung up in the schools and reading-rooms of that coast.—To be acknowledged.

Read letter from the Secretary to the Admiralty of the 14th July, stating that the Lords Commissioners of the Admiralty had ordered the Instructions of the Institution for the Treatment of the Apparently Drowned to be furnished to each of Her Majesty's ships.

Reported that the Board of Customs and the Comptroller-General of the Coastguard, had also caused these Instructions to be distributed among all the officers of their respective establishments throughout the United Kingdom.

Read letters of thanks from the Ambassadors of France, Austria, Prussia, Russia, Denmark, and Belgium, for sets of life-boat and carriage drawings, presented to them by His Grace the President on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Read letter from the Librarian of the British Museum, conveying the thanks of the Trustees for various documents relating to the Institution.

Ordered the erection of a new life-boat house at Lowestoft, on a plan designed by C. H. COOKE, Esq., the Hon. Architect.

Decided to bring into connection with the Institution the Tees Bay Life-Boat Society,

which had under its management life-boats at Redcar, Saltburn, and Middlesborough.

Read letter from the Secretary of the Boulogne Shipwreck and Humane Society, forwarding a copy of their Annual Report, in which they spoke in high terms of His Grace the President of this Institution, and of the kindness of the Society in deputing Mr. PEAKE, and Captain WARD, R.N., to visit their life-boat establishment. They also referred to the services which Mr. PEAKE had rendered to their establishment in superintending the alterations of their life-boat to his plans, and in coming over on several occasions to watch the work while in progress.—To be acknowledged.

Read also a letter from the Dunkirk Shipwreck Society, expressing their thanks to the Institution for its cordial co-operation, and detailing the services which their life-boat had rendered in saving life from shipwreck. They also expressed their obligation to this Institution in deputing Mr. PEAKE and Capt. WARD, R.N., to visit their life-boat establishment. They expressed their thanks to Mr. PEAKE for superintending the alterations of their life-boat. They were however ready to forget the previous faults of that life-boat by recollecting that it was last March instrumental in saving the lives of 14 men from the English ship *Admiral Morton*, which was wrecked on a bank off Dunkirk. The Society had presented its Silver Medal to Mr. PEAKE in acknowledgment of his services to them, and a vote of thanks on parchment to Captain WARD, R.N.—To be acknowledged.

Reported that an article on Shipwrecks had appeared in the *Quarterly Review* for July.

Also that two engravings of the Ceylon and Yarmouth life-boat houses, designed by the Hon. Architect, together with an account of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, had appeared in the August number of the *Civil Engineer and Architect*.

Paid 304*l.* 2*s.* 8*d.* for sundry charges on life-boats and life-boat stores. Also 240*l.* 6*s.* 10*d.* for the Yarmouth new life-boat.

Voted a reward of 6*l.* to 6 men for putting off in a boat and rescuing, at considerable risk of life, 3 out of 5 persons whose curragh

had during a squall from N.W. capsized off Rutland, coast of Donegal, on the 11th Jan. last.

Also a reward of 2*l.* to ALEXANDER FLET, a fisherman, in testimony of his gallant conduct in rescuing, at the peril of his own life, a boy who with his father and another man had been capsized from their fishing-boat during a gale of wind off Fendochty, on the coast of Banff, on the 23rd June last.

Also 6*l.* 10*s.*, to pay the expenses of the Rhyl tubular life-boat, manned by 13 men, for putting off in her during a heavy breeze, with the view of rendering assistance to a smack, which was observed to have sunk some distance from the station, and to have her crew in the rigging. The life-boat was with much promptitude launched, and proceeded to the wreck, but the smack's crew had been previously taken off by the Point of Ayr life-boat.

Voted a reward of 6*l.* 10*s.* to the crew of the Lytham life-boat, which belongs to this Institution, for putting off in her with the view of rescuing the crew of the schooner *Mineral*, of Barrow, which during a heavy gale of wind was wrecked on Teds Point, off Southport, on the 25th July. Her crew who had been all night in the rigging, had been, a few minutes previous to the arrival of the Lytham life-boat, rescued by the Southport life-boat.

HARBOURS OF REFUGE.

WE have on several occasions called attention, in the columns of the *Life-Boat Journal*, to the great necessity that existed for additional harbours of refuge being constructed on some points of the coasts. Many of our ports, with their great and increasing commerce, are far from being as safe of access as they might be, and the natural result is, that an enormous waste of life and property takes place every year on our waters. The destruction of property is estimated at 1,500,000*l.* per annum; and the lives lost are between 800 and 900. These figures are truly alarming to contemplate. We have been accustomed to think

that the casualties on board American steam-boats showed the very excess of Anglo-Saxon recklessness, but they hardly surpass the average given above. What would be the impression on the public mind if once in every winter a grand three-decker went down off some part of the coast with all hands on board, like the *Royal George* many years ago? Yet the actual state of things is just as shocking,—the cost of life being quite as great, and that of money very much greater.

We are glad to observe that one important, and, we trust we may add, decisive step, has at length been taken towards the prevention of these annual calamities.

The Select Committee on Harbours of Refuge, which was appointed early last year, and which continued its investigations through a part of the past Session of Parliament, has laid before the House of Commons a luminous and forcible description of the evils existing and the remedies required. It cannot be said that the coasts of these islands are ill provided with natural harbours; indeed, if such had been the case, we should never have been so eminently a nautical people, for national propensities arise out of national opportunities. Still, along considerable portions of the coast line the deficiency of ports is grievously felt, and the danger to vessels by tempests is proportionately severe.

The substance of the following summary and remarks on the Report of the Committee is taken from the *Nautical Magazine*:—

The Committee commence their Report with a general view of the enormous increase of British and foreign tonnage frequenting our ports, which increase they show to have been clearly one hundred and thirty-six per cent. in fourteen years, or, from 1843 to 1857; that the increase of vessels built in the same interval is almost two hundred per cent., and the number of masters employed in 1849, compared with that of 1857, is increased by 23,776; that these several proofs of our commercial activity are still accumulating year by year, and therefore require that “an effort should be made on public grounds to afford the greatest possible security to our shipping.” Such increase of shipping brings with it an inevita-

ble result thus alluded to by the Committee:—“That the more crowded the waters around our shores become by increased traffic, the greater must be the risk of accidents from collisions and otherwise, and the more urgent must be the necessity for greater accommodation and provision for safety.”

These are stringent reasons for the Committee to proceed upon; but there is still another powerful appeal to their consideration. Inevitable as the accidents from such causes are, no less inevitable is the loss of life and property incurred by them. The fearful amount in loss of life and property could be estimated from the number of wrecks, in some years, as amounting to three whole ships in two days, or a ship and a half daily. And by the Report before us, this is no exaggerated amount. The Report says,—“The total ascertained losses from all causes, therefore, amounted to 2,184 vessels (in five years, 1852 to 1856), or at the average of nearly 437 in each year. The total reported loss of life connected with these casualties, were 4,148 persons, or upon an average of five years, nearly 830 in each year. In 1854 the loss of life amounted to no fewer than 1,549 persons. The value of the property lost by total wrecks is estimated at 1,000,000*l.* a-year at least, and by other losses and casualties at 500,000*l.*, making together 1,500,000*l.* as the annual loss to the country from these casualties on our coast.” The loss of life and property arising from wrecks and collisions at sea is thus rated by the Committee, at 830 of the former, and 1,500,000*l.*, independent of that connected with the fisheries.

With these tangible and serious facts before them, the Committee proceed with their business at once, and drawing a distinction between trading ports and ports of refuge, refer directly to our sea-coasts and select the most dangerous portions, “where works of a national character are necessary and practicable.” This looks like business; and we rejoice to see that the source of so much loss of life and property is in a fair way of being removed. It has long been a monstrous evil lying at the root of our maritime supremacy and commercial prosperity.

Independently of the three great works now in progress at Holyhead, Portland, and Dover, the Committee proceed to point out the works which they are of opinion are most urgently required in the several districts of coast above mentioned.

"First,—The East Coast of Scotland."

There appear to be three places named on this coast by the Committee as favourable for the construction of a harbour of refuge, viz., Wick, Peterhead, and Fraserburgh; and they state "the majority of evidence is, however, in favour of Wick, with reference especially to the fishing trade."

"Second,—The North-East Coast of England."

The earliest consideration is claimed by the Committee for the dangerous coast between St. Abbs and Flamborough Heads, where a "harbour of refuge of dimensions suitable to its large and rapidly-increasing traffic, is urgently required."

"Third,—The Coast from Land's End to Hartland Point and the Bristol Channel."

This portion of the coast is separated by the Committee into two parts. On the coast from the Land's End to Hartland Point two places are strongly recommended, —St. Ives and Padstow; and in the Bristol Channel the Mumbles Head, Lundy Island, and Clovelly. In reference to the coast containing St. Ives and Padstow, it is stated by the Committee that the vessels frequenting it are principally small coasting-vessels. "On the other hand, the Bristol Channel is frequented by foreign-going ships, rapidly increasing in number, and of large tonnage." They add also "that any place which is finally determined upon for affording refuge to ships frequenting the Bristol Channel, should have special reference to the rapid development of the coal and iron fields of South Wales, and to the increasing sea traffic which is arising therefrom." Hence a spacious harbour in a convenient position for access and departure is that required.

"Fourth,—The Coasts of Ireland and the Isle of Man."

The points selected on the coast of Ireland are Carlingford Bay, the Skerries, near Portrush, Waterford, and Wexford.

Carlingford and Waterford are stated to have peculiar advantages; but doubts are expressed of Wexford. "With regard to the Skerries, Portrush, on the Northern coast, the circumstances are very peculiar," say the Committee, and that "the facilities for making a first-class harbour of refuge at this point (Skerries) are ably and clearly pointed out by Sir JOHN BURGEOYNE" and others, and that it is a work well worthy of favourable consideration.

The foregoing embraces the several points mentioned by the Committee, who leave to nautical men the determination of the precise places, as well as the particulars of formation respecting the harbours themselves, which, with the estimated expenses, they sum up in the following statement:—

"The various works which your Committee has thus enumerated as being needful purely or mainly for harbours of refuge, and which appear to it to be of a character which can only be executed as national public works, and as such, under the direction and control of the Government, are:—

1. A harbour of refuge on the North-East Coast of Scotland, estimated to cost from 80,000*l.* to 335,000*l.*, according to the site that may be selected.

2. A harbour of refuge on the North-East Coast of England, at an estimated cost of from 800,000*l.* to 860,000*l.*

3. An extension of the present harbour of St. Ives, at a cost of 176,000*l.*, or if Padstow is adopted, at a cost not exceeding 35,000*l.*

4. A harbour of refuge at the Mumbles, or at some place in the Bristol Channel, at a cost of 300,000*l.*

5. An improvement of the harbour at Carlingford, at a cost of 20,000*l.*

6. An improvement in the harbour at Waterford, at a cost of 20,000*l.*

7. The construction of a harbour at the Skerries, Portrush, at a cost of 100,000*l.*

8. A pier in the Isle of Man, at a cost of 40,000*l.*; making a total not exceeding the sum of 2,000,000*l.*; or, if spread over a period of ten years, at the rate of 200,000*l.* a-year."

ROYAL NATIONAL LIFE-BOAT INSTITUTION,

For the Preservation of Life from Shipwreck.

FOUNDED IN 1824.

Supported by Voluntary Contributions.

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HER MOST GRACIOUS MAJESTY THE QUEEN.

VICE-PATRONS.

HIS ROYAL HIGHNESS THE PRINCE CONSORT, K.G.
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SECRETARY—RICHARD LEWIS.

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

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

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

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

The Committee gratefully acknowledge the following additional Contributions:—

	£.	s.	d.		£.	s.	d.
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