

THE LIFE - BOAT,

OR

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SHIPS' LIFE-BOATS.

ON another page we record one of the most fearful catastrophes that has ever happened on the seas. The burning of the emigrant ship *Austria*, with 528 persons on board, of whom no less than 471 were drowned, suffocated, or burned to death.

This unfortunate vessel was foreign property, belonging to a Hamburg company, and one of a line of steam ships running between that place and New York. We cannot, therefore, be held nationally responsible for this terrible sacrifice of human life, from whatever cause it may have arisen.

The question must, however, naturally occur to many a thinking Englishman—Are our own passenger ships any better prepared to meet such a terrible visitation as destruction by fire, or may we expect after a while to have our feelings shocked by the account of some English *Austria* presenting the same deplorable spectacle of panic, destruction of boats, and loss of all on board but some small portion whom accident may have led to a better boat, or to one more fortunately managed than the others?

Alas! that our reply must be, we may, and most probably will, ere long have to record a similar sad tale on board an English vessel; for we have no reason to suppose that this unhappy ship was a whit behind the best of our own in the provision of boats or other means for effecting the safety of those on board in the event of accident at sea.

The *Austria* was a fine vessel, of capacious size, being 2,500 tons; she was new, and

of English build, having been launched only a year before in the Clyde; and she was considered to be most complete in the supply of boats, life-buoys, and all such appliances, after the most approved modern custom. Yet all was of no avail to no less than 471 persons out of 528 who had trusted themselves and their all on board her.

It will be well to consider what was the cause of so great a sacrifice of life, and why the means provided for the security of the living cargo so terribly failed in the final emergency, in order that we may ascertain what steps might be adopted to prevent, or at least to lessen the chances of such calamities in future.

It appears from the account of the survivors that there was considered to have been a good supply of boats on board, although not enough to contain all the passengers and crew; but that accidents happened to all of them in the act of lowering or after they reached the water, chiefly caused by the panic which seized on the affrighted passengers, who rushed indiscriminately into them, and crushed or swamped them one after another, two or three of them being also upset by the action of the vessel's screw. As a panic amongst those on board was then the immediate cause of the greater portion of this fearful loss of life, it will be worth our while to inquire how far there was reason for panic, and what arrangements may, with advantage, be adopted to lessen the probability of a panic in all similar cases.

The first of these inquiries is readily replied to without other information than we

are already acquainted with. The second is one loudly demanding the serious attention of the Government and Legislature of this country.

With regard to the first inquiry, we have only to learn that there were not sufficient boats to take off *all* those on board the ill-fated ship, and we have at once ample cause for a panic. For if it were known to those on board that the boats would take off all but five or six, or even all but one individual, that knowledge would be sufficient to cause a panic, since the fear of being that doomed one would suffice to raise up the demon of fear in nearly every breast, and a panic would be the sure result.

We may then at once proceed with our second inquiry, viz. :—What arrangements may with advantage be adopted to lessen the probability of a panic, with all its fearful consequences, in every future similar case? To this inquiry we shall devote our careful consideration, and we hope to show that it is quite practicable to provide such security for every person on board the most crowded emigrant or other passenger ship as shall materially lessen the probability of a panic seizing them, and shall diminish the chances of loss of life even when a panic has ensued.

And surely, as we have remarked above, this is a subject worthy of the serious consideration of the Government and Legislature of this country. For when we consider the mission that is evidently in God's providence before us, to people the most distant parts of the world, and to carry civilization and religion into its darkest corners; when we consider our enormous and increasing commerce, and the vast number of our countrymen whose lives are and will be constantly imperilled on the seas, how can we sufficiently estimate the responsibility which rests on us, as a nation possessed of such great privileges, to lessen as far as possible the perils of the deep?

In the answer to our first inquiry, we have pointed out the necessity for sufficient boats in every ship to convey *every* person on board in the event of destruction impending, whether by fire or other danger incidental to the sea.

We shall be at once told that in the crowded emigrant or troop ship our remedy would be inapplicable, since a sufficient number of boats could not be stowed on board. We are prepared to maintain that sufficient boats can be stowed to carry the fullest complement of passengers or troops conveyed in any ship, and that it is therefore as much the duty of the Legislature to require that such boats shall be carried, as it is to limit the number of persons conveyed by any land carriage to such a number as may be safely carried by it. A similar law, requiring that no ship should carry more persons on board than she had boat accommodation for, would very quickly produce the desired result, and difficulties which appeared insurmountable when seen through the mingled and conflicting atmosphere of Christian duty and worldly interest would speedily disappear when viewed in the unobscured light of commercial enterprise.

The spirit of emulation and competition, and the keen desire for pecuniary profit would soon, as by magic, build boats and rig davits, and find out blank spaces of stowage-room. We must not, however, be satisfied with vague generalities, or trust even to the all-potent motive of worldly interest, which more frequently busies itself in seeking to evade the law than in endeavouring to turn it to best account. It is, therefore, indispensable in the first place that the number, size, description, and place of stowage of every boat on board a ship should be exactly defined and subject to official inspection and approval, so as to leave no loophole through which they who would dishonestly evade the law might obtain advantage at the expense of those who conscientiously abided by it. The necessity of such definition being granted, we will proceed to explain the exact character of those requirements which we think might be advantageously defined and rigorously insisted on.

I. That there should be a sufficient number of boats to carry every person on board a ship, each fitted as a life-boat, of the size and description as per given standard, hoisted to davits at the vessel's sides, fitted with Clifford's or other sanctioned im-

proved lowering apparatus, and having always in her such articles of equipment as should be defined by law.

II. That every such boat should have painted on her exterior, in legible and conspicuous characters, the number of persons she was legally authorized to carry; in order that every passenger, or other person on board, could, at any time, by adding the total numbers together, satisfy himself that there was life-boat accommodation for *all*. It would also be a manifest advantage that every boat should be of corresponding size, so as to take an equal number of persons on board. Thus, if each was authorized to carry 30 persons, it would be readily calculated that each 10 boats would carry 300, and the number would be so familiar to every one, that in the hurry of taking to the boats, the regulated safe cargo of each would be more certainly known and less likely to be departed from.

III. That on leaving port, and at certain intervals during every long voyage, the captain of the ship should muster all hands, and call over the names of the officer to take charge, the crew to work, and the passengers to embark in each boat individually specified.

IV. That the boats of every passenger ship should be specially and carefully inspected and reported on by the appointed Government Inspector previous to each voyage. At present, the inspection of ships' life-boats is of no service, as there is no fixed standard, and it is notorious that the generality of those in passenger ships, and nearly or quite all of those in our coast passenger steamers, are a mere sham, unentitled to the name of life-boats.

We will offer some remarks on the above recommendations to make plain their practicability, and to meet any objections which may be made against them.

1stly. As to the number of boats to be carried, and their places of stowage. How and where could a sufficient number be stowed to suffice for a full cargo of passengers? In reply to this question, we must acknowledge that there might be difficulty in stowing a sufficient number of ordinary boats to take on board them all the

denizens of a crowded passenger ship; if, therefore, such boats only are carried, the rights of humanity call for the interference of the law, which should allow no more passengers to be carried than should be proportional to the number of boats. But by the aid of the Berthon collapsible life-boat, the difficulty of stowage can be at once got over, and any passenger ship may carry on board, in readiness for instantaneous lowering on the occurrence of danger, as many boats as she could carry passengers to occupy them. Thus, it will be acknowledged that a ship of 2,500 tons, such as the *Austria*, could readily carry, if a screw vessel, six pairs of boat's davits along each of her sides, or if a paddle-steamer, five pairs besides those of her paddlebox-boats. This number, supposing each boat on board capable of carrying 30 persons, would give boat accommodation for 360 persons. But we showed in the 25th Number of this Journal, to which we must refer our readers, that a Berthon's collapsible life-boat can be easily stowed at the inner part of every pair of davits, against the ship's side, the other ordinary boats, being hoisted up to the davit ends, the latter being first lowered and the former then in readiness for lowering. We have thus the boat accommodation doubled, and in the case of such a vessel as the *Austria*, we have boats for 720 persons, all hoisted to davits at the vessel's sides ready for instantaneous lowering. Here, then, we have at once an important source of safety—"there are boats enough for all on board."

But, 2ndly, each of these boats should be life-boats, of a standard description, as defined by the Legislature. The Berthon boats are life-boats of a superior description, but every other boat should be also a life-boat after a given standard, or no life-boats worth the name will ever be provided by ship-owners. For a review of the whole question of the importance of a "Standard Life-boat," we must refer our readers to a paper on that subject in the 23rd Number of this Journal. It will be sufficient here to point out the advantages to be derived from every boat being a life-boat, not only in name, but in reality. In addition to the greater safety of such boats in the event of bad weather

overtaking them after their leaving a sinking or burning ship, there would be this immediate advantage; that if such boats were upset in lowering, they would not founder, and if several such boats capsized in lowering, they might be again righted by the aid of the remaining boats that had been safely lowered, which could not be done with common open boats: this capability would still further diminish the evils of a panic.

3rdly. These boats should be all fitted with Clifford's lowering apparatus, which has been proved to be superior to all other similar inventions, and which, as an additional source of security, would be a further means to prevent or allay a panic.

4thly. The advantage of a legalized number of persons to be carried by each boat, and of painting that number in legible characters on the exterior of every boat, will be sufficiently obvious without further observation.

5thly. The periodical mustering and stationing of the passengers, officers, and ship's company to the several boats would have the advantage, besides those already mentioned, of making the officer, crew, and passengers of each boat familiar with each other's personal appearance; which would be a means of preventing confusion, and therefore of lessening the chances of a panic in the hour of danger.

6thly. The advantages of inspection by authorized and qualified Government officers are too obvious to require comment.

There are two incidents in the history of this disaster deserving of notice. The one, that the only boat which it is reported was safely lowered from the davits full of people was a Francis's metallic life-boat. The other, that two or three of the boats were drawn towards the screw by the stream of water which always tends to it, and were thus upset.

An account of Francis's galvanized iron life-boats will be found in the 22nd Number of this Journal; their great strength, their unliability to leak, or rot, and there being, to a great extent, fire-proof, give them strong claims to the attention of shipowners. They, however, require considerable modification

of their interior fittings, and increase of "extra buoyancy" to make them what a ship's life-boat ought to be.

The danger of destruction by the action of the screw-propeller is a novelty in the history of these disasters; it may, however, be readily guarded against by a simple precaution, which also adds much to the safety of the process of lowering a boat at sea in other respects. Every boat should have its "painter," or some other rope from its bow, fast to the vessel at some distance before it; any boat will be safer hoisted up or lowered by adopting this precaution, as it steadies a boat greatly in the act of lowering or hoisting, and thus prevents her being damaged against the vessel's side, whilst, as soon as she is in the water, she is prevented going adrift, and can be immediately, by the use of the rudder, kept away from the vessel's side, or brought close to it at will. Every boat would thus not only be prevented from being drawn within the action of the screw, but would be retained alongside the ship, even if upset, until she had her proper cargo of passengers on board: by the aid of a small hatchet, to be kept in the bow of each boat, this rope might then be cut at the right moment, and the boat at once steered clear of the ship.

There remains but one serious obstacle to be alluded to, but it is one which surely ought to be no obstacle at all. We allude to the *expense* of providing a sufficient number of *life-boats* for every ship. Undoubtedly a considerable additional expense would be incurred; but should expense be pitted against human life? Surely it is a secondary question! Besides, if required from all alike, it would give no advantage to one shipowner over another, and the additional outlay would, in fact, be paid for by the passengers themselves; who, by a small addition to their passage-money, would, after a few voyages, have paid for the whole cost of the boats of a ship.

We have now considered this most important subject in all its bearings. We consider it to be one the importance of which cannot be exaggerated; one in which the national character is implicated. We have now, as on several previous occasions, raised

our feeble voice to urge its serious consideration by the authorities of the land. We earnestly hope that we may not have given utterance to it altogether in vain.

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#### DESTRUCTION OF THE PASSENGER STEAM-SHIP, "AUSTRIA," BY FIRE.

THE steam-ship, *Austria*, of 2,500 tons, one of the Hamburg line of screw steam-packets, running between that place and New York, sailed from Southampton on the 4th Sept. last for New York. Her passengers numbered 425, and her officers and crew 103, making a total of 528 souls. She was built at Glasgow, was 347 feet long, was almost wholly constructed of iron, her machinery was on one of the latest and most improved plans, she was provided with four Francis's metallic life-boats, and with everything that could contribute to the comfort of those on board. She was also divided into ten water-tight compartments, so that the provision for the safety of her passengers and crew would appear to have been above that of the average of passenger ships. Yet all these qualities and advantages sufficed not to prevent one of the most frightful catastrophes that has ever been recorded. The following account of the circumstances of the voyage and loss of the ill-fated ship was written by Mr. C. BREWE, the only British subject who was saved:—

"I took passage at Southampton, on the 4th Sept., in the steam-ship *Austria*, Capt. HEYDTMANN, which left Hamburg on the 2nd. We sailed at five P.M., the evening being a little misty. We, in consequence, anchored between the Isle of Wight and the main land. Sailed again at four o'clock on the following morning.

"From the time the ship was laid on her course we experienced strong westerly winds. On the 12th the weather was more favourable, and on the 13th a speed of eleven knots had been attained, and all were in high hopes of reaching New York by the 18th. At a little after two o'clock P.M., I was on the quarter-deck. I saw a dense volume of smoke burst from the after entrance of the steerage. Some women ran aft, exclaim-

ing, 'The ship is on fire! what will become of us?' The ship was instantly put at half speed, at which she continued until the magazine exploded, by which I infer the engineers were instantly suffocated. I only walked from where I was on the quarter-deck to the waist of the ship, when I saw the flames breaking through the lights amidships. As the ship was head to the wind, the fire travelled with fearful rapidity.

"I then went to the man at the wheel, and told him to put the vessel with her side to the wind. He hesitated—probably did not understand me, as he was a native of Hamburg. I then got a German gentleman to speak to him. At this time I saw some persons letting down the boat on the port side of the quarter-deck. What became of the boat I don't know, but think she was crushed under the screw. I then went to let a boat over from the starboard side of the quarter-deck, but the moment we laid our hands on the ropes, there were so many people who crowded into it that we could not lift it off the blocks. We therefore left it for a few minutes until the people got out, when we returned and launched it over the side of the ship, when, the people all rushing into it again, it descended with great violence into the water, and was instantly swamped, all the people being washed out excepting three, who held on to the sides. We then let down a rope and pulled up one person, who proved to be the steward. Another, in the act of being hauled up, was strangled by the rope.

"The fire now came on too fiercely to attempt to get up any more from the swamped boat. All the first-cabin passengers were on the poop, with the exception of a few gentlemen, who must have been smothered in the smoking-room. Many of the second-cabin passengers were also on the poop, but a number of them got shut into their cabin by the fire. Some of them were pulled up through the ventilator, but the greater number could not be extricated. The last woman who was drawn up, said, there were six already suffocated. We now perceived that the ship had got her head to the wind again, so that the flames came over the quarter-deck.

"In consequence of the crowd I could not get to the wheel-house to ascertain the reason, but I was informed that the helmsman had deserted his post, and that the vessel, being left to herself, headed to the wind of her own accord. At this time the scene on the quarter-deck was indescribable and truly heartrending. Passengers were rushing frantically to and fro; husbands seeking their wives, wives in search of their husbands, relatives looking after relatives, mothers lamenting the loss of their children, some wholly paralyzed by fear, others madly crying to be saved, but a few perfectly calm and collected. The flames pressed so closely upon them that many jumped into the sea; relatives, clasped in each other's arms, leaped over and met a watery grave. Two girls, supposed to be sisters, jumped over and sank kissing each other. A missionary and his wife leaped into the sea together, and the stewardess and assistant-steward, arm in arm, followed. One Hungarian gentleman, with seven fine children, four of them girls, made his wife jump in, then blessed his six eldest children, made them jump in one after the other, and followed them with an infant in his own arms.

"I about this time was standing outside the bulwarks holding on by the davits, leaning out to avoid the flames, which were leaping towards me. I saw a swamped boat under me, spinning by a rope still attached to the ship. As the oars were tied in her, I thought that if I could get to her I would be enabled to save myself and others. I let myself down by a rope, passing over a man who was clinging to it, but who refused to come with me. I took out a penknife to cut the tackle; the large blade broke, and I then severed it with the small blade. The ship passed ahead. As the screw approached, I found the boat drawn towards it. I tried to keep the boat off, but the screw caught and capsized her over me. I dived away from the ship and came to the surface near a boat which was keel upwards; I got on her, and by pressing on one side, with the assistance of a wave, she righted, but was still swamped. The oars had been knocked out by the screw; the only thing I could find in her to paddle with was

some laths nailed together as a sheathing for the sides.

"When I looked around, the ship was a quarter of a mile away from me. I could see the ladies and gentlemen jumping off the poop into the water in twos and threes, some of the ladies in flames. Several hesitated to leap from the burning ship until the last moment, as the height was 22 feet, and were only at length compelled to throw themselves off to avoid a more painful death. In half an hour not a soul was to be seen on the poop. I pulled after the ship, and picked up a German who was swimming strongly; I got him beside me on the boat, and we paddled after the ship with the laths. I now saw a vessel under sail approaching, she reached the steamer about five p.m., we continued pulling towards them, and about half-past seven, after being five hours in the water, got within hail of the sailing vessel, which put off a boat and took us on board. She proved to be the French barque *Maurice*, Captain ERNEST RENAUD, of Nantes, bound from Newfoundland for the Isle of Bourbon, with fish. She had up to that time rescued 40 passengers of the burning steamer, chiefly taken off the bowsprit, though a few were picked up floating around. At about eight o'clock one of the metallic boats came up, with about 23 persons, including the first and third officers; afterwards three or four men were picked up, floating on a piece of the broken boat. The second officer was taken up, having been swimming with nothing to float him for six hours. The second and third officers were severely burnt; one male passenger was burnt frightfully, and some other male passengers slightly. There were but six women saved, three of whom were burnt, one in a shocking manner.

"Captain RENAUD acted with the utmost kindness. He gave clothes as far as he could furnish them to the suffering passengers, and acted as nurse, doctor, and surgeon to the burnt people, dressing the wounds of the females with a delicacy and tenderness that evinced a benevolent and amiable disposition.

"I did not see an officer of the ship during the fire, and am certain there was not one of

them or the crew on the poop, except a man at the wheel for a short time. I understood when the captain heard of the fire he rushed on deck without a cap, and when he saw the flames exclaimed 'We are all lost!' He tried to get out a boat, which, when let down, was swamped, and he, whether accidentally or not I do not know, fell into the sea and was soon left far behind. The fourth officer was in this boat. He cut her loose from the davits; she was carried under the screw and smashed, and several in her drowned; three or four men escaped on a fragment and were picked up by the *Maurice*, as before stated. About the same time one metallic life-boat was let down from the port bow and swamped, but got clear away with about 33 persons in her, including the first and third officers and several women. The men in this boat capsized her two or three times in trying to clear her of water. 10 persons were then drowned, including some women. They afterwards baled her out with life-preservers cut in two, and pulled to the *Maurice*, having picked up 2 or 3 passengers before reaching the barque. Altogether there were 67 souls taken into the *Maurice* during the night.

"The fire is known to have arisen from very culpable negligence of some of the crew. The captain and surgeon considered it expedient to fumigate the steerage with burning tar. The operation was to be performed by the boatswain, under the superintendence of the fourth officer. The boatswain heated the end of a chain to dip in tar to produce smoke. The end became too hot to hold, and he let it drop upon the deck, to which it set fire. The tar upset and immediately all about was in flames. A feeble attempt was made to extinguish it, but without effect. There was nothing at hand to meet such an emergency.

"The rescued passengers saved nothing but the clothes on their backs, and even the greater part of these were torn off and otherwise lost."

#### TO RESCUE DROWNING PERSONS.

WE are gratified in being able to make public the following instructions for the

guidance of those who being themselves able to swim, may have opportunity to go to the aid of their drowning fellow-creatures. The writer of them, Mr. JOSEPH H. HODGSON, of Sunderland, known in that neighbourhood by the appellation of the "Stormy Petrel," is perhaps more competent to pronounce a practical opinion on the subject than any other person in the United Kingdom, he having made it his study from his boyhood, and having probably saved more persons from drowning by swimming to their aid than any other person in these islands. Before the age of seventeen Mr. HODGSON had on no less than five occasions received pecuniary awards from the Humane Society of Sunderland for saving the lives of his fellow-creatures. Since that time he has refused pecuniary recompense, but has received medals from the Emperor of the French, and from the Board of Trade, the National Life-Boat Institution, and Shipwrecked Fishermen and Mariners' Society in this country. Although not connected with the sea, being a carver-and-gilder by trade, no sooner did the gale spring up, and the sea was lashed with foam, when wrecks and the upsetting of boats might be expected, than he was sure to be found at his post on the sea-shore, until he was at last looked on as a sure accompaniment of the storm, and by common consent, received the singular and honourable title of the "Stormy Petrel," from the small bird of that name, so familiar to every one who has traversed the ocean in a gale.

With a resolute heart, a muscular arm, great proficiency in the art of swimming, and the possession of that peculiar nervous power termed presence of mind, Mr. HODGSON appears to have possessed all the qualities which, aided by the desire to do good, have particularly qualified him for his self-imposed work of philanthropy. We had thought this short introduction of our Correspondent due to him and to our readers, and we will now at once proceed with his communication:—

*To the Editor of the Life-Boat Journal.*

SIR,—I beg to furnish you with a few simple

instructions, embodying my opinion as to the most efficacious mode of aiding a drowning person in the water by swimming to his assistance.

**INSTRUCTIONS FOR SAVING DROWNING PERSONS BY SWIMMING TO THEIR RELIEF.**

1st. When you approach a person drowning in the water, assure him, with a loud and firm voice, that he is safe.

2nd. Before jumping in to save him, divest yourself as far and as quickly as possible, of all clothes, tear them off if necessary, but if there is not time, loose, at all events, the foot of your drawers if they are tied, as, if you do not do so, they fill with water and drag you.

3rd. On swimming to a person in the sea, if he be struggling, do not seize him then, but keep off for a few seconds till he gets quiet, which will be after he takes a mouthful or two, for it is sheer madness to take hold of a man when he is struggling in the water, and if you do, you run a great risk.

4th. Then get close to him and take fast hold of the hair of his head, turn him as quickly as possible on to his back, give him a sudden pull and this will cause him to float, then throw yourself on your back also and swim for the shore, both hands having hold of his hair, you on your back and he also on his, and of course his back to your stomach. In this way you will get sooner and safer ashore than by any other means, and you can easily thus swim with two or three persons; the writer has often, as an experiment, done it with four, and gone with them forty or fifty yards in the sea. One great advantage of this method is that it enables you to keep your head up, and also to hold the person's head up you are trying to save. It is of primary importance that you take fast hold of the hair, and throw both the person and yourself on your backs. After many experiments I find this vastly preferable to all other methods. You can, in this manner, float nearly as long as you please, or until a boat or other help can be obtained.

5th. I believe there is no such thing as a death-grasp, at least it must be unusual, for I have seen many persons drowned and

have never witnessed it. As soon as a drowning man begins to get feeble and to lose his recollection, he gradually slackens his hold until he quits it altogether. No apprehension need therefore be felt on that head when attempting to rescue a drowning person.

6th. After a person has sunk to the bottom, if the water be smooth, the exact position where the body lies may be known by the air-bubbles which will occasionally rise to the surface, allowance being of course made for the motion of the water, if in a tide-way or stream, which will have carried the bubbles out of a perpendicular course in rising to the surface. A body may be often regained from the bottom before too late for recovery, by diving for it in the direction indicated by these bubbles.

7th. On rescuing a person by diving to the bottom, the hair of the head should be seized by one hand only, and the other used in conjunction with the feet in raising yourself and the drowning person to the surface.

8th. If in the sea, it may sometimes be a great error to try to get to land. If there be a strong "outsetting" tide, and you are swimming either by yourself, or having hold of a person who cannot swim, then get on to your back and float till help comes. Many a man exhausts himself by stemming the billows for the shore on a back-going tide, and sinks in the effort, when, if he had floated, a boat or other aid might have been obtained.

9th. These instructions apply alike to all circumstances, whether the roughest sea or smooth water.

JOSEPH R. HODGSON.

*Sunderland, Dec. 1858.*

**MANAGEMENT OF BOATS IN BROKEN WATER.**

COPIES of the following circular, relative to the proper management of boats when running to the shore before a heavy broken sea, have been forwarded to the branches of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, with the view to its being brought to the notice of the boatmen in their localities, and especially to that of the coxswains of life-boats:—



Although the proper management of a boat when *running before* a broken sea to the shore is well understood at many parts of our coasts, yet as mismanagement or carelessness under such circumstances is still the cause of many boats being upset by "broaching to," the Committee of the NATIONAL LIFE-BOAT INSTITUTION think it important to call the attention of all their life-boats' crews to the cause of such accidents, and to the proper mode of preventing them, as indisputably proved by experience.

The cause of a boat's "broaching to" is the propelling her rapidly before the sea, whether by sails or oars, instead of checking her speed and allowing each successive sea to pass her on its approach.

There is therefore extreme danger at all times in running a boat *with speed* before a heavy broken sea in shoal water. Excepting where the beach is steep, the safer management of a rowing boat in a really heavy sea is to back her, stern foremost, to the shore, keeping her bow pointed to the seas and propelling her slightly against each sea until it has passed her or is under her stern.

If a boat is rowed to the shore with her stern to seaward, her oars should then be regularly backed, so as to stop her way on the approach of each wave; and way should *not again* be given until the wave has passed to the bow, and her position thereby be retained on the outer or *safe* side of the wave.

This treatment runs exactly counter to the natural desire to get *quickly* over the apprehended danger; but it is the only safe mode by which a boat can be taken to the shore before a heavy broken surf.

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

FRAZERBURGH, SCOTLAND.—A life-boat station has been established at Frazerburgh by the NATIONAL LIFE-BOAT INSTITUTION,

in conjunction with the Harbour Commissioners of that port. The life-boat is on the Institution's plan, designed by Mr. PEAKE; she is 30 ft. long, and rows ten oars, double-banked; she is supplied with a transporting carriage of the latest design. The life-boat and her carriage were provided by the Institution, and the Harbour Commissioners have built a substantial boat-house to keep them in.

This is the first life-boat station established in Scotland in connection with the Institution, Berwick-on-Tweed being previously its northernmost station. The cost of this boat, viz. 180*l.*, was munificently presented to the Institution by WM. M'KERRELL, Esq., of Bath, and Hill-house, Ayrshire, being the second life-boat presented to the Society by that philanthropic gentleman. Numerous lives have been lost in the neighbourhood of Frazerburgh, both from wrecked vessels and from fishing-boats overtaken by a gale. This boat has been named the *Havelock*, at the request of Mr. M'KERRELL, after the late lamented hero, Sir HENRY HAVELOCK, Bart.

CROMER.—A new life-boat on the same plan, 34 ft. in length and rowing twelve oars, double-banked, has been stationed at Cromer by the Institution to replace the old life-boat there, now worn out. A new carriage has likewise been provided for her. Cromer is one of the stations recently transferred to the Institution by the Norfolk Life-boat Association.

BACTON.—A new life-boat on the same design, 32 ft. long, and rowing 10 oars, double-banked, has been sent by the NATIONAL LIFE-BOAT INSTITUTION to Bacton, on the Norfolk coast, in lieu of the old life-boat previously there. A new boat-house and carriage have also been provided by the Institution.

GREAT YARMOUTH, NORFOLK.—Two new life-boats have been sent to Yarmouth; the one, a large boat furnished with sails, for proceeding to wrecks on the dangerous outlying shoals of that locality. The other, a smaller boat, to be used in the event of boat-accidents, or in aid of vessels wrecked on

the shore. Both boats are self-righting; the larger one was originally built by J. BEECHING AND SONS, on the design which obtained the Northumberland prize; but it has since been modified to Mr. PEAKE'S design, its water ballast being removed and replaced by an iron keel and wooden ballast. This boat is 38 ft. long, and rows 12 oars. She is at present to be considered an experimental boat only, the boatmen on that part of the coast, who have been accustomed to a very different description of boat, as yet entertaining prejudices against her. The old and new boats will therefore both remain at the station for some time, that their relative sailing properties may be fairly tested together.

The smaller life-boat is 30 ft. long, and rows six oars, single-banked, being exclusively a rowing boat. She is provided with a new and improved transporting carriage. A very superior and capacious boat-house has been built sufficiently large to contain both the new boats, and, with the aid of the local Committee formed to superintend the management of the establishment, it is hoped that this important station may become one of the most perfect and best managed in the United Kingdom. The cost of the smaller boat was presented to the Institution by a benevolent lady who had already given it the cost of another life-boat.

MUNDESLEY. — A new life-boat on PEAKE'S design has also been sent to Mundesley, on the Norfolk coast, to replace the old boat which was worn out. A new carriage has also been provided for her. This boat is 30 ft. long and rows 10 oars, double-banked. She is the seventh new life-boat which the NATIONAL LIFE-BOAT INSTITUTION has placed on the Norfolk coast since the Norfolk Association transferred its life-boat establishments to it last year. The greater part of the cost of these new boats has been defrayed from the funded capital of the Association handed over to the Institution with its life-boat establishments. The Institution will, however, have incurred a considerable expense from its own funds.

ROSSLARE, WEXFORD.—A new life-boat

has been placed by the NATIONAL LIFE-BOAT INSTITUTION at Rosslare point, at the entrance of Wexford Harbour. She is 28 ft. long, and rows six oars, single-banked. She is provided with a transporting carriage, furnished with BOYDELL'S endless railway. A local Committee has been formed at Wexford to manage the establishment. In consequence of the numerous shoals and banks off Wexford Harbour, a life-boat has been much needed there.

CARNSORE, IRELAND.—A life boat establishment has been recently formed by the NATIONAL LIFE-BOAT INSTITUTION at Carnsore, on the coast of Wexford, Ireland; a new boat and carriage have been sent there, and a boat-house is in course of erection. The boat is 30 ft. long, and rows six oars, single-banked. Her cost was presented to the Institution by a lady as a thank-offering in testimony of her recent providential escape from drowning when upset from a boat.

TRAMORE.—A life-boat station has also been founded by the NATIONAL LIFE-BOAT INSTITUTION at Tramore, near Waterford. This boat, which is also 30 ft. long, and rows six oars, single-banked, has been forwarded to that place, together with a transporting carriage, and a substantial boat-house is being built for their reception. Tramore is a blind harbour, frequently mistaken for the entrance to the Waterford river by foreign ships. A wreck, accompanied by loss of life, occurred here last year, which induced the inhabitants of Tramore and Waterford to ask the aid of the Institution in the establishment of a life-boat. A local Committee of management has been formed, as usual, and subscriptions locally raised in aid of the undertaking.

#### VALUE OF THE SELF-RIGHTING PRINCIPLE IN LIFE-BOATS.

In the 19th Number of this Journal we replied to the various theoretical objections that had been advanced against the self-righting principle, and demonstrated that

the same means which were employed to produce that effect contributed to the safety and efficiency of a boat in other respects. There was, however, one objection made which, as we then stated, could only be disproved by actual experiment.

It was maintained by some that the property of self-righting would be of no service to the crew of a life-boat if she were upset, inasmuch as that when she had righted she would be quickly carried away by the wind or tide beyond the reach of her hapless crew, who could never regain her in a sea-way, and would then have to trust to their life-belts alone for safety.

Now it so happens that within the last few months three accidents to life-boats have occurred, one to a small self-righting boat, the other two to non-righting boats. By comparing the results of these accidents together, we shall not only obtain an illustration of the value of the self-righting principle, but shall perceive that the particular objection which we are now replying to is not a valid one.

The three accidents are as follows :—

1. On the 4th January, 1857, the Point of Ayr life-boat, when under sail, upset at a distance from the land; the accident was seen from the shore, but no immediate help was available, and the whole of the boat's crew, 13 in all, were drowned. Two or three of them were seen clinging to her keel for twenty minutes, by which time they became exhausted, were washed off, and having no life-belts, perished.

2. In February last the Southwold life-boat, a large sailing boat, considered to be one of the finest in the kingdom, but not self-righting, when out for exercise only, was running before a rather heavy surf with all sail set, when she suddenly ran before a sea, broached to, and upset. The crew having on their life-belts, and the accident being within a short distance of the shore, were all saved, although 2 or 3 of them were in an exhausted state; but three unfortunate gentlemen who had gone off in the boat, and had neglected to put on life-belts, lost their lives.

3. On the night of the 19th of October last, in a gale of wind, the small six-

oared self-righting life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION at Dungeness proceeded through a heavy sea, managed by eight Coast-guard men, to a wreck which was seen to be aground at about three-quarters of a mile from the life-boat station. The wreck was reached soon after midnight, and after ascertaining that she had been deserted by her crew, the life-boat returned for the shore. For the first half-mile she was rowed safely before a heavy broken sea, but on crossing a deeper channel, between two shoals, she was caught up and struck by three heavy seas in succession, which followed so quickly one on the other that the boat could not recover herself, and the coxswain losing all command with the rudder, she was carried away before the sea, broached to, and upset, throwing her crew out of her. She immediately, however, self-righted, cleared herself of all water, and her anchor having fallen out when she was keel up, she was brought up by it. The crew, in the meantime, having on good life-belts, floated, regained, and got into the boat, cut the cable, and returned safely to the shore, not one of them even being hurt. When it is considered that this accident occurred in the middle of the night, and its results are contrasted with those of the two similar accidents above alluded to, both of which occurred in the daytime, we conceive that we have at once, not simply a triumphant reply to those who still repudiate the advantage of the self-righting property, but a proof that the discovery and adoption of that principle form an era in the history of life-boats which promises to materially lessen the danger of the arduous service in which they are employed, and thus to confer an important boon on suffering humanity.

May we not even safely conclude that this is the first instance that has ever occurred of a whole boat's crew passing unscathed through such an ordeal?

In justice to the brave fellows who formed the crew of the boat on this occasion, we must state, that they expressed their readiness to have gone out in the boat again immediately after their landing had their services been again required; and that they, unasked

for, certified to their entire confidence in her and their readiness to trust their lives in her whenever they should be called on to do so. They likewise bore testimony to the value of the life-belts, on the plan of Capt. J. R. WARD, R.N., supplied by this Institution to its life-boat crews.

#### HOSPITAL AND PENSIONS FOR AGED AND DISABLED MASTER MARINERS AND SEAMEN OF THE MERCHANT NAVY.

A DEPUTATION from the "Shipwrecked Mariners' Society," consisting of several noblemen and gentlemen, headed by his Grace the DUKE OF MARLBOROUGH, President of the Society, had an interview yesterday with the President of the Board of Trade.

The DUKE OF MARLBOROUGH, having introduced the object of the deputation by giving a concise account of the operations of the Society, then read the following statement:—

TO THE RIGHT HONOURABLE THE PRESIDENT OF THE BOARD OF TRADE.

"SIR,—WE have the honour to wait upon you for the purpose of laying before you the following statement, and to ask how far, in an object of such great public interest, we may hope for countenance and help from the Government.

"We premise, Sir, that, 'THE SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY,' of which we form part of the Committee of Management, was incorporated in 1850, by an Act of the Legislature; by which Act (in addition to the original objects of the Society) power is given it to hold land, build Asylums for Seamen, grant Annuities or other benefits to Seamen, their Widows, Children, or Parents; establish Savings' Banks, and 'also any other objects, designs, or purposes of a benevolent character, for the benefit and welfare of all and every or any of the classes of men for whose benefit the said Society was originally established, or those dependent on them,' either 'by the establishment of any Institution, or Institutions,' &c.

"In 1857, the Committee of Management, feeling the high position in which it had pleased God to place this Institution in the sight of the country, considered that the time had arrived for endeavouring to carry out the Act under which it is incorporated, by endeavouring to establish a fund, unto which they shall voluntarily subscribe, for granting annuities to seamen in old age, or when disabled from further service; and also for building a hospital for the reception of such seamen, as from extreme old age, destitution of relative ties, or other causes, might be considered as needing such an asylum.

"Accordingly, in July, a Public Meeting was held at the Mansion House, under the presidency of the then LORD MAYOR, now ALDERMAN FINNIS, unto which a number of the leading gentlemen of the City gave their adhesion, and great sympathy with the undertaking was expressed. Consequent on the Indian Mutiny, followed by the late commercial crisis, it was considered wise not to take further steps until the excitement, caused by these events, had subsided.

"We hope that the country is now emerging from the depression caused by these two great disasters; and we feel that, both benevolently and politically, the work which we have put ourselves forward to do is a work of so much national importance, as to warrant the expectation of having the sympathy of the Government and the empire at large.

"We believe that if a liberal annuity for old age, and a comfortable Asylum, if needed, be provided for the officers and seamen of the Merchant Navy, it will not only be a graceful acknowledgment of the value their countrymen entertain for them as a body, but that it will be the best means of attaching them to their country, and of inducing respectable youths to enter the Mercantile Marine, as a service which that country duly appreciates, and thus give an *esprit de corps* to it which it has never hitherto had, but of which it is greatly in need. We refrain from using arguments on this occasion, knowing the interest of the Government respecting our seamen at large, by the fact that a Commission is at present

sitting, to devise a plan for manning our ships of war.

“ It is proposed that every master mariner subscribing 2s. per month, and every mariner 1s. per month, shall be entitled to an annuity, to be calculated by an actuary. We hope, by donations, subscriptions, and legacies, from the public at large, and any help the Government may be pleased to give to the fund, that the amount of annuity may be increased.

“ That the subscription of a master mariner to the Hospital shall be 2*l.*, and that of a seaman 1*l.*, which sum paid at once, or by four instalments, either annual or otherwise, shall entitle the subscriber to admission, provided he be a fit subject, in which case his annuity will be applied to his support.

“ We consider that a large number of seamen, from their migratory habits, may be found in the latter years of their lives, when aged and unable to help themselves, without any relative ties; for such the proposed hospital would be, in our opinion, an unspeakable blessing; but we do not think they will exceed, on the average, 3,000 at any one time, and for the present we judge an establishment for 500 will suffice.

“ The cost of rearing and furnishing a building to hold this number is computed at 50,000*l.*, and which, if full, judging from accredited data, would require, for its support, 13,000*l.* per annum.

“ The greater part of this sum, however, will be met by the annuities of the residents, which will merge to the support of the hospital on their entry. If it should be found, that under the encouragement given by the Government, and the public at large, the merchant seamen subscribe in great numbers to the building fund, then any residue of their subscriptions may be added to the further sums which may be raised, and other hospitals built, at Liverpool, Newcastle, or in any localities that may in future be determined upon.

“ We propose that the control of the hospital shall be vested in thirty-six Directors, twelve of whom shall be members of the Committee of the Shipwrecked Mariners' Society, a certain number named by the

Government (if it affords help, and desires it), and the rest shipowners and master mariners, subscribers. That, with the exception of the members of the Committee of the Shipwrecked Mariners' Society, and any gentlemen appointed by the Government, the Directors shall be elected at the Annual Meeting of the Subscribers to the Hospital, where the Report of the past year, and statement of the accounts shall be read, every master mariner and mariner subscribing, and all Honorary Subscribers of a guinea or upwards, being entitled to vote.

“ We respectfully submit, without intending to allow of a comparison between this important movement and any other, that the principle of Government help in aid of private exertions, is admitted in the fact of its helping National Schools, Sailors' Homes, Life-Boat Institutions, &c.

“ In the event of the Government being disposed to help the objects we have in view, we respectfully remind you, that the claim of this Society to its confidence rests on the fact, that it is already authorized by Act of Parliament to carry them out, when funds can be obtained—that it is at the head, in round numbers, of 46,000 merchant seamen, upwards of 8,000 of whom are master mariners, and of which number 3,000 carry the flag of the Society at the mast-head of the vessels they command.

“ That it is represented by 520 honorary agents, situate at convenient distances round the entire coast of the United Kingdom, and isles adjacent, who administer instant relief to all shipwrecked mariners, without reference to their being subscribers to the Society, clothing them, &c. and sending them home, the number of such being last year 4,133—besides being the channel of the Central Board of relieving 2,980 widows, orphans, and aged parents of mariners, who were subscribers, and that it is a well-ascertained fact, doubtless known to the Board of Trade, that the Society is eminently popular among the seamen, and therefore, in our humble opinion, best calculated as a medium for doing them good.

“ We submit that we believe it would be considered by the seamen a great boon, if the Government were to carry out the

suggestion contained in the Report of the Commissioners appointed to inquire into the condition, &c. of the Merchant Seamen's Fund (1848), page xi., wherein they recommend 5,000*l.* per annum, or more, should be contributed to any benefit society for widows and orphans of seamen\*—such help to the widows' fund of the Shipwrecked Mariners' Society would greatly enlarge the good it is at present doing, and enable it to go on with its annual grants to widows, which, from their increasing numbers, it is likely it will be obliged to circumscribe, except further support be afforded to that branch of the Institution, other than from the subscriptions of the seamen themselves.

"We respectfully draw your attention to the fact, that the Board of Trade, when undertaking to wind up the Merchant Seamen's Fund, withdrew the grants (allowed under the former management) of 10*s.* to each shipwrecked seaman, and 20*s.* to each master mariner, shipwrecked; which at once burdened the Society's funds with an extra outlay of upwards of 2,000*l.* per annum in the cost of boarding, lodging, and forwarding to their homes shipwrecked crews, and thus in the last eight years there has been taken from their widows and orphans 16,000*l.*

"In conclusion, Sir, we beg respectfully to add, from the extensive knowledge we have of the minds of the seamen, through the Secretary of the Institution's constant intercourse with them in London, and visits to the coast, as well as through the travelling agents, and the 520 honorary agents, that we feel persuaded they may, by proper encouragement, be induced voluntarily to enrol themselves as subscribers to a fund which has been established for their benefit, by those in whom they have confidence; and we instance this Institution, which, in the last seven years, has added to its members, of master mariners and mariners subscribing, 27,000 men! though its benefits, being temporary, are by no means so generally telling as that of a cer-

\* *Vide* "The Seamen's Fund Winding-up Act," clause 36, which appears to us likely to have been founded on this suggestion.

tain provision to keep them from the work-house, whether in old age or prematurely disabled from further service; and we are equally persuaded that any attempt to coerce them, by making their subscriptions compulsory, instead of having the effect of binding them to their country's flag, will drive them to take service under a foreign one, in order to avoid the tax, and thus the forced register it will involve. Subjoined are our reasons for hoping the Government may render pecuniary help.

"We have the honour to be, Sir,

"Your obedient Servants,

"MARLBOROUGH, *President*,

"Shipwrecked Mariners' Society.

"Signed on behalf of the  
Deputation."

REASONS FOR HOPING THE GOVERNMENT MAY  
RENDER PECUNIARY HELP.

- "1. That the Board of Trade has absorbed funds formerly held by the Trinity Board, the residue of which, after paying the expenses, were appropriated to the relief of worn-out seamen; and has now in hand from it and other sources, gathered from the mercantile marine, a balance of . . . £449,116 13 6
- "2. That it has in the Merchant Seamen's Fund, as appears by the published account of receipt and expenditure, a balance of . . . 43,889 2 0
- "3. That 'The Seamen's Fund winding-up Act,' (clause 36,) provides that the unclaimed wages and effects of seamen, under the provisos therein stated, shall be paid to a Friendly Society, and the Seamen's Hospital Society: and that the Board of Trade has on hand, arising out of the unclaimed wages and effects of deceased seamen, which appears to be increasing at the rate of

about 12,000*l.* per annum, a  
balance at present amounting  
to . . . . . £52,330 18 7

Total . £545,436 14 1

The Secretary, FRANCIS LEAN, Esq., then stated that he had held his present office for near 14 years, during which time he had had great opportunities, from personal intercourse, of knowing the minds of the merchant seamen; that they were greatly averse to any compulsory payment, but had expressed themselves very desirous that an institution, under the guidance of the Shipwrecked Mariners' Society, for establishing pensions available when worn out or disabled should be founded, in proof of which he read a letter forwarded to him by DUNCAN DUNBAR, Esq., signed by the officers and crew of his ship the *Minden*, begging him to forward the establishment of such an institution, and he thought that the experience of the late Merchant Seamen's Fund would be fully available for calculating the amount of pensions which might be safely given on a subscription of 1*s.* per month for mariners, and 2*s.* for master mariners. Besides their subscriptions, there would be a supplemental Benevolent Fund, to which it might be hoped that the public at large, as well as the Government, would contribute. After some further remarks upon the working of that fund,—

Mr. HENLEY replied that it was a most important object that the Shipwrecked Mariners' Society had in view, and had occupied the attention of the present and late Governments. In whatever was done in the matter, it was very desirable that the large ports of London and Liverpool should be agreed. If the Society were right in the figures they had submitted, they might at once extend their Institution. But he trusted they would be quite sound in their figures, and that they would well calculate what they gave for the payment which was made. He thought as the Society had full powers to act, it should go on, when it would be seen by the numbers of seamen who were willing to subscribe, whether it assumed anything like a representation of the body, before the Government could

pledge itself in any way respecting it; as for himself, whether in office or out of office, he would be glad to help so desirable an object.

The DUKE OF MARLBOROUGH expressed the thanks of the deputation for the kind manner in which they had been received, and his full persuasion that the Committee would follow his advice in going on with the project, and that he hoped they might soon have another interview to report their success, and that then they would obtain help from the Government.

A Paper on this important subject will be found in the 27th Number of this Journal. We commend it once more to the consideration of our readers.



SUMMARY OF THE  
MEETINGS OF THE COMMITTEE.

Thursday, 2nd September, 1858. Captain LAMBERT PERROTT, in the Chair.

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

Read letter from S. JACKSON TURNER, Esq., Chairman of the Harbour Commissioners at Dundalk, of 31st August, forwarding replies to the life-boat queries of the Institution, and stating the necessity of a life-boat at that place. Lord CLERMONT had not only given a site of ground for the life-boat house, but had also liberally promised to defray the cost of the structure.—Decided, that Lord CLERMONT be thanked, and that a 30-foot single-banked life-boat be ordered for Dundalk.

Read and approved the Inspector's Report of his visit to the life-boat stations on the Irish coast, to the life-boat at Holyhead, and to the proposed life-boat station at Fleetwood.

Resolved,—

- That a 30-foot single-banked life-boat be placed respectively at Tramore, Carnsore, and Dungarvan,
- That the present life-boat at Newcastle, Dundrum Bay, be brought to London

to be altered, and that it be replaced by a 30-foot single-banked life-boat.

Read letter from Inspecting Commander WASEY, R.N., of the 31st August, forwarding replies to the life-boat queries of the Institution, and stating the necessity of a life-boat at Fleetwood.—At the Nov. Meeting of the Committee it was decided to station a 30-foot single banked life-boat at Fleetwood.

Approved of the Rev. JAMES WILLIAMS'S handing over the mortar apparatus belonging to this Institution at Holyhead to the Coast-guard.

Read letter from the Sardinian Minister of the 27th August, acknowledging with thanks the receipt of sets of life-boat and carriage drawings, presented by the Society to his Government.

Reported that the Trinity House had been supplied with copies of the Instructions for the restoration of the apparently drowned, founded on those of the late Dr. MARSHALL HALL, recently issued by this Institution, for distribution at their lighthouse and pilot stations.

Also that the late Miss CHURCH, of Berkeley, had left this Institution a legacy of 100*l.*

Paid 287*l.* 16*s.* 11*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses. Also 81*l.* 11*s.* 5*d.* for the Ardmore life-boat house.

Voted a reward of 3*l.* to 3 men for putting off in a fishing-boat and rescuing, at some risk of life, 1 out of 2 men from a boat which was capsized during a gale of wind near Innisbraun, on the coast of Galway, on the 5th July last.

Also 1*l.* to JAMES CONOLLY for swimming at some risk of life to the rescue of a lad and two women who were observed by him to be in distress off Errislannen, on the coast of Galway, on the 29th July last.

Also 1*l.* to JOHN JOHNSON for wading into the surf, at some risk of life, to the rescue of 3 out of 5 men, who were capsized from a fishing-boat in a heavy land-surf off Roschearty near Fraserburgh, on the 5th May last.

Also 13*l.* to the crew of the Arklow life-boat, which belongs to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION, for putting

off in her and rescuing 11 men from the barque *Harriet and Frances* of Baltimore, which was wrecked on Arklow Bank during a gale of wind, on the night of the 2nd August last. Also 5*l.* 10*s.* to the crew of 11 men of a fishing-smack for putting off in a boat and rescuing 4 of the crew of the same ship who had taken to the vessel's boats.

Tuesday, 14th September. A Special Meeting of the Committee was held this day, Captain LAMBERT PERROTT, in the Chair.

Read letter from Lieutenant A. PESTCHOUROFF, of the Russian Navy, stating that his Imperial Highness, the Grand Duke Constantine, High Admiral of Russia, had expressed a desire to bring into general use, on the coast of the Gulf of Finland, life-boats similar to those adopted by THE ROYAL NATIONAL LIFE-BOAT INSTITUTION. He had been accordingly directed by the Admiralty at St. Petersburg to ascertain whether the Institution would undertake to supply the Government with life-boats on the plan above named.

Resolved,—

That this Institution will have much satisfaction in co-operating with the Imperial Government of Russia in providing life-boats, on the plan adopted by the Institution for the Coasts of the Gulf of Finland or elsewhere.

The Russian Admiralty have since requested the Institution to order for them three 30-foot single-banked life-boats and two transporting carriages.

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

Read and approved the Minutes of the General Committee, and those of the Special Committee and the Finance Correspondence and Wreck and Reward Sub-Committees.

The Committee decided on ordering the Middlesborough life-boat to be brought to London, and on rebuilding the Redcar life-boat house, as recommended by the Inspector.

Captain ROBERTSON, R.N., Surveyor-General of the Board of Trade, reported that



he had recently visited the life-boats of this Institution stationed on some parts of the English and Irish coasts, and had found them in a satisfactory condition.

Read letter from PETER JENKIN, Chief Boatman of the Coastguard at Clontarf, near Dublin, respecting his model life-boat.—To be acknowledged.

Ordered the re-erection of the Lowestoft life-boat house at a cost of 153*l.* 14*s.* 6*d.*

Also the re-erection of the Whitburn life-boat house, at a cost of 111*l.* 10*s.*

Read letter from Lord CLERMONT of the 20th September, stating that he would cause the Dundalk life-boat house to be proceeded with as soon as a suitable spot had been chosen for its erection. His Lordship added that the LIFE-BOAT INSTITUTION deserved the best thanks of the Community for the humane liberality with which it had provided the coast with life-boats, and that he thought proprietors were bound to assist it.

The Committee voted their thanks to Miss HOULIN for a site of ground for the Carnsore life-boat house, and also for kindly offering the use of a boat-house until the new erection was ready.

Reported that C. H. COOKE, Esq., Hon. Architect, had furnished drawings for the Lowestoft, Exmouth, Redcar, Dundalk, and Carnsore life-boat houses.—To be thanked.

The Committee voted their thanks to the General Steam Navigation Company for towing to Yarmouth two life-boats to be stationed on the Norfolk Coast.

Reported the depositing of a model of a 32-feet life-boat adopted by this Society at the United Service Institution.

Read letter from Captain TUDOR, R.N., of 22nd September, detailing the valuable services rendered by the Wick life-boat to the crew of the *Era* which was wrecked during a gale of wind off that place. Capt. TUDOR had himself, with his usual gallantry, gone off in the life-boat. This life-boat was a few months since, stationed by the British Board of Fishery at Wick, and is on PEAKE'S plan.

Read letter from Lady ROLLE, of the 2nd October, stating that if this Institution would station a life-boat at the seaport of Exmouth,

Devon, she would contribute 367*l.* towards the undertaking.—Decided that Lady ROLLE'S munificent offer be accepted, and that measures be taken to form a life-boat establishment at Exmouth.

Paid 166*l.* 13*s.* 10*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses; also 59*l.* 2*s.* for alterations of the Southwold life-boat; also 96*l.* 17*s.* for the Newcastle (Dundrum), life-boat house, and 87*l.* 3*s.* 1*d.* for the Aberdovey life-boat house.

Voted the thanks of the Committee to the Rev. OWEN LLOYD WILLIAMS, of Barmouth, and 5*l.* 10*s.* to the crew of 11 men of the life-boat of that station, for putting off in her and rescuing the crew of 2 men from the flat *Isabel* of Liverpool, which was wrecked during a gale of wind from the westward on the north end of Barmouth Bar, on the 15th September last.

Also 5*l.* 10*s.* to the crew of 11 men of a fishing-smack for putting off, during a gale of wind, and rescuing 5 out of 6 men from a small boat which was seen to be in a perilous position off Filey, on the 25th August last. 2*l.* were also voted for some damages done to the boat which put off to the fishing-smack.

Also a reward to WILLIAM LISK and a lad for putting off in a boat to the rescue of a boy who had fallen off Port-na-blagh Quay on the coast of Donegal, on the 23rd August last. They succeeded, by means of a long oar, in bringing the boy to the surface of the water. He was to all appearance dead; but having laid him on his face, and otherwise treated him according to the instructions of the NATIONAL LIFE-BOAT INSTITUTION for the Restoration of the Apparently Drowned, founded on those of the late Dr. MARSHALL HALL, a copious discharge of water took place and he gradually revived.

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

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

Read and approved the Inspector's Report of his recent visit to the life-boat stations on the east coast of England.

Resolved,—

That a new life-boat, house, and carriage, be provided for Saltburn.

That a new life-boat and carriage be provided for the Whitburn station as early as convenient.

That the Boulmer life-boat be provided with a new carriage.

That a new life-boat carriage be provided for the Berwick life-boat.

Mr. PEAKE laid on the table a drawing of a 30-feet single-banked life-boat. The Committee voted their thanks to Mr. PEAKE for the same.

Read letter from Rear-Admiral HARGOOD of 18th October, forwarding a cheque for 150*l.* from a lady, who did not wish her name to be published, in aid of the cost of a life-boat, which she wished to be named after her brother, who, whilst in command of one of Her Majesty's ships in the Black Sea, had been instrumental, during some storms, in saving life from shipwreck.—Decided that the lady's munificent offer be accepted, and that Admiral HARGOOD be thanked for his communication.

Ordered 729*l.* 16*s.* 6*d.* to be paid to Messrs. FORREST for the Cromer, Frazerburgh, Bacton, and the Newcastle (Dun-drum) life-boats.

Ordered the sale of 1,000*l.* from the funded capital of the Institution.

Elected Rear-Admiral GORDON, Deputy Master of the Trinity House, a Member of the Committee of Management.

Resolved unanimously,—That THOMAS CHAPMAN, Esq., F.R.S., Deputy Chairman, be cordially thanked for the great zeal and ability with which he discharges the duties of his office.

Reported the correspondence which had taken place between the Prussian Minister and his Grace the President, respecting a 32-ft. life-boat which the Government of that country wished to have built after Mr. PEAKE's design, by the Messrs. FORREST, under the superintendence of this Institution.

Read letter from Mr. MEALL, Honorary Secretary of the Yarmouth Branch, of the 27th October, stating, in reference to the non-use of the Yarmouth life-boat on the occasion of the wreck of the sloop *Queen* on

that beach on the 18th October, that there was no reflection whatever on the beachmen for not putting off in the life-boat, many practical men having stated that she would have been useless owing to the shallowness of the water.

Produced various documents relating to the same catastrophe.

The Inspector reported that he had visited Yarmouth, and that whilst there he had inquired as fully as he could into the subject, but that he found conflicting opinions to exist as to the practicability of launching a boat before it was actually done, when the sloop *Queen* was wrecked off that place, on the 18th ult.—Decided that a 30-feet single-banked life-boat and carriage be stationed forthwith at Yarmouth.

Read letter from Lieut. HARRIS, R.N., Hon. Secretary of the Palling Branch, of the 20th October, stating that the smack *Kingstown*, of Grimsby, to Louth, had been wrecked at half-past three o'clock on the morning of that day, three miles south of Palling. She was observed by one of the Coastguard night patrols, who immediately called out the life-boat crew; but before they could make either the rocket apparatus or the Palling new life-boat available, the vessel had gone to pieces and all hands drowned.

Reported that the Great Western, Bristol and Exeter, and North Devon Railway Companies had kindly given a free conveyance to a life-boat carriage from London to Bideford.—To be thanked.

Read letters from J. TALBOT CLIFTON, Esq., of the Hall, Lytham, of the 18th October, stating that he had requested the Vicar of Lancaster to preach a sermon in aid of the funds of this Institution at Lytham Church, and that the collection on the occasion had amounted to 25*l.* He added that he wished to increase his annual subscription from 2*l.* 2*s.* to 5*l.* a-year in aid of the funds of the Lytham Branch, and that he would make the objects of this Institution known to his friends.—Ordered, that Mr. CLIFTON and the Vicar be thanked.

Read letter from Dr. BROWN, of Deptford, of 8th Oct., calling attention to his plan of ships' signal lamps.—To be acknowledged.

Reported the transmission of the *Havelock* Frazerburgh life-boat and her carriage to their station on Wednesday the 27th inst., by steamer to Aberdeen, and thence to Frazerburgh; and that a free conveyance had been given to the same from Wapping to Aberdeen, by the Aberdeen Steam Ship Company.—To be thanked.

Read letter from WILLIAM M'KERRELL, Esq., of the 30th ult., expressing his satisfaction that the *Havelock* life-boat had left for her station, and forwarding a draft for 180*l.* in aid of the cost of the same.—Decided, that Mr. M'KERRELL be thanked for his munificent contribution.

Reported also the transmission of the Cromer life-boat to her station on the 22nd Oct., and the Bacton life-boat on the 26th idem. Both boats had been towed free of expense to Yarmouth by the General Steam Navigation Company's steamers, and taken thence by Gorleston boatmen, who were paid for their services, to their respective stations.—Decided, that the Company be thanked.

Read letter from Mr. J. GRENVILLE MOYLE, Surgeon of St. Mary's, Scilly, of the 18th Oct., stating that on the 14th idem, a small boat was capsized off that place when two men and a little girl were thrown into the sea. The two men were soon saved, but the child had sunk and was fished up with a hook by a man named THOMAS JENKIN, after she had been in the water *ten minutes*. Mr. DAVIES, the lighthouse-keeper, immediately commenced to treat the child as directed by the Instructions of this Institution. Upon Mr. MOYLE's arrival he persevered in the same course of treatment, and after *three hours* of steady perseverance they had the satisfaction to see the child breathe again, and restored alive to her sorrowing parents. Much credit was due to Mr. DAVIES and to JENKIN, for their valuable exertions.—Decided, that Mr. MOYLE, Mr. DAVIES, and JENKIN be thanked.

Read a letter from Capt. KENNEDY, R.N., of the 30th Oct., stating that he had given instructions for the Kingstown Revenue Cruiser to tow the Dundrum new life-boat from Belfast to her station, and to carry on board the Cruiser the life-boat's carriage. He had also offered the use, had the weather

permitted, of a revenue cruiser, to tow the Cromer new life-boat from Yarmouth to her station.—To be thanked.

Read letter from the Rev. C. B. WOLLASTON, of Bognor, of the 21st Oct. and 1st Nov., calling attention to his plan for lowering ships' boats, and stating that, finding that there was no life-boat at Bognor, he had built a small life-boat with his own hands. The boat was provided with life-belts, &c., and was kept close to the sea in a shed built for that purpose.—To be acknowledged.

Reported that the British and Irish Steam Packet Company had kindly given a free passage to the Rosslare life-boat from London to Wexford.—To be thanked.

Decided, that a life-boat house be built for Tramore, according to the plan and specification, kindly furnished by C. TARRANT, Esq., C.E., Waterford.

Also, that a grant of 10*l.* be made in aid of the cost of a life-boat house at Kessingland, Suffolk.

Reported, that the Brighton new life-boat had been exercised on the 6th Oct., during a gale of wind, and that the trial had given much satisfaction to her crew.

Ordered, that a Circular on the Management of Boats in a Broken Sea, had been forwarded to the Life-boat Branches and to other parties. (*Vide page 116*).

Also the distribution of placards on various parts of the coasts, stating that the Institution granted rewards, in medals and money, for saving life from wrecks.

Paid 23*4l.* 10*s.* 9*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses; also, 162*l.* 18*s.* for the Fraserburgh, Rosslare, and Newcastle life-boat carriages.

Voted the thanks of the Institution to Inspecting Lieut. HIPPLEY, R.N., for assisting to launch the Dungeness life-boat, which belongs to the NATIONAL LIFE-BOAT INSTITUTION; and 18*l.* to her crew for putting off in her with the view of saving the crew of the brigantine *Jane May*, of Falmouth, which was wrecked during a heavy gale of wind, off No. 2 Battery, Dungeness, on the night of the 19th Oct. last.

Also 51*l.* to the crew of 23 men, of the Pakefield life-boat, which is in connection with the NATIONAL LIFE-BOAT INSTITUTION,

for putting off during a heavy gale of wind and rescuing, at the imminent risk of their lives, 8 out of 13 men of the crew of the Tuscan barque *Zemira*, which was wrecked on the Newcome Sands, on the 7th Oct. last.

Also the thanks of the Institution inscribed on vellum to G. C. JONES, Esq., Chief Officer of Coastguard, Skerries, and 20*l.* to the crew of the Skerries life-boat, which belongs to the NATIONAL LIFE-BOAT INSTITUTION, for putting off in her during a heavy gale of wind from the east, with the view of rescuing the crew of the schooner *Mary*, of Carnarvon, which was wrecked off Balbriggan on the morning of 19th Oct. last. The life-boat made two attempts to reach the vessel, and on the last occasion she would successfully have accomplished her object had not a whale-boat been carried over the rocks directly to leeward of the vessel, and succeeded in rescuing the crew just as the life-boat had overcome the chief difficulty in weathering the point.

Also the thanks of the Institution inscribed on vellum to JAMES CARTON, Sen.; JOHN CARTON, JAMES CARTON, Jun.; PETER CARTON, MARK CARTON and THOS. WALSH, in acknowledgment of their gallant conduct in putting off in a whale-boat and rescuing the crew of the vessel in question. These men had received locally 160*l.* for their intrepid services, the same having been raised by voluntary contributions.

Also 4*l.* 10*s.* to 9 men, in acknowledgment of the promptitude displayed by them in putting off in boats and rescuing 4 of the crew of the smack *Glen Phoebe*, which was wrecked off Skerries, Balbriggan, on the 19th Oct. last.

Also 3*l.* 10*s.* to 7 men, for putting off at some risk of life in a boat, and rescuing the crew of the schooner *James Traill*, of Thurso, which was wrecked off Frazerburgh during a gale of wind on the 8th Oct. last.

Also the silver medal of the Institution to Chief Officer BEATSON, and 5*l.* to his crew, of 10 men, for rescuing, at some risk of life, with the mortar apparatus, the crew of the Prussian schooner *Fortuna*, of Griefswald, which was wrecked during a heavy gale of wind from the northward, off Frazerburgh, on the 8th Oct. last.

Also 3*l.* to a fishing-smack's crew, for rescuing during a S.E. gale of wind, the crew of 6 men of the schooner *Charlotte*, of Gottenburg, which was wrecked on the Hasboro' Sands, on the 22nd Sept. last.

Also 4*l.* to a boat's crew of 8 men, for putting off and rescuing the crew of 8 men of the brig *Waterloo*, of Tain, which was wrecked off Berwick during a gale of wind off shore, on the 8th Oct. last.

Also the Silver Medal and 1*l.* to WILLIAM JOHNSTON, and 4*l.* to four men, for putting off in a boat and rescuing 4 out of 7 of the crew of the sloop *Queen*, which was wrecked off Yarmouth during a gale of wind from the east, on the night of the 18th Oct. JOHNSTON had also gone off previously in a life-buoy to make the lines fast; an act attended with much risk, inasmuch as the crew of the vessel had made the lines scarcely fast enough to trust to.

Also 4*l.* 10*s.* to pay the expenses of the Llanddwyn life-boat, for putting off during a gale of wind, to the assistance of the smack *Uncle Tom*, of Runcorn, which had a signal of distress flying two miles south of Llanddwyn, on the morning of 19th Oct. The smack was afterwards brought to a safe anchorage.

#### SERVICES OF LIFE-BOATS.

BARMOUTH.—On the 18th September, at 5 a.m., a small schooner was observed to be on shore on the North Bar, off Barmouth, on the Welsh coast, her crew being lashed in the rigging. The life-boat of the NATIONAL LIFE-BOAT INSTITUTION was, as quickly as possible, manned and launched; the Rev. OWEN LLOYD WILLIAMS, Honorary Secretary to the Institution, proceeding in her, and at the end of an hour landed with the wrecked men, 2 in number, who formed the whole crew. The vessel was the *Isabel*, of Liverpool, 51 tons, laden with coals.

PAKEFIELD.—On the 7th October, at 11 a.m., the barque *Zemira*, of Leghorn, with 12 Italians and an English pilot on board, ran aground on the Newcome Sands, near Lowestoft, the wind blowing a hard gale from the S.W. at the time; the Pakefield boatmen, as soon as possible, launched

the life-boat; but the greater part of their number being absent in Lowestoft Harbour, they could not be on the spot immediately; she was, however, afloat in about forty minutes, but the vessel had then broken up and disappeared. The life-boat's crew, nevertheless, determined to search the spot where she had been, with the chance of picking up any of her crew who might have been able to hold on by pieces of the wreck. On crossing the shoal, in a very heavy sea, the whole boat and crew were once completely immersed; but, nothing daunted, they prosecuted their search, and happily succeeded in picking up 8 of the crew floating about on pieces of the wreck at various distances from the spot, the last man picked up being 2 miles distant from where the main part of the vessel remained. The captain, 3 of the crew, and the English pilot, unfortunately perished. This service was considered to be altogether of so gallant and praiseworthy a character that the Board of Trade awarded medals to the coxswain and crew; and a considerable collection (60%) was raised by visitors at Lowestoft in testimony of their admiration of it, and given to the crew, who also received the highest scale of payment allowed by the NATIONAL LIFE-BOAT INSTITUTION, viz., 2*l.* to each man—10*s.* each being the ordinary sum for day service in its life-boats.

Again, on the 10th October, this life-boat was launched and proceeded to the wreck of the schooner *Sunshine*, of Padstow, on the Newcome Sand, the wind blowing a fresh gale from the S.W. at the time. On arrival at the vessel it was found that she had already been deserted by her crew, who were afterwards found to have landed in their own boat. The vessel herself shortly after became a total wreck.

LLANDWYN.—On the 19th October the Llandwyn life-boat put off to the assistance of a smack which was dragging her anchor off the south coast of the Island of Anglesea, the wind blowing a gale from the eastward at the time. With the aid of the life-boat's crew the smack was got under way and taken into a position of safety.

FILEY.—On the 14th November the brig

*Felicity*, of Lynn, being unable to weather Flamborough Head in a heavy gale from E. by S., ran on shore near Filey. The life-boat of the NATIONAL LIFE-BOAT INSTITUTION was quickly launched through a heavy surf, and in half an hour had landed in safety the wrecked crew of 6 men. The vessel herself shortly after became a total wreck.

SKERRIES.—On the 14th Nov. the Austrian brig, *Tregiste*, 333 tons, of Trieste, anchored for shelter, during a terrific gale from the east, under Lambay Island, near Dublin. On the 15th she had dragged her anchors nearly half way across the sound between the island and the main; and being then in imminent danger of driving on shore on the Portrane Rocks, by direction of the English pilot on board her masts were cut away. The Skerries life-boat having been sent from that place by land on her transporting carriage, was, at about 2 p.m., launched from the strand south of the town of Rush, in charge of Chief Boatman of Coastguard, JOSEPH CLARKE as coxswain, HENRY ALEX. HAMILTON, Esq., Honorary Secretary to the Institution, at Skerries, also going off in her. As the boat got out into deep water, she shipped several very heavy seas; "twice," says Mr. HAMILTON, "many of us were nearly washed out of the boat, the 'green water' falling at these times unbroken on the top of us." After two hours' fruitless exertion to reach the vessel, the boat's crew were so fatigued that it became necessary to return to the shore, lest the life-boat herself should be driven on the rocks. Mr. HAMILTON accordingly directed the coxswain to bear up for the entrance of Rogerstown Stream, where, after running considerable risk of broaching to in crossing the bar, she safely arrived at 5:30 p.m.

As it was evident that the life-boat could not be rowed to the ship where she then lay, until the wind had somewhat abated, Mr. HAMILTON decided to wait for the first lull, hoping to reach her, and in the interim to watch her night and day, keeping the crew together in readiness to man the life-boat again at a moment's notice, in the event of the ship's cables parting and her being driven

on shore, or of her further dragging her anchors until much nearer to it. The boat was kept afloat within the river, and her crew located in the Coastguard watch-house, Mr. HAMILTON providing them with food, and sending for their dry clothes.

The hull rode out the gale through the night, the wind and sea remaining as violent as before. On the morning of the 16th a large steamer, which had been sent for to Holyhead, bore down towards the distressed vessel, in order, if possible, to take the men off the hull; but as the sea broke completely over her several times, she was unable to get sufficiently near to her, and was compelled to give up the attempt, and to bear up for Kingstown Harbour, slipping her cables and leaving her anchors behind.

As the second night set in, the crew of the ship were seen to be working hard at the pumps, but the gale continued and the sea broke still more heavily than before.

At 3 o'clock on the morning of the 17th the wind began to lessen, and preparations were made for another attempt to reach the ship. At half-past 4 a.m., the life-boat again put off with Mr. HAMILTON and the same crew, none of whom had left the spot since their first attempt on the 15th. For the first hour the sea broke with the same violence over the boat that it had done on the former occasion, but then being through the worst of the heavy seas, at the end of two hours and a-half the dismantled vessel was reached, and the crew and the pilot, 13 in all, were safely taken in by twos and threes, as opportunity offered, over the vessel's stern, and all safely landed at Rogerstown at 9.30 a.m. The hull, after all, rode out the gale, and was subsequently towed into Kingstown Harbour.

We think this a most striking and meritorious service on the part of Mr. HAMILTON and the life-boat's crew. Their remaining two nights and the greater part of three days, at a distance from their homes, patiently waiting, after their first failure, a favourable opportunity to reach the endangered ship was itself an extraordinary act of perseverance, whilst the actual service, on both occasions, of the boat's going out was of no ordinary character, involving great

labour, exposure, and risk, when, as described by Mr. HAMILTON himself, the "green water" fell unbroken on the crew, nearly washing them out of the boat. ●

On reading this narrative, the thought may occur to some that, as the hull after all was taken into port in safety, the life-boat had better not have taken the crew off. Undoubtedly, however, they were rightly taken off. It was impossible to foresee that the weather would have continued to mend and the sea to go down—or, that the vessel's anchors and cables would continue to hold her. Her crew had also been observed to be working at the pumps; she could not, therefore, but be considered in a dangerous state. Her master and one of the crew had also been seriously hurt by the falling of the masts, and the remainder of the crew were more or less in an exhausted state.

The question may also be asked, whether the Skerries life-boat (which belongs to the NATIONAL LIFE-BOAT INSTITUTION) is a good boat, seeing that she failed in the first instance, and that it was considered to be fruitless to renew the attempt until the wind had somewhat abated? To this we reply, that although we have reason to believe that some of the latest-built life-boats of the Institution are faster boats than this one, yet that it is the opinion of Mr. HAMILTON and others, who were present, that no other boat could have been sooner propelled by oars to the ship against the wind and sea which were raging at the time. There have indeed been so many instances of failure by life-boats of every description at various times, that, although some are faster than others, we fear it must be acknowledged that the united force of wind and sea in some localities is, at times, greater than it is possible for any boat propelled by oars to advance against, there being a limit to human strength and endurance.

CASTLETOWN, ISLE OF MAN.—On the morning of the 15th Nov. the lugger, *Queen of the Isles*, anchored in Castletown Bay, the wind blowing a heavy gale from the eastward at the time. Her foresail and mizen having been blown away, and it being known at Castletown that her anchor-

gear was of a very inferior description, the lives of her crew were considered to be in the greatest danger. The Castletown life-boat, belonging to the NATIONAL LIFE-BOAT INSTITUTION, accordingly went off to her aid, taking an anchor and large hawser with them.

On arriving alongside, the crew, consisting of 2 men and a boy, were found to be in a helpless and exhausted state. A portion of the life-boat's crew were placed on board her, and the anchor taken out by the life-boat was let go; by which means, she was secured until there was sufficient water to cross the bar, when the life-boat men slipped both the anchors and succeeded in getting her into the port. The Rev. E. FERRIER, of the local Committee, accompanied the crew in the life-boat.

On the night of the 26th Nov., it blowing a gale of wind from S.S.W., with a heavy sea on, and being very dark, lights, as from a vessel in distress, were observed in Castletown Bay in a dangerous position. The life-boat was accordingly launched (at 11 P.M.), and proceeded to the spot where she found the smack *Jabez*, of Greenock, from Bangor, bound to Glasgow, with a cargo of slates. Her boom was carried away and one of her crew disabled. She had two anchors ahead, but was already in dangerous proximity to the rocks to leeward.

Three of the life-boat's crew were then placed on board, and the boat with the remainder was veered astern by a long rope, the sea being so high, that, when in this position, the vessel's mast-head was often only just seen above the intervening wave. It was hoped that the anchors would hold on until there was water enough to get into the harbour. At 2 A.M., however, one cable parted and the other anchor commenced to drag; it was therefore necessary to attempt the harbour at once: the remaining anchor was therefore slipped, and some sail being set, the life-boat accompanying her, she was fortunately got with safety into the harbour.

Without the aid of the life-boat this vessel and her crew of 4 persons would, undoubtedly, have perished.

## THE "LONDON JOURNAL" LIFE-BOAT.

THERE could probably be no better evidence afforded of the national importance of the work in which the NATIONAL LIFE-BOAT INSTITUTION is engaged than the cordial and valuable co-operation afforded to it by the general press of this country; the columns of which are ever open to record its services in the cause of humanity, and to appeal to the public for their aid in its support.

There could, perhaps, be no higher reward bestowed on those gentlemen who gratuitously devote their time and attention to its management than this general testimony to the practical character and satisfactory results of their labours.

We have much gratification in now informing our readers, through the following extract from the pages of a deservedly popular periodical, the *London Journal*, of a new feature in our mutual co-operation, by which it will be seen that it has, unsolicited by the Institution, avowed its intention, in further aid of the good cause, to be directly instrumental to the establishment of a life-boat on the coast:—

"Several correspondents, friends, and subscribers to the *London Journal*, having read with interest our Articles in recent Numbers, treating of the LIFE-BOAT INSTITUTION, its valuable services, and its noble object, while pointing out how inadequate were its scanty funds to the due performance of its charitable mission, have suggested to us that we should undertake to receive small donations from those of our readers who are able and willing to contribute something in acknowledgment of the services rendered by our gallant mariners, and that those donations should be applied towards the purchase of a life-boat, to be presented to the LIFE-BOAT INSTITUTION as the gift of the subscribers to the *London Journal*. We do not feel at liberty to refuse compliance with the request so urgently addressed to us, because we are sensible of the great utility of this excellent Institution, and know how it is limited in its operations by its want of funds. We beg leave, therefore, to announce our willingness to receive the contributions of our friends, from one penny to one shilling, and to apply them to the purchase of a life-boat, to be presented to the LIFE-BOAT INSTITUTION. We must, however, enforce the following rules:—1. No donation shall exceed in amount one shilling. 2. Every donor must adopt some distinctive initials or pseudonym, if he objects to give his real name. 3. Acknowledgments of amounts received will be given in the columns of the *Journal*.—With these few observations we heartily commend the proposition to the charitable consideration of our friends."—*London Journal*.

# 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.

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HIS MAJESTY THE KING OF THE BELGIANS, K.G.

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Captain J. R. WARD, R.N.  
ISAAC WATTS, Esq., Assistant Surveyor of the Navy.

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**TREASURER**—HENRY WILLIS, Esq.

**AUDITOR**—G. C. BEGRIE, Esq.

**HON. ARCHITECT**—C. H. COOKE, Esq.

**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 6000*l.*

The establishment of Life-boats at other places has since been undertaken by the Committee. During 1857, 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. |
|--------------------------------------------------------------|-----|----|----|-----------------------------------------|-----|----|----|
| McKerrell, William, Esq., for a double-banked life-boat      | 180 | 0  | 0  | Coles, Mrs., a Chest of Plate, sold for | 160 | 9  | 10 |
| A Friend, per Admiral Hargood, for a single-banked life-boat | 150 | 0  | 0  | Hardinge, Capt. E., R.N.                | 1   | 0  | 0  |
| Brown, E. K., Esq., Hampstead                                | 1   | 1  | 0  | Hardinge, Col. R.                       | 3   | 0  | 0  |
| Buxton, Charles, Esq., M.P.                                  | 31  | 10 | 0  | Letchworth, Thomas, Esq., Exeter        | 1   | 0  | 0  |
| Chapman, Thomas, Esq., F.R.S., Deputy-Chairman               | 10  | 10 | 0  | Lloyd, Mrs., Aston                      | 5   | 0  | 0  |
| Clowes, Edmund, Esq., Temple                                 | 20  | 0  | 0  | Macleod, Captain, R.N.                  | 2   | 0  | 0  |
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