

# THE LIFE - BOAT,

OR

## JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

VOL. V.—No. 49.]

JULY 1st, 1863.

PRICE 3d.  
With Illustrations.  
[ISSUED QUARTERLY.]

### REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

THE commerce of the world has increased, and is increasing so rapidly, and especially that of this great commercial nation, that the danger of collision between the innumerable ships that are passing and repassing each other, and crossing each the tracks of others in pursuit of their busy way, is becoming more and more imminent. More especially is this the case during the long hours of darkness in the wintry months; and the danger is still further increased from the great speed which is now attained by the fastest steamers and clipper sailing ships, which in many instances quite doubles that of the best of our merchant craft of former times.

The magnitude of this danger will be readily comprehended from the perusal of the following statement of the number of recorded cases of collision with damage off the coasts of this kingdom and in the neighbouring seas during the past few years,—in addition to which numberless other cases have occurred, of which no record has been obtained:—

1. Total number of cases of collision with damage, and often with loss of life, off our own coasts, during the seven years previous to 1862 . . . . . 2,111
2. Average annual number of cases during the above period . . . . . 300
3. The number of cases during the year 1862 . . . . . 338

No other evidence can be necessary to point out the vast importance of the esta-

lishment of the best possible system of lights, or other signals of warning, by which the position and course of vessels at sea may be quickly and with certainty ascertained, and thus the chances of collision be proportionably diminished.

Accordingly, the subject has occupied the very serious attention of the Boards of Trade and Admiralty in England, and no doubt will continue to do so.

It will be known to many of our readers, that for several years past all steam vessels, when under way within the limits of British jurisdiction, have been required to carry, during the night, a *green light* on the star-board bow, a *red light* on the port bow, and a *white light* at the foremast head; also to be guided by certain rules to avoid collisions during daylight. These requirements were subsequently extended to sailing vessels, and the system has been found to work admirably in every respect.

The enlightened Government of the Emperor of the French has also adopted the same rules, which example it is much to be hoped will be followed by every other maritime power, that there may be *one* universal "rule of the road," which, like the Latin language in the nomenclature of science, shall be intelligible to the great "brotherhood of seamen" of every nation and language who traverse the great ocean highway.

So highly important and interesting is this subject, that we feel we could not more profitably occupy our space than by reprinting *in extenso*, for the information of

our readers, the recent amended "Regulations" issued by the Board of Trade, which have been published by that Board both in the English and French languages, and which came into force on the 1st of June last.

By the help of the coloured diagrams with which the "Regulations" are illustrated, this really simple and beautiful system of communication and warning from ship to ship during the hours of darkness will be intelligible to every one.

#### PRELIMINARY.

Art. 1. In the following Rules, every steam ship which is under sail and not under steam is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

#### RULES CONCERNING LIGHTS.

Lights.

Art. 2. The lights mentioned in the following Articles, numbered 3, 4, 5, 6, 7, 8, and 9, and no others, shall be carried in all weathers, from sunset to sunrise.

Lights for steam ships.

Art. 3. Seagoing steam ships when under way shall carry:

(a.) *At the foremast head*, a bright white light, so fixed as to show an uniform and unbroken light over an arc of the horizon of twenty points of the compass; so fixed as to throw the light ten points on each side of the ship, viz., from right ahead to two points abaft the beam on either side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles:

(b.) *On the starboard side*, a green light, so constructed as to show an uniform and unbroken light over an arc of the horizon of ten points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles:

(c.) *On the port side*, a red light, so constructed as to show an uniform and unbroken light over an arc of the horizon of ten points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the port side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles:

(d.) The said green and red side-lights shall be fitted with in-board screens, projecting at least three feet from the light, so as to prevent these lights from being seen across the bow.

Lights for steam tugs.

Art. 4. Steam ships, when towing other ships, shall carry two bright white mast-head lights vertically, in addition to their side lights, so as to distinguish them from other steam ships. Each of these mast-head lights shall be of the same construction and character as the mast-head lights which other steam-ships are required to carry.

Lights for sailing ships.

Art. 5. Sailing ships under weigh, or being towed, shall carry the same lights as steam ships under weigh, with the exception of the white mast-head lights, which they shall never carry.

Exceptional lights for small sailing vessels.

Art. 6. Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition; and shall, on the approach of or to other vessels, be exhibited on their respective sides in

DIAGRAMS TO ILLUSTRATE THE USE OF THE LIGHTS CARRIED BY  
VESSELS AT SEA,

And the manner in which they indicate to the vessel which sees them the position and description of the vessel that carries them.

When both Red and Green Lights are seen:

A. sees a red and green light ahead;—A. knows that a vessel is approaching her on a course directly opposite to her own, as B.;



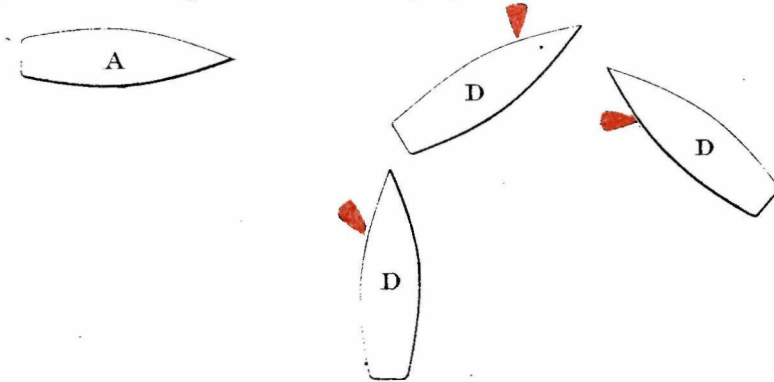
If A. sees a white mast-head light above the other two, she knows that B. is a steam vessel.

When the Red, and not the Green Light, is seen:

A. sees a red light ahead or on the bow;—A. knows that either,  
1, a vessel is approaching her on her port bow, as B.;



or, 2, a vessel is crossing in some direction to port, as D. D. D.



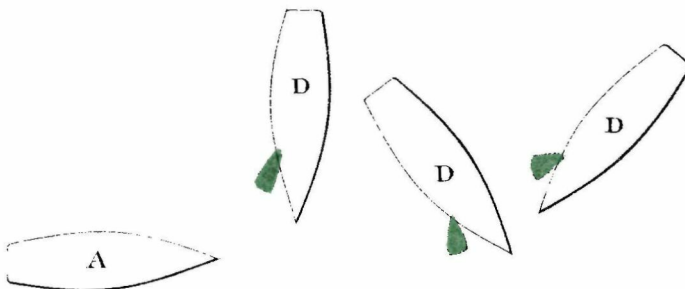
If A. sees a white mast-head light above the red light, A. knows that the vessel is a steam vessel, and is either approaching her in the same direction as B., or is crossing to port in some direction, as D. D. D.

When the Green, and not the Red Light, is seen:

A. sees a green light ahead or on the bow;—A. knows that either,  
1, a vessel is approaching her on her starboard bow, as B.;



or, 2, a vessel is crossing in some direction to starboard, as D. D. D.



If A. sees a white mast-head light above the green light, A. knows that the vessel is a steam vessel, and is either approaching her in the same direction as B., or is crossing to starboard in some direction, as D. D. D.

Two ships under steam crossing.

Art. 14. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

Sailing ship and ship under steam.

Art. 15. If two ships, one of which is a sailing ship and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

Ships under steam to slacken speed.

Art. 16. Every steam ship, when approaching another ship so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steam ship shall, when in a fog, go at a moderate speed.

Vessels overtaking other vessels.

Art. 17. Every vessel overtaking any other vessel shall keep out of the way of the said last-mentioned vessel.

Construction of Articles 12, 14, 15, and 17.

Art. 18. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following Article:—

Proviso to save special cases.

Art. 19. In obeying and construing these Rules, due regard must be had to all dangers of navigation; and due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from the above Rules necessary in order to avoid immediate danger.

No ship, under any circumstances, to neglect proper precautions.

Art. 20. Nothing in these Rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

#### THE GALE OF THE 19TH MAY, 1863.

To THE EDITOR.—SIR,—I am desirous to utilize this gale by a few words for future benefit.

No winds are more difficult to foretell accurately than north-easterly, because the barometer rises, or is rather high, before they blow, even when accompanied by rain.

The thermometer at such times is a good guide as to direction of the coming wind, because lower than usual at the season; but its strength has not been foretold with sufficient accuracy in general.

This last north-easter did not much affect the northern and eastern coasts of Scotland and England, or the northernmost parts of Ireland, but it blew, furiously at times, from Norfolk to the Severn, to South and East Ireland, in the Channel, and on the north coasts of France.

At the same time a strong south-west gale was blowing across Spain and over the Balearic Islands to Barcelona.

Within France, along our Channel, and in South England, heavy rain, thunder,

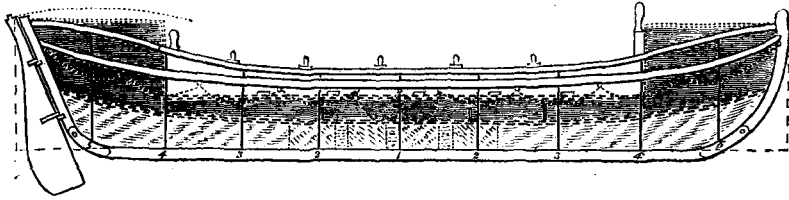
lightning, and violent winds prevailed, at many places irregularly, between Monday midnight of the 18th and Tuesday afternoon of the 19th of May. Obviously a meeting and collision of the two principal currents of air occasioned these disturbances; and a chief object of this communication now is to draw attention to the fact, demonstrated by large series of observations in both hemispheres, that the moon's *extreme* positions (in declination, conjunction, perigee, &c.) have very remarkable correspondence with the greatest disturbances of our atmosphere.

By "*extreme* positions" are meant the moon's orbital places, which vary so much in a lunar cycle of four weeks, and not the *phase* of the moon solely as *seen*.

Further remarks would be inappropriate here, beyond perhaps advising seamen to notice such periods, in either hemisphere, as being more liable than other times to irregular and unsettled weather, if not to storms—which, however, are but occasional exceptions, even in the middle or higher latitudes.—I am, &c.

R. FITZROY.

## ADDITIONAL STATIONS AND NEW LIFE-BOATS.



NEW BRIGHTON, CHESHIRE.—A life-boat station, in connection with the NATIONAL LIFE-BOAT INSTITUTION, has been established at New Brighton, on the south shore of the Mersey, near Liverpool, and a tubular life-boat, on the plan of the late H. RICHARDSON, Esq., has been stationed there.

There were previously two life-boats in the Mersey, on the Liverpool side, maintained by the Liverpool Dock Trustees; but it being thought that a boat on the opposite shore, and nearer the mouth of the river, might often be of great service, the Institution was invited to station a life-boat there, and at the wish of the local boatmen, who would have to work her, a tubular boat was selected, which was considered especially suited to the locality where the life-boats have generally to be towed by powerful steamers to wrecked vessels on the outlying banks off the entrance of the river; and which description of boat has been found to tow more steadily and safely than any other.

A public launch of this boat took place at Liverpool on the 24th of January last, in the presence of a vast concourse of people, after her being drawn through the principal streets accompanied by the mayor and other authorities, military, Naval Reserve men, bands of music, &c., under the direction of Capt. H. T. RICHARDSON, late of the Dragoon Guards, son of the inventor of this description of life-boat.

This boat was built by Mr. HAMILTON, the proprietor of the Windsor Ironworks at Liverpool. It is made of the best charcoal iron, and in the very best and strongest manner. Mr. HAMILTON liberally gave up all profit on its manufacture. She is 42 feet long, and rows 14 oars.

NEWHAVEN, SUSSEX.—A new life-boat

has been placed at Newhaven by the Institution, in lieu of an inferior boat previously there. She is on the self-righting principle, and is 35 feet long, rowing 12 oars. The Committee of the Institution have named this boat the *Thomas Chapman*, in compliment to their respected Deputy Chairman, for his long and valuable services to the Institution. She was liberally conveyed to her station, free of charge, by the London, Brighton, and South Coast Railway Company, on the 20th of January last.

PORTHLEVEN, CORNWALL.—A life-boat station has been established by the Institution at Porthleven, at the eastern end of Mount's Bay, in Cornwall, and a 30 feet 6-oared life-boat, with transporting-carriage, &c. has been placed there. The cost of this boat was generously presented to the Institution by T. J. AGAR ROBARTES, Esq., M.P., who had also previously, in conjunction with his mother, the late Honourable Mrs. AGAR, presented the Society with the cost of another life-boat. She was liberally carried, free of charge, the whole distance from London to Truro by the Great Western, Bristol and Exeter, South Devon and Cornwall Railway Companies, who are ever ready to aid the Institution in every way in their power. She is named, at the request of the local residents, the *Agar-Robartes*, after the philanthropic donor.

FISHGUARD, PEMBROKESHIRE.—The life-boat stationed at Fishguard having been found by experience too large and heavy for the locality, another of smaller size has been sent to that station by the Institution in its stead. This boat is 30 feet long, and rows 6 oars, single-banked. She has been named the *Sir Edward Perrott* in compliment to Sir EDWARD PERROTT, Bart, who for many years has rendered valuable services to the

Institution as Chairman of its preparatory Committees. She was sent to her station in April last, having been conveyed, with her transporting-carriage, as far as Haverford-west, free of charge, by the Great Western and South Wales Railway Companies.

BUDEHAVEN, CORNWALL.—A new life-boat has been placed at Budehaven in lieu of an old and smaller boat previously there. This boat, fully equipped with a transporting-carriage, and a new and handsome boat-house, have been presented to the Institution, in memory of ELIZABETH MOORE

GARDEN, wife of the late ROBERT THEOPHILUS GARDEN, Esq., by their surviving children. A stone tablet recording this philanthropic gift has been affixed to the boat-house. The boat and carriage were conveyed, free of charge, from London to Bideford, with their usual liberality, by the South Western and North Devon Railway Companies. The boat was thence drawn on its own carriage to Bude, and was launched there, for the first time on the 19th of June, being the natal day of the deceased lady whose memory it is thus intended to perpetuate.

We append a copy of the Inscription, which is beautifully carved in Aubigny stone, and placed over the large doorways in centre of gable of the Life-boat House. In a small panel above the Inscription is carved the coat-of-arms of the Garden family, and on each side of, and forming part of the whole design, are placed small circular panels containing, in ornamentally carved and interlaced letters, the monograms of the late Mr. and Mrs. GARDEN—R.T.G. and E.M.G. :—

### In Memory

OF

ELIZABETH MOORE GARDEN,

THE BELOVED WIFE OF THE LATE

ROBERT THEOPHILUS GARDEN, Esq.,

OF

RIVER LYONS, KING'S COUNTY, IRELAND,

AND

ONE OF THE LORDS OF THE MANOR OF TRELEIGH,  
REDRUTH, CORNWALL;

THIS LIFE-BOAT ESTABLISHMENT

WAS PRESENTED TO THE

ROYAL NATIONAL LIFE-BOAT INSTITUTION

BY THEIR SURVIVING CHILDREN,

19TH JUNE, A.D. 1863.

"THE LORD ON HIGH IS MIGHTIER THAN THE NOISE OF MANY WATERS,  
YEA, THAN THE MIGHTY WAVES OF THE SEA."—Psalm xciii. ver. 4.

The Lease of the piece of ground on which this Boat-House has been erected was presented to the ROYAL NATIONAL LIFE-BOAT INSTITUTION  
By SIR THOMAS DYKE ACLAND, Bart.  
1863.

C. H. COOKE, F.R.I.B.A., HON. ARCHITECT.

### SAVING LIFE FROM SHIPWRECK.

THE beneficial results of life-boats and the mortar and rocket apparatus in saving life from shipwreck cannot be overrated; and the following account of their services to shipwrecked crews on the coasts of the United Kingdom, during the past eight years, taken from the Parliamentary Returns of the Board of Trade, cannot fail to interest every philanthropist and to stimulate to renewed exertions in the same good work.

In the year 1855, 1098 lives were saved by life-boats, the rocket apparatus, and other assistance from the shore; in 1856, 1836; in 1857, 1161; in 1858, 1161; in 1859, 1566; in 1860, 1383; in 1861, 1516; in 1862, 1057; making a total of 10,778 lives rescued by the before-mentioned means.

**SERVICES OF THE LIFE-BOATS BELONGING TO THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.**

**BUDDON-NESS, DUNDEE.**—On the 3rd of December, 1862, the schooner *Osprey*, of Fraserburgh, with a cargo of wheat from Rostock, struck on the Abertay Bank, the weather being foggy, with a strong gale blowing from the S.E. As soon as she was discovered the Buddon-ness life-boat was launched, and succeeded in rescuing the crew of 6 men, who were landed in safety.

**BROUGHTY FERRY, DUNDEE.**—On the 4th January, 1863, the ketch *Neuha*, of Berwick-upon-Tweed, having got on shore on the Abertay Bank in a gale from E.S.E., with foggy weather, the *Mary Hartley* life-boat, stationed at Broughty Ferry, proceeded to her assistance. Fortunately the life-boat was in time to save the crew of 3 men from perishing in their own boat, in which they had left the vessel, which shortly after became a total wreck.

**CARDIGAN, SOUTH WALES.**—On the 13th December the smack *Countess of Lisburne*, of Aberystwyth, laden with limestone, was observed in a dangerous position on Cardigan Bar, in a heavy ground swell. The life-boat was immediately launched, and, proceeding through the surf, at considerable risk, took off the crew, consisting of 3 men.

**THURSO, CAITHNESS.**—On the 19th December the schooner *Sisters*, of Wick, stone laden, lying in Scrabster Bay, showed signals of distress, it blowing very hard from N.N.E. The Thurso life-boat at once proceeded to her assistance, and brought on shore in safety the crew of 3 men. The vessel afterwards became a total wreck.

**PORHCRAWL, GLAMORGANSHIRE.**—At daylight on the 20th December a vessel, which proved to be the schooner *Champion*, of Liverpool, timber laden, was observed off the Scarweather Sands, with mainmast gone and signals of distress flying, it blowing a strong gale from N.W., and a heavy sea running. The Porthcawl life-boat was immediately launched, and proceeded to her

assistance through a heavy surf, bringing on shore the crew of 9 men and 1 passenger.

**WHITBY, YORKSHIRE.**—On the 21st December the barque *Royal Rose*, of Whitby, bound to Leith with a cargo of wheat, having sprung a leak during a north-easterly gale, ran on shore on the Whitby Sands, the smaller life-boat belonging to the Institution was with great difficulty lowered down the cliff, and afterwards succeeded in saving the crew of 12 men. This service was attended with much danger, the tide having come up to the foot of the cliffs, against which the boat was seriously injured in landing.

**HAUXLEY, NORTHUMBERLAND.**—On the 21st December, during a heavy gale from N.N.E., the schooner *Little Aggie*, of Berwick, with a cargo of slates, got on shore at Hauxley. The life-boat stationed there was immediately transported to the scene of the wreck, and with much difficulty, from the force of wind and high sea, succeeded in rescuing the crew of 4 men, the vessel shortly afterwards becoming an entire wreck.

**LYTHAM, LANCASHIRE.**—On the 26th December the barque *Brazil*, of Liverpool, from Bangor to Maine, U.S., timber laden, having been disabled by loss of sails, was driven on the Salthouse Bank in a westerly gale, with a heavy sea running. On her being discovered at daylight the life-boat immediately proceeded to her assistance: on approaching the vessel they perceived the crew, 13 in number, leaving in their own boat, from which they happily rescued them just as the boat was sinking. One of the persons saved was a Liverpool pilot, and so impressed was he with the value of the services rendered that, with the aid of the pilots of the Port of Liverpool, he raised a sum of money sufficient to present the crew of the life-boat with 1*l.* each, and 2*l.* to the coxswain. This spontaneous expression of good feeling is highly creditable to that valuable body of men.

On the 21st of January the Lytham life-boat again rendered a most important service. On the morning of that day a vessel was observed on the Salthouse Bank

making signals of distress, it blowing a hard gale from the N.W., with a heavy sea. Horses were immediately procured, and the life-boat on her carriage transported 5 miles to windward along the coast, where she was launched, and after two hours' hard pulling succeeded in saving the crew of 12 men from the barque *Rubin*, of Liverpool. From the heavy sea that was running, and the masts threatening to fall with every lurch the vessel gave, this service was attended with great risk.

**BRAUNTON, NORTH DEVON.**—On the 1st Jānuary, whilst the ship *Louisa*, of Bristol, was being towed over Bideford Bar by two steamers during a strong gale from W.S.W., the hawser attached to one steamer breaking, and the towing-gear of the other giving way, she let go her anchors, and one of her cables having parted they slipped the other, and ran on shore on the Braunton Sands for the safety of life. The Braunton life-boat having been brought down succeeded in saving the lives of all who were on board, 20 in number.

**CAISTOR, NORFOLK.**—The schooner *Kezia*, of Sunderland, having got on shore on the Barber Sand during the night of January 15, blowing fresh from E.N.E., showed signals of distress, which being observed by the Caistor boatmen, they immediately launched the life-boat, and proceeded to her assistance. Most fortunately they fell in with the crew, who were leaving the vessel in their own boat at great risk. The life-boat brought the crew of 5 men on shore, the vessel afterwards becoming a total wreck.

**PAKEFIELD, SUFFOLK.**—On the 25th Jānuary the barque *Bonnie Dundee*, of Dundee, laden with coal, got on shore on the Newcome Sand, during a fresh gale with squalls from W.S.W. The Pakefield life-boat went off to her assistance, and on the vessel filling and sinking, rescued and brought on shore her crew of 13 men.

**MOELFRE, ANGLESEY.**—On the 26th Jānuary the smack *St. Patrick*, of Bangor, was observed flying signals of distress at anchor in Red Wharf Bay, the wind blowing a gale from S.S.W. The life-boat at

Moelfre was immediately launched to her aid, and found that she had lost one anchor. The crew of 3 men were brought on shore, but as the vessel rode to the remaining anchor all night, they returned on board in the morning, and proceeded on their voyage.

**DROGHEDA, IRELAND.**—On the 14th February the schooner *Mary Anne*, of New Quay, while attempting to enter the Boyne with a cargo of Indian corn, during a strong wind from the S.W. and a heavy surf, struck on Drogheda Bar. The life-boat stationed at that place immediately put off, and succeeded in rescuing the crew of 5 men, and landing them safely.

**PADSTOW, CORNWALL.**—On the night of 18th March the brigantine *Pandema*, of Plymouth, bound from Cardiff to London with railway iron, struck on the Doomedbar Sands off Padstow during a strong northerly gale and heavy sea. The life-boat at Padstow was at once launched to her assistance, and, with much difficulty, brought the crew of 8 men on shore in safety.

The life-boat, on returning from this service, observed another vessel strike on the Doomedbar, and having landed the crew of the *Pandema*, she proceeded to her, and rescued her crew of 5 men. This vessel proved to be the schooner *Betsy*, of Brixham, bound to Plymouth, with a cargo of coals.

**NEW BRIGHTON, CHESHIRE.**—On the evening of 11th May, a signal of distress having been hoisted at the Rock Light, the *Rescue* tubular life-boat immediately proceeded down the Rock Channel, in tow of the steam-tug *Universe*, till within a mile and a quarter of the vessel in distress, which proved to be the brig *Levant*, of Bristol, she having got on shore on the North Bank in thick weather. The vessel striking heavily it was feared she would break up. The life-boat therefore anchored, and dropping down on her, took off the crew of 10 men. The vessel came off the following tide.

This is the first service this boat has performed, and the coxswain reports that she towed and behaved well alongside the vessel.



## WRECK OF H.M.S. "ORPHEUS."

ON the 7th of February last took place, on the coast of New Zealand, one of those melancholy but impressive events, happily of rare occurrence, the wreck of a British man-of-war. When we read of the wreck of a merchant-ship, or even, after one of our winter's storms, of the stranding of a score of our crazy coasting-vessels, with, perchance, the loss of fifty of the unfortunate men whose homes they were, we think it sad enough; but we are so accustomed to the "oft-told tale" that the event is accepted almost as a matter of course, and we only wonder how men are found to follow a calling which at the shrine of every gale offers up so many victims.

And even when we occasionally are shocked by the wreck of a sea-going passenger or emigrant ship, and our feelings are harrowed by the account of perhaps hundreds of men and women—ay, and of little children—going down together to a watery grave, we bring ourselves presently to conclude, however much we lament the fact, that as such accidents always have occurred from time to time, so they always will occur, and that they must be accepted as inseparable from the navigation of the sea. Then as to the vessels themselves, we remember that they are almost invariably insured, and that the loss will be scarcely felt amongst the number of the underwriters on whom it will fall.

But with what different feelings do we hear that a "man-of-war"—a splendid frigate, and the larger portion of her officers and crew, have thus come to an untimely end! The loss we feel to be a national one; and relying, as we habitually do, on the perfection of the whole machine, and the skilfulness of its management, it is altogether unexpected, and so much the more affects us.

In the present instance, none of the elements of safety appear to have been wanting: the ship herself was one of our latest and most beautiful specimens of naval architecture, and one of the fleetest ships in the royal navy. Although only termed a corvette, her tonnage was equal to that of

many of our line-of-battle ships of thirty years ago. She was well officered and well manned; and her commander, Commodore BURNETT, was one of the best officers in the service. That she was in a state of high discipline and in every respect a credit to the country, needs no further evidence than the noble manner in which the brave fellows, one and all, appear to have borne themselves through this their last earthly trial and then met their fate.

Indeed, what grander—we had almost said what sublimer—scene can be well conceived than is here presented to our mental gaze, as we picture to ourselves the noble ship, one of the finest works of man, heaving, and surging, and groaning, as in her last agony, before the ever-advancing waves. Her brave commander, aided by his officers, cool and collected to the last, giving such orders as seemed, in the hopelessness of their case, to admit of execution. The disciplined band of heroic men, quailing not at the fate before them, but only eager to perform the last act of duty, and many of them perishing in its performance; the noble efforts of some to save the lives of others: and finally, as the masts with their clinging crowds of human beings fell into the yawning sea, the last and parting cheers which testified to the unbroken spirit and the manful resignation of those who gave them.

As we feel how nobly such a crew would have maintained their country's honour against a foreign foe, we comprehend that it is no ordinary loss which that country has sustained.

The *Orpheus* was a screw corvette of 1,700 tons burden, and 400 horse-power engine, mounting 21 heavy guns, and having a complement of 260 officers and men. She sailed from England in the spring of 1862 on her first voyage, she having been only launched in the previous year. She proceeded to the Australian station, and on the 30th January, 1863, sailed from Sydney for New Zealand by order of the Admiralty, arriving off the harbour of "Manukau," near Auckland, on the 7th of February. The harbour, it appears, was approached by the *Orpheus* with a fair wind and in fine weather, but a

formidable "bar" stretches across its entrance, on which there is always a heavy surf, so that it is the custom even in the largest vessels, when entering the harbour, to batten down the hatches and lash the helmsmen at their posts in case of a sea breaking over the ship. The bar is also said to have shifted its position three-quarters of a mile since the Admiralty charts of the coast were published. However, all men of war on the station had been advised of this change in the position of the bar, and the signal "take the bar" was up at the pilot station. All the usual precautions were also taken, and the commodore is said to have been on the "bridge," chart in hand, at the moment when the vessel struck; the cause of her being out of the proper course is therefore as yet a mystery. The following official letter from Lieutenant CHARLES HILL, the second lieutenant and senior surviving officer, to Captain JENKINS of H.M.S. *Miranda*, will best describe the details of this sad calamity, by which the country has lost a noble ship and 181 officers and seamen. We also add a letter from Sir GEORGE GREY, Governor of New Zealand, reporting the wreck to the DUKE OF NEWCASTLE, which is in the highest degree complimentary to both the survivors and to those who have perished. These letters will best describe the circumstances of this sad disaster. Before, however, we invite their perusal, we desire to observe that we trust our naval authorities will seriously consider whether every man-of-war should not be provided with some special appliances for the preservation of life in the event of accident. Happily, as we commenced with stating, the wreck of an English man-of-war is an event of very rare occurrence; still, should not that eventuality be provided against? We think that every man-of-war should be provided with a good and properly-furnished life-boat, and a set of efficient life-belts for her crew. In the event of wreck, such a boat might be invaluable, as if filled by a sea she would not sink, and, even if upset, she could be righted again by her crew in the water; and if stove in, she would not, like an ordinary boat, be thereby disabled. It will be readily conceived, that in

many cases of shipwreck the safety of a whole ship's company might depend on the possession of such a boat.

But independently of service on such rare occasions, there is the more frequent one of men falling overboard during gales of wind, when an ordinary ship's boat cannot be lowered into the water to their aid without serious risk of many other lives in attempting their rescue. Many a brave fellow has perished by falling from a yard-arm from the impossibility of lowering a common boat to rescue him. This need not be, as a good life-boat could, with but slight risk, be lowered into any sea.

Again, how often, especially in time of war, might it not be important to communicate with the shore when the bar of a river or harbour, or a coast surf, must be crossed to do so. To communicate with the local authorities, to give information or obtain it, to land or receive despatches, to reconnoitre, or for other purposes, it might be important to go through a surf or broken sea, when no ordinary open boat could do so without serious risk of swamping or upsetting. Even if the number of officers and men who have been drowned by the upsetting of men-of-war's boats between the "Sound" and harbour at Plymouth during the past fifty years were to be added together, it would disclose a fearful catalogue.

The Admiralty have, we believe, recently decided to supply all men-of-war stationed on the west coast of Africa with life-boats. We hope, ere long, to see every man-of-war afloat provided with them and with life-belts for the officers and men who shall be called on to perform service in them.

If the terrible loss on which we are now writing should lead to such a result, we shall consider that some good will have arisen from it.

—  
H.M.S. *Miranda*, *Auckland*, *New Zealand*,  
Feb. 8, 1863.

SIR—In obedience to your directions I have the honour to report, for the information of the Lords Commissioners of the Admiralty, that her Majesty's ship *Orpheus* sailed from Sydney on 31st January. After a fine passage to the coast of New Zealand, we sighted land on the morning of the 7th inst. It was my forenoon watch, at about eight miles from the Bar of the Manukau. Steam was got up

in two boilers; we had been condensing. The ship proceeded at 12:30 under all plain sail, with starboard fore-topmast studding sail set, towards the Manukau; steering east till one o'clock, then N.N.E., being the courses laid down—so the master told me—in Captain DAURR'S Sailing Directions, keeping the Ninepin on with the end of Paratutai. The hands were on deck, the ropes manned for shortening sail; the commodore, commander, and master on the bridge; leadsmen in both chains; spare tiller shipped, with relieving tackles hooked, and six men stationed; gratings and hatchway covers were placed ready for battening down.

The wind S.W. to S.S.W., force 5 to 6, with occasional slight squalls; high water at 12:20. As we approached the bar there was nothing more to see, in the shape of rollers or sea on, than I had been led to expect. The signal from the pilot station had been flying since 11:30 A.M., "Take the bar;" the commodore and master were very attentive with the chart on the bridge, and very particular in the steerage of the ship, and in their orders to the engine-room to keep the steam at command. The signal officer and signal man on the look out. At about 1:30 she touched slightly in the after part, when the commodore gave the order, "Give her all the steam you can." At about 1:40 the ship struck forward; order given, "Astern full speed;" but the engines or screw never moved. At the same time the commodore ordered "Hands shorten sail." The ship broached-to, with her head to the northward, lurching heavily to port; the rollers setting in from the westward, which immediately made a clean sweep of the upper deck, taking away port-quarter boats (second cutter and jolly-boat), netting and bulwark. Sail was shortened as far as possible; the men, not being able to keep the deck, immediately the ship took the ground the hatchways were battened down, which, however, proved perfectly useless, as the fastenings were thrown up by the bumping of the ship.

The commodore then ordered the port guns to be thrown overboard (we succeeded in lightening the ship of four guns) and the starboard cutter to be manned and lowered, the paymaster and secretary to place in her his private signals, the public records, and the ship's books; but, from the heavy lurching of the ship, the men were unable to pass all the books they wanted; some were lost overboard. Mr. Fielding had orders to land what he had got and return. After great difficulty the cutter got clear of the ship. She was reported to be swamped two or three times. When seen on one occasion, five hands were observed to be missing. It was about this time a steamer was seen coming out of the Heads. The commodore next ordered the pipe, "Hand out boats," yards and stays having previously been triced up. The pinnace was the first boat out. As I was returning from the maintop, Commander Burton ordered me into the pinnace to go to the assistance of the cutter; the commodore then came to the starboard gangway, and on my telling him that I had seen the cutter all right when on the main-yard, he ordered me to take Mr. AMPHLETT, paymaster,

who was well acquainted with the place, on shore, for the purpose of getting assistance. Mr. AMPHLETT was then and there told to jump into the boat; this was at 2:30. We shoved off, and with great difficulty, from the strong ebb, cleared the ship. As we proceeded I observed the smoke of a steamer to the southward, going seaward. After a two hours' pull against a heavy rolling sea, we neared the Ninepin, when I spoke Mr. WING in the pilot-boat. We learnt from him that the steamer in sight (now seen coming up the South Channel) was the *Wonga Wonga*, returning to the Heads; that he had no boat to send to the *Harrier* to report our distress; that there was a life-boat hauled up on shore, but no hands or means to get her afloat; it would take twelve men a considerable time. The cutter now came up with us; Mr. WING and his Maories came into the pinnace, while Mr. AMPHLETT, two sick men, and two boys and two others started off in the whaler of the *Harrier*.

We pushed on to the steamer, now between the Heads, waving, signalling, and making every effort to gain her attention; after some delay she turned round and closed us, taking pinnace and cutter in tow, proceeding to the wreck, which we reached at 6 P.M. I found her very much lying over to port, the masts all standing, the crew in rigging above the tops, the sea at times sweeping as high as the futtock rigging; the sails had been cut away from the yards, it being impossible to furl them. Taking, in addition to the pilot-boat's crew, four young Maories, into the pinnace, being to windward of the wreck, we dropped down to about 30 or 40 yards on her starboard bow, hailed the men on the bowsprit and jib-boom to jump off and swim for it. I picked up seven or eight; having drifted to leeward, the steamer came and towed me to windward. I dropped down a second time with the cutter in company. This time three or four more men were taken in in the pinnace, and the boatswain and four or five in the cutter. It was now about seven o'clock; the flood tide had made, the rollers soon became very high and dangerous on the change; the jib-boom broke off short by the cap; it was quite impossible, with safety to the boats, to remain any longer by the wreck. As I was going back I shouted to the wreck to make a final attempt, but none would venture.

The steamer picked up boats and anchored close to the north side of the South Spit; distant from wreck about three-quarters of a mile. This was at eight o'clock. At 8:30 the masts went. Boats returned to the wreck. The *Wonga Wonga* kept burning blue lights, blowing her steam-whistle, and ringing her bell. The pinnace picked up six or eight, and returned to the steamer with one or two in the last stage of exhaustion. On again nearing the wreck, I found the ship completely broken up. It was a beautiful clear moonlight night, and masses of the wreck kept passing in with the flood, clinging to which Lieutenant YONGE and six or eight men were saved. The cutter got so far to leeward that she made for the land, the pinnace returning to the steamer. We remained on deck the whole night, keeping a sharp

look-out. At daylight nothing could be seen of the ill-fated *Orpheus* but the stump of one mast and a few ribs.

From the commencement and during the whole proceedings, nothing could exceed the coolness and decision of Commodore BURNETT, C.B., the commander, and the officers, all in their stations, sentries on the spirit-room and store-rooms; whilst the good feeling and steadiness of the men was beyond all praise, remaining at their posts until ordered by the commodore to mount the rigging. Many were washed overboard in obeying orders.

I must not forget to mention the gallant conduct of the Maori crew; they were first and foremost in saving lives. On going ashore in the cutter, Mr. HUNT and Mr. BARKLY (midshipmen) were picked up, one Maori taking Mr. BARKLY on his back and carrying him along the beach to his hut. They afterwards gave them food, and put them in their own beds for the night.

WILLIAM JOHNSON (captain of mizen-top) three times jumped out of the pinnace with a rope to the rescue, and was the means of saving three drowning men.

On board the *Wonga Wonga*, which officers and men reached cold and naked, the greatest kindness and hospitality were shown and continued by all on board, until we were transferred to the *Avon*, where I had reported myself to you.—I have the honour to be, Sir, &c.,

(Signed) CHARLES HILL,  
Lieutenant H.M.S. *Orpheus*.

His Excellency Sir GEORGE GREY, K.C.B., Governor of New Zealand, has addressed the following despatch on the loss of the *Orpheus* to the DUKE OF NEWCASTLE, K.G., HER MAJESTY'S Principal Secretary of State for the Colonies.

"Government-House, Auckland, Feb. 9, 1863.

"MY LORD DUKE,—I have the honour to report to your Grace the total loss of her Majesty's ship *Orpheus* on the bar of the harbour of Manukau, on the west coast of the North Island, nearly opposite to the harbour of Auckland, which is on the east coast.

"2. Eight officers and 61 men have been saved from the wreck. Twenty-three officers and 158 men, it is believed, have perished, as the vessel has entirely gone to pieces, and nothing has been seen of them. The names of the missing officers are also given in the list transmitted herewith.

"3. It is positively known that many of these officers and men have perished, as they were killed in the presence of the survivors by spars and ropes.

"4. The ship, as far as I can collect, was rather to the southward of the port, and was, at about half-past one o'clock in the day, with beautiful weather and a fair wind, making the harbour under steam and sail, going about 12 knots. Running thus from the southward, she was intending to make the passage across the bar as laid down in the chart of 1853. Since that time the bar has shifted about three-quarters of a mile to the northward. She was thus rather more than that distance too far to the southward, and touched first on a small shoal off the middle banks, and in a few minutes ran directly on to them, where there is always a very heavy sea, and where her position (about four miles out at sea) was hopeless.

"5. At between 4 and 5 o'clock a small coasting steamer, the *Wonga Wonga*, which was going out of the harbour, seeing her peril, went to her assistance, but, from the heavy sea and breakers, was unable to get very near her; but the boats of the *Orpheus*, and those of the men who were saved

under the shelter of the steamer, managed from time to time to pick up others. They were aided in the most gallant and determined manner by three Maories from the pilot-station, who steered the boats.

"6. The conduct of Commodore BURNETT, his officers, and men, was perfectly heroic. I have never heard instances of greater courage, carelessness of self, and efforts to save the ship and others than have been detailed to me. At about 9 at night the mainmast went overboard; the other two masts went in less than 20 minutes afterwards. Those of the crew (and they were a great number) who had not yet been washed overboard or killed by spars and ropes were on the masts and rigging, and the poor fellows, as these went, gave three parting cheers and then perished. I am told that not a murmur or cry was heard from the wounded and dying, and yet the manner of some of their deaths was terrible. Altogether it is one of the most affecting events that I have ever heard of, and yet one that excites admiration from the courage, self-devotion, and energetic resignation both of the many who perished and the few who were saved. I have, &c.,

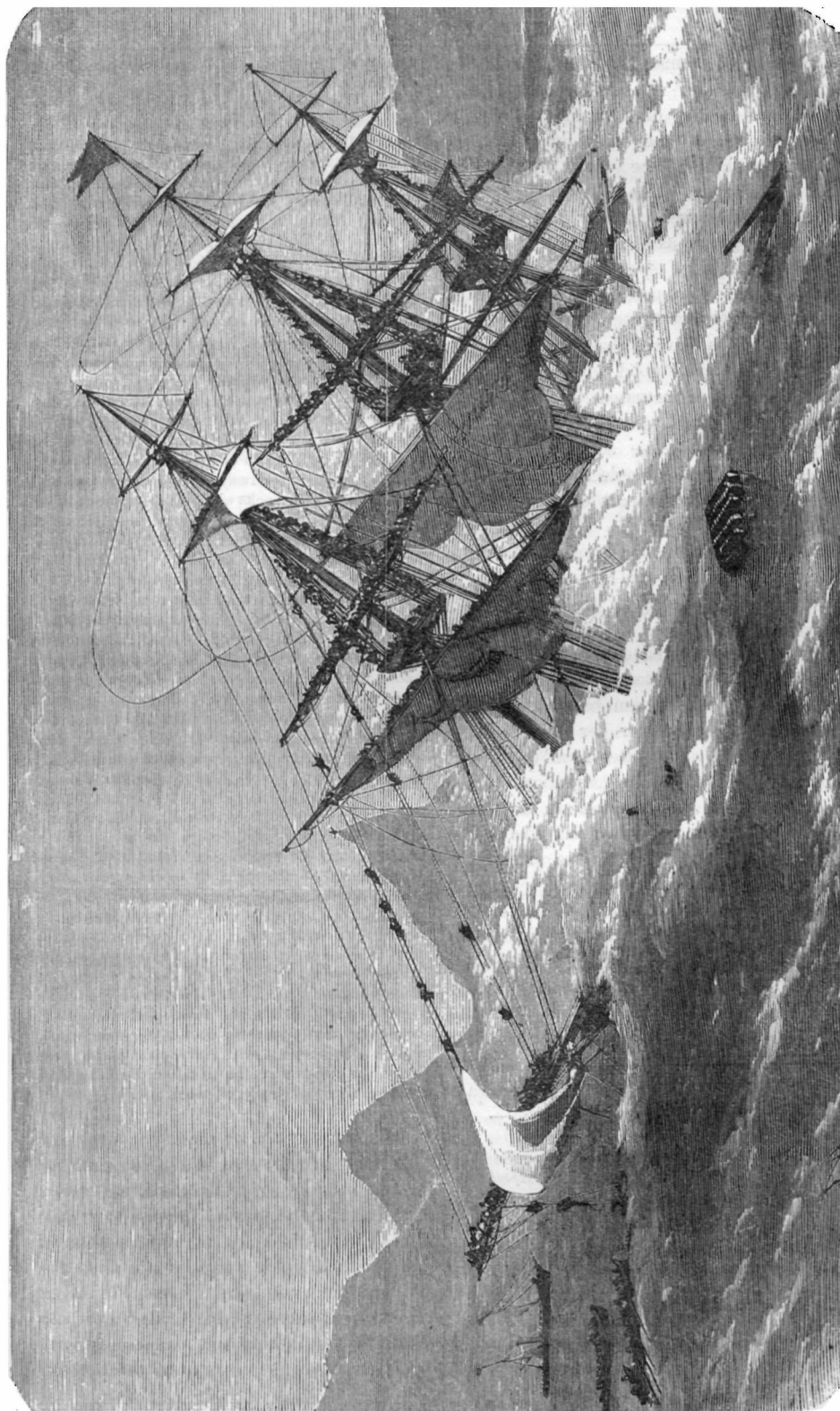
"G. GREY."

### THE LOSS OF THE "ANGLO-SAXON."

SCARCELY had the British public had time to fully realize the national loss by the wreck of H.M.S. *Orpheus*, as narrated in the foregoing pages—scarcely were they made aware that a splendid man-of-war steamer, with her perfect equipment, and so large a portion of her brave officers and crew, were lost to their country and friends—when their feelings were again shocked by the intelligence of the total destruction of the first-class mail and passenger steamer *Anglo-Saxon*, with no less than 237 of those on board her.

This unfortunate vessel, belonging to the "Canadian Royal Mail Steam Company," is said to be no less than the sixth lost by the same Company during the last few years, viz., the *Canadian* (No. 1) in 1857, the *Indian* in 1859, the *Hungarian* in 1860, the *North Britain and Canadian* (No. 2) in 1861, and the *Anglo-Saxon* in 1863.

What have been the causes of so continued a run of misfortune attending the ships of one managing body? The question concerns not only the shareholders in the company and its managing directors, and the relatives and friends of the unfortunate persons who, placing their faith in the security of the means provided to convey them to their several destinations, yet perished ere they reached them. It concerns us all, for as it is a national duty to provide for the



WRECK OF H.M.S. "ORPHEUS," ON MANUKAU BAR, NEAR AUCKLAND, NEW ZEALAND.  
*From The Illustrated London News.*

protection of human life, the national character is at stake. Has it been that, owing to the prevalence of fogs and icebergs, or irregular set of the tides on the North American shores, those vessels are peculiarly liable to danger? Has it been that, carrying the mails, they are bound by contract to deliver them within as short a time as possible, and that a high speed throughout their voyages has been necessary to enable them to do so? Or has it been that the captains of these ships, having that natural pride in them which every good officer feels in his ship, have been actuated by a desire to make quicker passages than rival vessels? Or, again, have these successive disasters been occasioned by neglect or carelessness or other fault on the part of the managing body of the company? These and other analogous questions will probably have presented themselves—and not unnaturally so—to many on hearing of the wreck of the *Anglo-Saxon*.

Whatever may have been the causes in the former cases, it does not appear that in this case any blame can be attached to the owners of the ship for her loss; since, as will be seen by the letter from them, with an extract from their instructions to the captain, which we give below, they especially urged him to run no risk whatever of the vessel, but rather to lose one or two days on the passage.

The immediate occasion of the disaster seems to have been that, from some cause or another, the ship was seventeen miles out of the position she was supposed to be in at the time when she struck; but what that cause was there is no evidence to show. The following is the account given by the "first officer," which conveys a fair idea of the whole circumstances of the case:—

*"St. John's, Newfoundland,  
"Wednesday, April 29.*

"The *Anglo-Saxon* left Liverpool on the 16th instant, at 5 P.M. She experienced strong westerly gales until Saturday, the 25th, at 8 P.M., when she fell in with ice and a thick fog. The engines were immediately slowed. At 10 P.M., the ice being so thick and heavy, the engines were stopped altogether, a light breeze from the south forcing the ship ahead about one knot an hour. At 5 P.M. on the 26th the fog lifted, and, the ice having slackened,

we set the foretop sails and head sails, moving the engines occasionally at a dead slow. At half-past 10 A.M. the fog cleared away altogether, and we saw clear water to the west-north-west from the masthead. We continued our course toward clear water. At 2 P.M. we got the ship clear of ice, and steered north-west-by-west with full speed, and with all possible sail. A moderate breeze was blowing from the southward at this time—at noon, lat.  $46^{\circ} 57'$ , long.  $57^{\circ} 24'$  by the chronometer. At 10 P.M. the breeze freshened, and blew strongly from the south-south-east, and a dense fog set in. We took in all sail at 8 A.M. on the 27th. The fog still continued to be dense, and, supposing the ship to be 40 miles off Cape Race, we altered her course to the west, half-north, and slowed the engines to half speed, which we supposed would have taken us 17 miles south of Cape Race. At ten minutes past 11 A.M. breakers were reported on the starboard beam. Captain Burgess immediately ordered the engines to be reversed at full speed; but before her headway could be stopped she struck flat on the rocks of Clam Cove, about four miles north of Cape Race. A heavy sea rolling in drove her quarter on the rocks, carrying away her rudder, sternpost, and propeller. Finding that there was no possibility of the ship coming off, the order was given to let go both anchors, to hold the ship on the rocks. The carpenter was forthwith sent to examine the fore peak, and found it filling fast with water. He also examined the fore hatch, but found no water there. The chief engineer coming up immediately afterward reported the forward stockhole filling fast. He opened the valves and blew the steam out of the boilers. The boats were all immediately lowered successfully, except No. 1 and No. 3. The ship was so close on the rocks that these could not be got out. Boat No. 2, with some of the crew and passengers, commanded by Captain CRAWFORD, was sent to find a place to land the passengers. Some of the crew being landed on the rocks by means of the stud-sail-boom, with the help of some of the passengers, got a hawser secured to a rock to keep the vessel from listing out. We then commenced to land the female passengers on the rocks by means of the foreyard arm. The first-class passengers were put into a boat. At about noon the ship's stern swung off from the rocks, and she settled down very fast, listing to port at the same time, and sunk in deep water. The captain and a great many passengers were on deck at the time, and with a part of the crew, all were lost."

Whilst, however, we acquit the owners of this vessel, and the captain also, of sacrificing in this instance safety to speed, we cannot but fear that the general impulse to "save time," which is a leading characteristic of the age, and which pervades not alone the masters and passengers in steam-ships, but all classes of travellers, has tended greatly to diminish the caution and carefulness with which commanders were wont to approach

the vicinity of land in the good old days of sailing-ships.

If we extend our inquiry to the twenty years that the mail steam-packet service has been in existence, we learn that about thirty of such packets have been wrecked during that period in the North Atlantic Ocean alone, and that in them upwards of 2,000 persons have perished, and 3,000,000*l.* worth of property has been destroyed.

It is, no doubt, true, as in the case of railways, that if we take into consideration the vastly increased number of passengers whom the exigencies of the times, or business, or pleasure, together with increased facility, and comfort, and speed of conveyance tempt abroad, the proportion of lives lost to the number of those carried may be much less than in former times; yet that result ought not to satisfy us. We profess to be a highly civilized as well as a Christian nation, and there can be no higher test of civilization and Christianity than the value set on human life. As we regard, then, our national credit, and as we would wish for the blessing of God on our nation, we surely ought to be satisfied with nothing less than that every possible precaution should be taken, and every available means of safety be adopted to reduce to a minimum the loss of life on the sea in British ships. We trust, therefore, that the Government may be stirred up by these two late terrible disasters to seriously consider the question, whether our men-of-war and merchant vessels, and more especially our passenger-ships, are provided with every practicable means to diminish the loss of life on the recurrence of such calamities in future.

In one respect the *Anglo-Saxon* appears to us to have been very imperfectly equipped. As stated in the evidence of one of her officers, she had only six boats, being one boat only to each 74 persons on board her. We consider that a vessel of her size might have carried twice that number of boats, and in addition have been provided with the material, specially prepared, for putting together a raft of sufficient size to carry a large number of persons.

We have formerly, in this Journal, urged that every boat in a passenger-vessel should

be a life-boat—not a sham life-boat, but a real one—a boat which, if stove in or half filled by a sea, with its full complement of passengers on board, should still float light enough to be manageable—boats which, if stowed in board and prevented from being hoisted out, would yet float on the ship sinking beneath them, instead of being drawn down with her—boats which, if upset in hoisting out or lowering into the water, might easily be righted again by three or four men in the water, if provided with life-belts themselves.

The London Company for Building Boats by Machinery have been invited to construct such boats, and to place them before the Government authorities and the shipping community, and they will probably be shortly prepared. They will very likely be somewhat more expensive than the generality of the so-called ships' life-boats at present in use; but if every passenger-ship should be compelled to carry them, the increased expense need not be felt by the shipowner. An insignificant charge to every passenger, for life-boats provided for their safety spread over the number of years that a boat would last, would suffice to more than repay the owner for his original outlay; and we feel sure that the instances would be very rare indeed when passengers would be stupid and mean enough to grudge the payment of such a trifling forced insurance on their own lives.

The following letter has been addressed to Mr. THOMAS COURT, secretary to the Association of Underwriters at Liverpool, by the owners of the ill-fated ship:—

*Liverpool, May 13.*

“Dear Sir—In reply to your inquiry relative to the report in this day's papers that the *Anglo-Saxon* was ordered to call at Cape Race, we beg to give you the following explanation:—Having received information from Canada shortly before her sailing to the effect that the ice in the St. Lawrence was likely to be rather late in breaking up, we deemed it prudent, although the direct sailings were not commenced this year any earlier than usual, to have full information as to the state of the ice, waiting for Captain BURGESS at the various telegraphic stations between Cape Race and Quebec, so that he might learn whether it was safer to proceed to Quebec or to steer for Portland, and we have since heard that such information was sent down by our agents in Canada. Cape Race being the nearest station, and being in the direct track for the St. Lawrence, Captain

BURGESS was informed that if he found no ice in the way, and could approach the Cape without running any risk, it would be desirable to do so; but if he could not safely do so he should proceed to some other station on the route to receive information. An erroneous idea having apparently entered the public mind that owners of steamers in general order their captains to endeavour to make rapid passages, at all hazards, we can safely assert that such is quite contrary to fact. Enclosed you will find for your perusal an extract from the original instructions given to Captain BURGESS on his appointment as commander, which are similar to those given to all our captains, from which you will observe that the utmost care and caution are impressed upon them, and that they are specially directed rather to be a day or two longer on the voyage than run any risk whatever to make a speedy passage. These cautions are renewed every trip, and the last words spoken to Captain BURGESS before sailing were to the effect that the safety of the ship was the first thing to be attended to.

"We are, &c.,

"ALLAN BROTHERS AND CO.

"THOMAS COURT, ESQ."

In the instructions alluded to, among other stringent rules, appear the following:—

"When you meet with fog or ice, or when, owing to the darkness or the weather, there is any risk in proceeding, the safest course is to lie-to till daylight or until the weather clears up. The lead should be used frequently, and the utmost care exercised when you are in any doubt as to your position.

"It is, of course, satisfactory to us when quick and safe passages are made, but you will bear in mind that it is of far more importance to make a safe voyage, even although it should take a day or two more to do it, rather than to run any risk whatever to make a speedy passage."

#### SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE twenty-fourth Annual Meeting of this Institution was held on the 8th May last at Willis's Rooms, His Grace the DUKE OF MARLBOROUGH, President of the Society, in the Chair. The noble President, with great clearness, in an excellent speech, put before the Meeting the truly important and national objects of the Society.

The Secretary read the Report of the Committee, wherein it was stated that, during the past year, the Society had relieved 7,250 shipwrecked persons, natives and foreigners, viz., Hanoverian, French, Spanish, American, and Dutch, and 3,687

widows and orphans of fishermen and mariners, making a total of 10,397; that 49,898 mariners voluntarily subscribed 3s. each per annum; that the income had been 17,734*l.* 13*s.* 5*d.*, including 2,049*l.* 18*s.* 8*d.* legacies, in connection with which certain large donors were mentioned.

The tables for a Pension Fund for worn-out Merchant Seamen are to be published in a few weeks, the name of which is to be "The Mariners' National Pension Fund;" an Annuity Fund for mariners' widows will accompany it. It appears the plan is to call on the benevolent public to aid these funds, and also to assist in establishing a Hospital, or Asylum, for poor old sailors who have no social ties, and whose pensions are not sufficient, under the care of hirelings.

The Committee had awarded during the past year seventeen Gold and Silver Medals for saving the lives of 125 shipwrecked persons, either on the high seas or on the coasts of our colonies.

The Report concluded with an earnest appeal to the nobility, gentry, and public at large, for help to carry out the great objects of the Society, and expressed much confidence that they were calculated to bind our seamen to their country, of which they are its outer and principal wall of defence.

The Report was unanimously adopted, and the claims of the Institution having been ably advocated by the EARL of SHREWSBURY and TALBOT; Revs. J. MCCONNELL HUSSEY and GEORGE SMITH; MONTAGUE GORE, Esq.; Capt. Hon. FRANCIS MAUDE, R.N., Capt. H. TOYNBEE, F.R.A.S.; GEORGE A. BROGRAVE, Esq.; and Capt. J. S. LEAN, R.N; the Meeting closed with the usual vote of acknowledgment to the Noble Chairman.

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

Thursday, 1st January, 1863. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read letter from Captain ANDREW SMALL, Honorary Treasurer of the Glasgow Branch, of the 31st December, forwarding 15*l.* 6*s.* 11*d.* which he had collected in aid of the funds of the Parent Institution.—*To be thanked.*

Also from J. KEARNEY WHITE, Esq., Inspecting Chief Officer of the Caherciveen, County Kerry, Division of the Coast-guard, of the 19th December, transmitting a cheque for 30*l.* 13*s.* 9*d.*, being



21*l.* 8*s.* 9*d.* in donations, and 9*l.* 5*s.* in annual subscriptions, which he had collected for the Society. — *To be thanked.*

Read and approved the Report of the Assistant Inspector of Life-boats of the 8th December, on his visit to the life-boat stations of the Institution on the coast of Ireland.

Paid 1,002*l.* 5*s.* for sundry charges on various life-boat establishments.

Voted 7*l.* 2*s.* 6*d.* to pay the expenses of the Rye life-boat in putting off, in conjunction with the crews of two Coastguard boats, and rescuing from destruction the ship *James Browne*, of Philadelphia, and her crew of 18 men. She was observed to be aground, in a heavy surf on the Boulder Bank, off Rye, on the 10th December. Salvage had also been awarded to the salvors in this case, from the owners of the ship.

Also 6*l.* to pay the expenses of the Cardigan life-boat, in going off and rescuing the crew of 3 men from the smack, *Countess of Lisburne*, of Aberystwyth, which in a heavy ground sea had stranded on Cardigan Bar on the 13th December.

Also 6*l.* 9*s.* to pay the expenses of the Porthcawl life-boat in putting off and saving, during a fearful gale of wind, 10 persons from the schooner, *Champion*, of Liverpool, which, on the 20th December, had struck, and afterwards became water-logged on the Scarweather Sands.

Also 15*l.* 17*s.* to pay the expenses of the Hauxley life-boat, in going off and rescuing the crew of 4 men from the schooner, *Little Aggie*, of Berwick, which was totally wrecked off Hauxley during a hurricane on the 21st December.

Reported the services of the Lytham life-boat in putting off and saving the crew of 13 men of the barque *Brazil*, of Liverpool, which had struck and afterwards become totally wrecked on Salthouse Bank, off Lytham, on the 26th December, in a gale of wind. The poor men had hurriedly abandoned the ship in their boat, over which the seas were rolling with fearful violence. The life-boat came up just in time to save them from a watery grave, for in a few minutes afterwards, the sea filled the ship's boat, and instantly sank her. The expense of this service amounted to 6*l.* 10*s.*, which the Institution had paid. This valuable life-boat was the means of rescuing last winter the lives of 32 shipwrecked persons.

Also the services of the Groomsport life-boat in going to the assistance of the barque *Carioca*, of Liverpool, which was observed with signal of distress flying, to be dragging her anchors, during a heavy gale of wind, off Groomsport, on the 19th December. On the life-boat nearing the vessel, the second coxswain was slung on board by a line, when he immediately took charge of the ship and piloted her safely into Donaghadee Harbour. The expense of this service amounted to 5*l.* 3*s.*, which had been paid by the Institution. Salvage had also been awarded to the life-boat's crew for their important services to the ship.

Reported also the services of the Whitby old life-boat in putting off and rescuing the crew of 12 men from the barque *Royal Rose* of that place, which, during strong and squally weather, had sprung a leak and afterwards become totally

wrecked near Whitby Pier on the 21st December. The expenses amounted to 9*l.* 14*s.*, which had been paid by the Institution.

Voted 13*l.* 16*s.* to pay the expenses of the Whitby new life-boat in putting off and rendering important services to the steamer *Alice*, of Leith, which was observed in distress, in a heavy surf, off Whitby, on the 22nd December.

Also 6*l.* 12*s.* to pay the expenses of the Holyhead life-boat in going off and rendering assistance to the barque *Highland Brigade*, of Whitehaven, which was in a dangerous position near the old harbour of Holyhead, during a heavy gale of wind on the 20th December.

Also 5*l.* 9*s.* 6*d.* to pay the expenses of the Plymouth life-boat for assisting, in conjunction with a Government steam-tug, in bringing to a port of safety the Dutch galliot *Arenana*, and her crew of 6 men, which vessel was observed to be rapidly drifting on shore in a heavy gale on the 6th December.

Also 6*l.* 1*s.* 6*d.* to pay the expenses of the Thurso life-boat in putting off and rescuing the crew of 3 men from the schooner *Sisters*, of Wick, which, during stormy weather, was wrecked in Thurso Bay on the 19th December.

Also 8*l.* 10*s.* to pay the expenses of the Buddonness (Dundee) life-boat, in putting off and saving the crew of 6 men from the schooner *Osprey*, of Fraserburgh, which, in a strong gale, was totally wrecked on the Abertay Sand Bank at the mouth of the river Tay on the 3rd December.

Also 12*l.* 4*s.* to pay the expenses of the Caistor, Plymouth, Tynemouth, Scarborough, Padstow, Holyhead, Berwick, Sennen Cove, Southport, Carmarthen Bay, Tyrella, and St. Andrew's life-boats, for either assembling or putting off in reply to signals of distress from various vessels during heavy weather, but which did not ultimately require the services of the life-boats.

Voted the silver medal of the Institution to Mr. SWARBRICK, master of the steam-tug *Wyne*, of Fleetwood, and to Mr. ROBERT GERRARD, pilot, in admiration of their noble conduct in rescuing, by means of the tug, under very perilous circumstances, seventeen persons from the barque *Pudycna*, of Glasson Dock, which had stranded, during a heavy gale of wind and a high sea, in Morecambe Bay on the 27th October. There were thirteen persons altogether engaged in this gallant service, and they had received from the Board of Trade and the Shipowners, 55*l.*

Also 18*l.* to the crews of two fishing-smacks, in appreciation of their gallant and persevering conduct, in rescuing, at great risk of life, the crew of four men, from the brigantine *John and Edwin*, of Whitstable, which, during a heavy gale of wind and in a terrific sea, had sunk off that place on the 21st December.

Mr. CHAPMAN received the warm thanks of the Committee for his able conduct in the Chair in the course of the past year, and for the continued valuable assistance he rendered the Institution.

Captain Sir EDWARD PERROTT, Bart., V.P., was also thanked for his able and zealous services as Chairman of the Sub-Committee of the Institution during the same period.

Thursday, 5th Feb. THOMAS CHAPMAN, Esq. F.R.S., V.P., in the Chair.

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

Read letter from his Grace The ARCHBISHOP OF CANTERBURY, of the 21st January, stating, in reply to the application of this Institution, that he would be happy to have his name enrolled amongst the Vice-Presidents of the Society.— *To be thanked.*

Since the formation of the Institution, the ARCHBISHOP OF CANTERBURY, for the time being, has always been one of its Vice-Presidents, and Archbishop MANNERS SUTTON took the Chair at the Public Meeting in 1824, when the Society was first established.

Reported that the following legacies had been left to the Institution, viz.: The late Mrs. ANN CUTTO, of the Old Kent Road; the late T. A. VENABLES, Esq., of Worcester, 500*l.*; the late Mr. JOHN JOLLY, Farmer, of Enstone, 210*l.*; and the late Mr. THOMAS ROBINSON, of Manchester, 210*l.*

Decided that the thanks of the Society, inscribed on vellum, be presented to R. C. GARDNER, Esq., Mayor of Liverpool, in acknowledgment of his kind and generous co-operation on the occasion of the launch of the New Brighton tubular life-boat on the 24th January last.

Reported also that the Newhaven life-boat (*The Thomas Chapman*) had been forwarded to her station, and had safely arrived there on the 21st January. The boat had given great satisfaction to the boatmen. A free conveyance was given to the life-boat by the London, Brighton, and South Coast Railway Company.— *To be thanked.*

Also the transmission to its station of the new transporting-carriage for the Tenby life-boat. The Great Western Railway Company had taken it free of charge to Bristol, whence it was taken to Tenby on the same liberal terms by the owners of the steamer *Fire-Fly*.— *To be thanked.*

Read letter from POTTO BROWN, Esq., of Houghton, Huntingdon, of the 22nd January, forwarding a draft for 35*l.* 2*s.*, being the amount of annual subscriptions which he had again collected in that neighbourhood in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.— *To be thanked.*

Also from Mr. MARSHAM, Agent for the Colonial Government of New Zealand, of the 12th Jan., expressing his best thanks for the assistance rendered by this Institution in the building of a new life-boat for the Government of Canterbury, New Zealand.

Also from Mr. F. BLATCH, of Theale, of the 3rd Jan.; M. W. N. WODE, of Newport, of the 7th Jan.; Mr. WILLIAM MORRIS, of Lambeth, of the 7th Jan.; and Mr. PILGRIM, calling attention to their respective plans for assisting in preserving life from shipwreck.— *To be acknowledged.*

Also from J. G. KNIGHT, Esq., of Scarsdale Villas, Kensington, of the 31st Jan., stating that he had been authorised by Mr. W. K. VAIL, of Melbourne, Australia, to present a Model of his life-saving apparatus to the Institution.— *To be thanked.*

Ordered the accounts of the Institution, for the

year 1862, to be forwarded to Mr. G. C. BEGBIE, the Public Accountant, to be audited by him.

Read and approved the Inspector's Reports, of the 20th and 30th Jan., on his visits to the life-boats of the Institution at Whitby and Fleetwood, and also to Liverpool and Swansea.

Also the Report of the Assistant Inspector of Life-boats, of the 2nd Feb., on his inspection of the Society's life-boats in Norfolk and Suffolk during the month of January.

Paid 1,260*l.* 13*s.* for sundry charges on various life-boat establishments.

Voted 12*l.* 4*s.* to pay the expenses of the Braunton (North Devon) life-boat in putting off on the 1st Jan., and rescuing, during a gale of wind, the master, his wife, and 18 of the crew of the ship *Louisa*, of Bristol. The vessel was being towed over Bideford Bar by two steam-tugs in a gale of wind and a heavy sea, when the towing-ropes parted, and the ship drifted headlong amongst the breakers, and afterwards became a total wreck. The life-boat was said to have behaved admirably on the occasion.

Also 7*l.* 10*s.* to pay the expenses of the Broughty Ferry (Dundee) life-boat in going off and saving the crew of 3 men from the ketch *Neuha*, of Berwick, which was totally wrecked, during foggy weather, on the Abertay Sand Bank, River Tay, on the 4th Jan.

Also 8*l.* 15*s.* to pay the expenses of the Lytham life-boat in going off in reply to signals of distress from the barque *Rubin*, of Liverpool, which, during a fearful gale of wind, was totally wrecked on the Salthouse Sand Bank on the 21st ult. The life-boat had to be conveyed on her transporting-carriage a distance of five miles to windward of the wreck, when she was at once launched, and succeeded, amidst heavy seas, in rescuing the shipwrecked men, 12 in number, and in bringing them ashore amidst the cheers of a large concourse of spectators.

Also 25*l.* to pay the expenses of the Caistor life-boat in putting off and saving the crew of 5 men from the schooner *Kezia*, of Sunderland, which had struck, in a heavy sea, on the Barber Sand, on the Norfolk Coast, on the 15th Jan.

Also 25*l.* to pay the expenses of the same life-boat in going off in reply to signals of distress from the schooner *Emily*, of London, which had stranded on the Scroby Sands, during stormy weather and heavy seas, on the 21st Jan. The life-boat's crew succeeded, with the assistance of a steam-tug, in taking the schooner and her crew of 3 men safely into Yarmouth Harbour.

Also 13*l.* 10*s.* to pay the expenses of the Pakefield life-boat for putting off and rescuing the crew of 13 men from the barque *Bonnie Dundee*, of Dundee, which was totally wrecked on the Newcome Sand, on the Suffolk Coast, on the 25th Jan., in squally weather.

Also 4*l.* 10*s.* to pay the expenses of the Moelfre life-boat in putting off on the 26th Jan., and saving the crew of 3 men from the smack *St. Patrick*, of Bangor, which, during a gale of wind, was observed in a perilous position in Red Wharf Bay, near the scene of the fearful wreck of the *Royal Charter*.

Also 7*l.* 10*s.* to pay the expenses of the life-boat at North Berwick in putting off on the 29th Jan., and rescuing from inevitable destruction the fishing-boat *Elizabeth*, of that place, and her crew of 4 men. She was observed to carry away her mast during a heavy squall, and to be in imminent danger of drifting upon the rocks, and being dashed to pieces.

Voted the Silver Medal of the Institution to Mr. WILLIAM JOHN, Farmer, in acknowledgment of his gallant conduct, in rushing into the surf and assisting to rescue, at much risk of life, the crew of 12 men from the Russian barque *Henri Sorensin*, which, during a gale of wind, was wrecked on Breakwater Point, Glamorgan, on the night of the 19th ult. The Society also voted 3*l.* to 3 other men who had laudably assisted on this occasion.

Also 4*l.* to a yawl's crew for putting off and saving the crew of 5 men from the brig *Maid of Kent*, of Rochester, which was observed off Mundesley, on the Norfolk Coast, with signals of distress flying while it was blowing hard from the south west, on the 4th Jan.

Also a reward to 2 fishermen for wading into the surf and assisting to save the crew of 5 men from the schooner *Shelah*, of Wexford, which was wrecked near Peniel Point, Anglesey, during a heavy gale of wind, on the night of the 20th Jan.

Also 2*l.* to the master of the smack *Star of the East*, of Fleetwood, and 1*l.* each to 2 other men, in appreciation of their services in rescuing 5 men from a boat belonging to the schooner *Immanuel*, of Hanover, which, during a strong gale of wind, was wrecked on St. Patrick's Causeway, Cardigan Bay, on the 2nd Jan.

Also 10*l.* to the crew of the *Scraby* life-boat for putting off and rescuing, at great risk of life, 7 of the crew of the barque *Sea Swallow*, of Sunderland, which, after having struck on the Cross Sand, had run out from the land, before the wind, a distance of between nineteen and twenty miles, when she foundered. The salvors had also received a reward from the BOARD OF TRADE.

Also 8*l.* 15*s.* to pay the expenses of the Tynemouth, Blakeney, Porthcawl, Holyhead, Pakefield, Yarmouth, Southport, and Selsey life-boats in putting off during heavy weather, in reply to signals of distress, with the view of succouring vessels, but which had happily succeeded in getting out of danger.

Reported the services of the Holyhead life-boat in putting off and rendering assistance to the barque *Medea*, of Liverpool, which was observed to be dragging her anchors, during a heavy gale of wind, near Penrhyn Point, on the 20th Jan. The life-boat's crew slipped the chains, which enabled the vessel to run on the sands in lieu of the rocks, upon which she was fast driving.

Thursday, 5th March. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read and approved of the following correspondence relative to his Royal Highness THE PRINCE

OF WALES, K.G., becoming the Vice-Patron of the Institution:—

"Royal National Life-boat Institution,  
"John-street, Adelphi, London,  
"13th Feb., 1863.

"SIR,—I am directed to acquaint you that, in 1837, her Majesty THE QUEEN became the Patroness of this Institution in succession to KING WILLIAM IV.

"In 1850 his late Royal Highness, the much-lamented PRINCE CONSORT, became the Vice-Patron of the Institution, and a liberal contributor to its funds.

"At that period the Institution possessed about twelve life-boats, and its expenditure was 800*l.* per annum.

"The Society has now a fleet of 123 life-boats, and its expenditure is 15,000*l.* a year. These boats save every year, on an average, 300 lives from shipwrecks on various parts of our coasts.

"The Institution is principally supported by the benevolence of the public, her Majesty THE QUEEN contributing 50*l.* a year to its funds.

"The Committee experiencing the great loss of his Royal Highness as the Vice-Patron of the Institution, feel very desirous that the PRINCE OF WALES would do them the honour of accepting the same position in the Society which was, with so much advantage, occupied for so many years by the lamented Prince, his father.

"The Committee would feel, therefore, much obliged by your doing them the favour to submit their respectful request to his Royal Highness.

"They would beg to mention that the life-boat of the Institution at Padstow, on the Cornish Coast, was, with the permission of the late PRINCE CONSORT, named *The Albert Edward*. On the day that the Prince attained his majority, on the 9th Nov. last, that life-boat was providentially the means of saving a shipwrecked crew from a watery grave—a coincidence which may possibly be agreeable to his Royal Highness to be made acquainted with." I am, &c.,

"RICHARD LEWIS,  
"Secretary.

"To Lieut.-General Knollys."

"Buckingham Palace,  
"Feb. 19th, 1863.

"Lieut.-General KNOLLYS presents his compliments to Mr. LEWIS, and is commanded by the PRINCE OF WALES to inform him that his Royal Highness has great pleasure in becoming a Vice-Patron of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and in directing a donation of 30*l.* to be applied in aid of its funds."

"Royal National Life-boat Institution,  
"John Street, Adelphi, London,  
"31st March, 1863.

"SIR,—This Committee would feel much obliged by your expressing their best thanks to his Royal Highness THE PRINCE OF WALES for so kindly consenting to become, in succession to the deeply-lamented Prince, his father, Vice-Patron of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, and for contributing to its funds.

"His Royal Highness was lately informed, through you, that the *Albert Edward* life-boat, stationed at Padstow, on the coast of Cornwall, was providentially the means of saving a shipwrecked crew on the 9th Nov. last, the day the DUKE OF CORNWALL attained his majority.

"The Committee are happy to be able to state that the same valuable life-boat was again instru-

mental, on the night of the 17th inst., in rescuing two shipwrecked crews, consisting of 13 persons, during a heavy gale of wind, and in a high surf.

"I am, &c.,  
"RICHARD LEWIS,  
"Secretary.

"To Lieut.-General Knollys."

Read letter from his Grace the DUKE OF NORTHUMBERLAND, K.G., President of the Institution, of the 23rd Feb., expressing his regret that in consequence of his absence from London, he could not take the Chair at its forthcoming Annual Meeting.

Decided that the Right Hon. Lord LOVAINE, M.P., P.C., be invited to take the Chair at the Annual Meeting of the Institution.

Approved of the draft of the Annual Report, and the proposed list of officers of the Society for the ensuing year, and ordered the same to be laid before the Annual Meeting, to be held at the "London Tavern" on the 17th March. (*Vide* April Number of the *Life-boat Journal*.)

Reported that Lord RAVENSWORTH had called attention to the operations of this Institution in the House of Lords on the 12th Feb., when he brought under the notice of their Lordships the necessity of constructing Harbours of Refuge on the east coast of England. During the evening a large wreck-chart belonging to the Society was hung up in the Library of the House of Lords, where it was carefully examined by many of their Lordships.—*To be thanked.*

Read letter from the Secretary of the SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY, of the 4th March, transmitting a cheque for 120*l.*, being the amount of various small sums collected during the previous year from its Seamen Members in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Read and approved the Report of the Inspector of Life-boats, of the 2nd March, on his visit to the Institution's life-boats on the south coast of England, and the island of Guernsey. He also inspected, at the invitation of the States, the life-boat at Jersey, which is on the Institution's plan.

Decided that an iron life-boat be built by Mr. JOHN HEWORTH, the iron ship-builder of Millwall, at an estimated cost of 200*l.*, according to the plan and specifications furnished by Mr. JOSEPH PROWSE, the Surveyor of Life-boats to the Institution.

Reported that the Porthleven life-boat and transporting-carriage had been forwarded to their station on the 26th Feb. The Great Western, the Bristol and Exeter, the South Devon, and Cornwall and West Cornwall Railway Companies had, with their usual liberality, taken the boat and carriage free over their respective lines.—*To be thanked.*

Also that the new transporting-carriage for the Teignmouth life-boat had been forwarded to its station, and had safely arrived there. The Great Western, Bristol and Exeter, and South Devon Railway Companies had again in this instance kindly passed the life-boat carriage free over their several lines.—*To be thanked.*

Produced a Report of a Meeting of the Swan-

sea Harbour Trustees on the 9th Feb., when it was decided that their life-boat should be handed over to the management of this Institution.

Decided that the life-boat be replaced by a new boat and carriage thoroughly equipped, and that a new house be built for them at the Mumbles Head.

Read letter from C. N. BROOM, Esq., Hon. Sec. of the Llanelly Branch, of the 16th Feb., forwarding a copy of a report by the Local Committee, suggesting that the Llanelly life-boat of the Society should be removed from the pilot ship, on which she was now stationed, to the western side of the old harbour of Pembrey, where she would most likely be required, the prevailing gales being from that quarter.

Decided that a new life-boat and transporting-carriage be sent to Llanelly in lieu of the present boat, and that a boat-house be erected for them.

Read letter from MESSRS. GILMAN and Co., of Hong Kong, of the 31st Dec., forwarding a bill for 25*l.* 15*s.*, being amounts collected at Hong Kong and Shanghai for the NATIONAL LIFE-BOAT INSTITUTION by W. H. HARTON, Esq., a Member of the Committee of Management of this Society, during his temporary sojourn in those dependencies. He was assisted in his labours by Messrs. GILMAN and Co. and other firms.—*To be thanked.*

Decided that a new life-boat be built with the amount—that she be called *The China*, and that the boat be stationed at Teignmouth.

Also that the thanks of the Institution be presented to Mr. HARTON and MESSRS. GILMAN and Co. in acknowledgment of their valuable and zealous services in China.

Read letter from JOSEPH HANBY, Esq., Treasurer of the Cholmondeley charities, of the 16th Feb., stating that the Lord Archbishops of Canterbury and York, and the Lord Bishop of London, had ordered that a donation of 50*l.* should be granted out of those Charities towards the funds of the NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Also from the Countess DE MORELLA, of the 2nd March, transmitting a donation of 52*l.* 10*s.* in aid of the funds of the Institution.—Reported that Admiral EVANS had kindly brought the objects of the Institution under the notice of the Countess.—*To be thanked.*

Also from R. T. WILKINSON, Esq., of the 27th Feb., forwarding, on behalf of the stewards of the ROYAL THAMES YACHT CLUB BALL of 1862, a donation of 10*l.* to this Institution.—*To be thanked.*

Read letter from Capt. TRYON, R.N., Chairman of the Bristol Branch, of the 4th Feb., forwarding a report of a Public Meeting held in the Sailors' Home, Bristol, on the 3rd Feb.—R. LANG, Esq., had offered to give 30*l.*, provided that ten other gentlemen would subscribe a similar amount, in order that a life-boat might be stationed on the coast, to be called *The Bristol*, in connection with this Institution.—*To be thanked.*

Also from W. WORSHIP, Esq., of Great Yarmouth, of the 27th Feb., forwarding a draft for 204*l.* 16*s.*, being one-third of the residue of the estate of the late Miss ALICE GEDGE, of that town, that lady having bequeathed the Society a third of the residue of her estate in addition to a legacy of 100*l.*—*To be acknowledged.*

Reported that a model of the life-boat and transporting-carriage of the Institution had been forwarded to South Shields for exhibition at the MECHANICS' INSTITUTION at that place, on the invitation of the Committee of the Institute.

Decided that the thanks of the Institution, inscribed on vellum, be presented to Rear-Admiral YELVERTON, C.B., in acknowledgment of his valuable services and cordial co-operation while holding lately the office of Commodore Controller-General of H.M. Coast-guard, in assisting to carry out the national and philanthropic objects of the Society.

Paid 548*l.* 3*s.* 4*d.* for sundry charges on various life-boat establishments.

Voted the Silver Medal of the Institution, and a copy of its vote on parchment, to Mr. DAVID WILLIAMS, of H.M. Customs at Aberdovey, in admiration of his gallant conduct in putting off in a heavy sea, in the Society's life-boat stationed at that place, on the 8th Feb., with the view of rescuing the crew of the brig *Friends*, of Newport, which had stranded on Aberdovey bar. Mr. WILLIAMS had previously exerted himself in saving life from wrecks. 8*l.* 10*s.* were also granted to pay the expenses of the life-boat on the occasion.

Also 4*l.* 16*s.* to pay the expenses of the Drogheda life-boat in putting off and saving the crew of 5 men from the schooner *Mary Anne*, of New Quay, which had stranded on Drogheda Bar on the 14th Feb., in a strong wind and heavy surf.

Also 17*l.* 12*s.* to pay the expenses of the life-boats at Walmer and Grange (Isle of Wight), in putting off in reply to signals of distress from vessels with the view of rendering assistance.

Also the Silver Medal of the Institution, and a copy of its vote on parchment, to Mr. HENRY MADDICK, master of the smack *Ruby*, of Hull, and to his apprentice, WILLIAM THOMPSON, in testimony of their gallant conduct in putting off in the smack's boat and rescuing, at great risk of life, the crew of 6 men from the brigantine *Ganymede*, of Ipswich, which, during a fearful gale of wind, had sunk some distance off the coast on the 28th Jan. Captain MADDICK immediately, on observing the vessel's signal of distress, launched his boat, but neither of his seamen would go off to the sinking vessel, and he therefore determined to go alone, when his apprentice boy requested to be allowed to accompany him. The two brave fellows then succeeded, after great difficulty, in rescuing the 6 shipwrecked men, and in getting them safely on board the smack.

Also the Second-service Clasp and 2*l.* to Mr. THOMAS EVANS; and the Silver Medal of the Society and 2*l.* each to THOMAS EVANS, Jun., and WILLIAM EVANS; and also 6*l.* to 3 other men, in acknowledgment of their gallant and persevering services on the night of the 20th Jan., in assisting to rescue the crew and passengers of the American ship *John H. Elliott*, of New York, which, during a terrific squall, accompanied by thunder and lightning, was stranded in Liverpool Bay. With the help of the steam-tug *United States*, of Liverpool, 55 persons were brought safely to land. The Committee voted their thanks, inscribed on vellum, to Mr. JOHN BELLIS, master of the steamer,

and 3*l.* 10*s.* to his crew, for their highly meritorious conduct on the occasion.

Also 2*l.* 10*s.* to the crew of a pilot boat for putting off and rescuing, at considerable risk of life, the master and 5 of the crew of the French ship *Bois Rouge*, of Nantes, which they had abandoned in a sinking condition on the Towin Sands, in Carmarthen Bay on the 28th Dec. When first observed, the 6 shipwrecked men were drifting about in one of the vessel's boats.

Also 3*l.* to 3 men for putting off in a boat and rescuing, at great risk of life, 3 other men from a boat which had capsized in a strong breeze and heavy sea near some rocks off Danish Island near Castletown, coast of Cork, on the 31st Jan.

Also 17*l.* 10*s.* to a boat's crew for putting off and rescuing, at considerable risk of life, 3 of the crew of another boat, which was struck by a heavy sea and capsized off Arranmore, coast of Donegal, on the 7th Jan.

Also voted 6*l.* to 3 Irish fishermen for putting off, during a hurricane, in a curragh—a small wicker-boat—and rescuing two men belonging to the ship *J. S. Parsons*, of New York, which was wrecked off Innishenen, on the coast of Donegal. The ship struck with fearful violence, and in a few minutes was in a thousand pieces. The sea at the time was running mountains high, and it was considered impossible for any ordinary boat to live in it. It was heart-rending to witness the crew (28 in number) clinging to the rigging, while huge waves were breaking over them every moment. Shortly after the vessel broke up, two men were seen holding on to the roof of the deck cabin, which had floated away from the ship. Seeing the dangerous position of the poor fellows, the 3 curragh men put off in their frail boat, and succeeded in saving one of them, the other having, in the meanwhile, perished. Twenty other persons were saved by men wading into the surf, and a reward of 5*l.* was granted to these men. The Institution also presented its thanks, inscribed on vellum, to R. EDWARDS, Esq., Inspecting Chief Officer of the Rutland Coast-guard Division, for his valuable services on the occasion, and 3*l.* to his boat's crew of 6 men.

Tuesday, 17th March.—The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, was held this day at the London Tavern, Bishopsgate-street, the Right Hon. Lord LOVAINE, M.P., P.C., in the absence of his Grace the Duke of NORTHUMBERLAND, President of the Institution, taking the Chair.

The Chairman having opened the Meeting with some remarks,

The Secretary read the Annual Report of the Committee.

Various resolutions were afterwards moved, seconded, and carried unanimously, pledging the Meeting to renewed exertions on behalf of the benevolent and national objects of the Society.

The Resolutions will be found in the preceding Number of the *Life-boat Journal*, p. 207.

### REWARDS FOR SAVING LIFE FROM SHIPWRECK.

ONE of the most important features in the original organization of the NATIONAL LIFE-BOAT INSTITUTION—independently of the establishment of Life-boats by it—was to encourage laudable efforts by every available means to save life from shipwreck on our coasts. Accordingly persons who may have performed valuable services in saving life from wrecks by means of shore-boats or otherwise, when brought under its notice, are always rewarded by the Institution.

Although this fact is well understood by Local Committees of the Society, yet it appears that, at many places on the coast, it is not so generally known as could be wished.

Some years ago the Institution had the following notice printed on a large placard and extensively circulated in our seaport towns and fishing villages; but as considerable misapprehension still exists on that point, we have deemed it expedient again to call public attention to this important feature in the character of the operations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. The bill referred to is as follows:—

## SAVING LIFE FROM WRECKS.

### To Boatmen and Others.

To encourage prompt and energetic exertions in time of Danger, on the part of Boatmen and Others, by quickly putting off to save the Lives of their Fellow Creatures from Wrecks, in

### SHORE BOATS OR OTHER CRAFT,

The Royal National Life-boat Institution grants

## R E W A R D S

OF

### MONEY, OR MEDALS.

In all cases the Rewards are given without further delay than is necessary to obtain proof of the merits of each case, and to insure their being paid to the right parties.

By Order of the Committee.

*Application to be made to the Secretary.*

Royal National Life-boat Institution,  
14, John Street, Adelphi, London, W.C.

It will be seen from the annexed table that 216 lives were saved by shore-boats and other means during the past year, for which services the Institution granted as rewards 209*l.* 10*s.* and 13 silver medals, in addition to 14 votes of thanks inscribed on vellum or parchment.

Such services are performed either at places where no life-boat is stationed, or when, from the circumstances of the case, the services of the life-boat are not needed. *The life-boat is mostly called into requisition when no shore-boat could venture out with safety.*

During the same period, in addition to saving 21 vessels from destruction, 358 lives were rescued by the life-boats of the Society. For these services rewards amounting to 915*l.* 18*s.* 1*d.* were also voted.

The number of lives saved by the life-boats of the Society, or by special exertions for which it has granted rewards, since its formation, is 13,166. For these services 82 gold medals, 732 silver medals, and 17,110*l.* in cash, have been granted as rewards. The Institution has also expended upwards of 72,280*l.* on life-boats, life-boat transporting carriages, and boat-houses.

### THE LIFE-BOAT.

“The blessing of Him that was ready to perish came upon me.”

Hark! an awful tempest  
Breaks upon the night.  
Winds and waves are roaring;  
'Tis a fearful sight!

See the noble vessel,  
Wrecked upon the deep.  
Many a heart is falling;  
Many an eye doth weep.

Helpless men and women—  
Hark! that angulsh-cry!  
Shall we see them perish,  
All unaided die?

No! a shout of succour  
Ringeth through the air;  
Hope again shall waken,  
'Mid the dark despair.

See, the glorious Life-boat  
Bursts upon the view:  
Hasten to the rescue,  
Noble-hearted crew!

Leave the sinking vessel;  
Dash the billows o'er,  
With your precious burden—  
They are safe on shore!

Heaven shall speed the Life-boat  
O'er the stormy wave,  
Human lives to rescue  
From the sailor's grave.

Christian men and women,  
Shall we plead in vain  
For the helpless victims  
On the fearful main?

Give of your abundance,  
Valued lives to save,  
From the sinking vessel—  
From the ocean grave!

S. S. B.

SERVICES OF SHORE-BOATS, in SAVING LIFE from SHIPWRECK in 1862, for which REWARDS have been GRANTED by the NATIONAL LIFE-BEAT INSTITUTION.

Date of Wreck.	Site of Wreck.	Wind and Weather.	Name of Vessel.	By what means Rescued.	No. of Lives Saved.	Reward.	
						Honorary.	Pecuniary.
1862. Jan. 2	Long Sand, Harwich . . . . .	Heavy Gale . . . . .	Barque Darius, of S. Shields . .	Smack Volunteer, of Harwich	6	6 Silver Medals, 6 Velum Thanks.	£. s. d. 27 0 0
"	Middle Sand, East Swin . . . . .	Blowing Hard . . . . .	Brig Virago, of Hartlepool . .	Shore-boat	8	Vellum Thanks . . . . .	1 0 0
"	Peppercombe, Devon . . . . .	Fine, S.E. . . . .	Boat capsized . . . . .	Wading into the Surf . . . . .	13		4 0 0
"	Talaghan, Belmont . . . . .	W. Calm . . . . .	Ferry-boat capsized . . . . .	2 Shore-boats . . . . .	27		12 0 0
"	Templetown, Waterford . . . . .	W.S.W. Stormy . . . . .	American Ship Tiger . . . . .	Wading into the Surf . . . . .	24	2 Silver Medals, and 2 Votes on Parchment.	5 0 0
"	Tramore Bay . . . . .	S.S.W. Heavy Gale . . . . .	Queen of Commerce, of Liverpool				
"	Abersoch, Cardigan Bay . . . . .	S. Strong Gale . . . . .	Schooner Diligent, of Carnarvon	Shore-boat . . . . .	3		5 0 0
"	Rhoscolyn, Anglesey . . . . .	Very Heavy Sea . . . . .	S. Ship Kangaroo . . . . .	Shore-boat . . . . .	6		5 0 0
"	Bunerana, Rathmullet . . . . .	W. Ground Swell . . . . .	Boat capsized . . . . .	Shore-boat . . . . .	4		1 0 0
"	Spiddal, County Galway . . . . .	W.S.W. Gale . . . . .	Hooker Fly . . . . .	Shore-boat . . . . .	7		2 0 0
Feb. 16	Douglas, Isle of Man . . . . .	S.E. Gale . . . . .	Sloop Robert, of Barrow . . . .	Coastguard-boat . . . . .	4		2 10 0
Mar. 3	Kingston, Weymouth . . . . .	W.N.W. Fresh . . . . .	Sch. Elizabeth, of Aberdeen . .	Fishing-coble . . . . .	4		6 0 0
"	Black Tai Spit Sand, Margate . . . .	S.W. Gale . . . . .	Brigantine Joseph, of Guernsey .	Steamer's-boat . . . . .	7		4 10 0
"	Newcome Sands, Suffolk . . . . .	S. Strong Breeze . . . . .	Brig Adonis, of Colchester . . .	Pakefield Yawl . . . . .	6		9 0 0
"	Mixen Reef, Selsey . . . . .	S.W. Heavy Gale . . . . .	Brig. Good Intent, of Bridport . .	Pilot-galley . . . . .	6		6 0 0
"	Scarborough . . . . .	W.S.W. Squally . . . . .	Shore boat capsized . . . . .	Shore-boat . . . . .	2		1 0 0
"	Kentish Knock Sand, Margate . . . .	N.E. Foggy . . . . .	Brig Baby Castle, of S. Shields . .	Lugger Eclipse, of Margate . . . .	8		10 0 0
"	Blakeney Sands, Norfolk . . . . .	E. Gale . . . . .	Sloop Emerald, of Hull . . . . .	Shore-boat . . . . .	5		10 0 0
"	Hasboro' Sands, Norfolk . . . . .	E.S.E. Blowing Strong . . . . .	Sloop Jupiter, of Cherbourg . . .	Fishing-yawl . . . . .	5		3 0 0
"	Watchet . . . . .	E. Gale . . . . .	Smack Francis and Tudor . . . .	Shore-boat . . . . .	3		4 0 0
Apr. 11	Johnshaven, Penholm, N. B. . . . .	N. Strong Gale . . . . .	Fishing-boat . . . . .	Fishing-boat . . . . .	2		7 0 0
"	Fishguard Bay . . . . .	Heavy Gale . . . . .	Smack Lion, of Cardigan . . . . .	Shore-boat . . . . .	3		2 10 0
"	Aberystwith Harbour . . . . .	S.W. Blowing Strong . . . . .	Smack John James, of Chester . .	Shore-boat . . . . .	5		2 0 0
"	Findon, N. B. . . . .	S.S.E. Heavy Gale . . . . .	Fishing-boat . . . . .	Fishing-boat . . . . .	4		2 0 0
May 3	Arklow Bar . . . . .	S.E. Fresh . . . . .	Coal Lighter, of Arklow . . . . .	Shore-boat . . . . .	3		2 0 0
"	Askaton, Kilmursh . . . . .	S.W. Gale . . . . .	Fishing-boat . . . . .	Shore-boat . . . . .	3		2 0 0
June 11	Cahore, Ireland . . . . .	S.W. Fresh . . . . .	Schooner Fairy . . . . .	Wading into the Surf . . . . .	1		2 0 0
July 19	Burghend, N. B. . . . .	W. Very Heavy Gale . . . . .	Sch. Thiankfyl, of Sunderland . .	Shore-boat . . . . .	4		9 0 0
"	Leith Roads, N. B. . . . .	S.W. Strong Gale . . . . .	Lugger Caldonia of Buckhaven . .	Fishing-smack . . . . .	5		2 0 0
"	Whiby, Cork . . . . .	W. Squally . . . . .	Schooner Dove, of Leith . . . . .	Shore-boat . . . . .	3		8 0 0
"	Garnish, Cork . . . . .	S.W. Rough . . . . .	Fishing-boat . . . . .	Fishing-boat . . . . .	5		1 0 0
Oct. 12	Clogher Head, Ireland . . . . .	S.S.W. Squall . . . . .	Fishing-boat . . . . .	Fishing-boat . . . . .	6		2 0 0
"	Glenmanult Bay, Kintyre . . . . .	Heavy Gale . . . . .	Ship Genova, of London . . . . .	Wading into the Surf . . . . .	1	Silver Medal, and Vote on Parchment.	2 0 0
"	Woolsiner Sand, Hayling . . . . .	S.W. Heavy Gale . . . . .	Sloop Cygnet, of Portsmouth . . .	Smack Ferret . . . . .	3	3 Silver Medals, and 3 Votes on Parchment.	6 0 0
"	Pakefield Gap, Suffolk . . . . .	S.S.W. Very Boisterous . . . . .	Brig Francis, of Newcastle . . . .	Pakefield Surf-boat . . . . .	10		5 0 0
"	Long Sand, Harwich . . . . .	S.W. Gale, Thick . . . . .	Schooner Thrifty, of Goole . . . .	Smack Paragon, of Harwich . . . .	4	Silver Medal, and Vote on Parchment.	21 0 0
"	Bawdsey, near Woodbridge . . . . .	Strong Gale, Heavy Sea . . . . .	Schr. D. Dumbar, of Scarbro' . . . .	A Hawser from the shore . . . . .	5		7 0 0
				Total number of lives saved	216	Total	£209 10 0

# Royal National Life-Boat Institution,

For the Preservation of Life from Shipwreck.

(Incorporated by Royal Charter.)

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

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

Chairman—THOMAS BARING, ESQ., M.P., F.R.S., V.P. Deputy Chairman—THOMAS CHAPMAN, ESQ., F.R.S., V.P.

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, since the beginning of the year 1861, the ROYAL NATIONAL LIFE-BOAT INSTITUTION has expended 25,461L. on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period the Life-boats of the Institution have been instrumental in rescuing the Crews of the following Wrecked Vessels:—

### 1861.

Brig <i>Lovely Nelly</i> , of Seaham.....	6	Brig <i>San Spiridione</i> , of Galaxide ..	2	Lugger <i>Saucy Lass</i> , of Lowestoft..	11
Brigantine <i>Nugget</i> , of Bideford ....	5	Schooner <i>Voador du Vouga</i> , of Viana	8	Smack <i>Adventure</i> , of Harwich.....	10
Schooner <i>Prospect</i> , of Berwick.....	6	French Brig <i>La Jeune Marie Therese</i>	6	Pilot cutter <i>Whim</i> , of Lowestoft ...	7
Sloop <i>Thomas and Jane</i> , of St. Ives	3	Barque <i>Perseverance</i> , of Scarborough	5	Barque <i>Undaunted</i> , of Aberdeen ...	11
Fishing-boat of Whitburn.....	4	Schooner <i>Elizabeth</i> , of Bridgewater	4	Wrecked boat on Blackwater Bank,	
Brig <i>Arethusa</i> , of Blyth.....	8	Ship <i>Danube</i> , of Belfast.....	17	on the Irish Coast.....	1
Schooner <i>Dewi Wyn</i> , of Portmadoc	8	Schooner <i>Hortensia</i> , of Hanover ...	4	Schooner <i>Seylark</i> , of Folkestone... 6	
Flat <i>Cymraes</i> , of Beaumaris.....	2	Schooner <i>Oregon</i> , of Stonehaven ...	4	Brig <i>Lively</i> , of Clay, Norfolk.....	5
Schooner <i>William</i> , of Morecambe... 5		Brig <i>St. Michael</i> , of Marans.....	8	Barque <i>Robert Watson</i> , of Sunderland	5
Smack <i>Gipsy</i> , of Newry.....	4	Spanish Barque <i>Primera de Torre-</i>		Sch. <i>Auchincruive</i> , of Grangemouth	6
Schooner <i>Margaret Anne</i> , of Preston	4	<i>viega</i> —Saved vessel and.....	1	Schooner <i>Friends</i> , of Lynn.....	4
Brig <i>New Draper</i> , of Whitehaven... 8		Schooner <i>Hurrell</i> , of Penzance—		Schooner <i>Eliza Anne</i> , of Dublin... 5	
Schooner <i>William</i> , of Liverpool... 5		Saved vessel and crew.....	4	Brig <i>Content</i> , of Sunderland.....	5
Lugger <i>Nimrod</i> , of Castletown... 3		Barque <i>Frederick</i> , of London.....	1	Smack <i>Ellen Owens</i> , of Cardigan... 3	
Brig <i>Providence</i> , of Shields.....	8	Brig <i>Anne</i> , of Plymouth—Saved		Schooner <i>Fly</i> , of Whitby—Saved	
Brig <i>Mayflower</i> , of Newcastle... 8		vessel and crew.....	8	vessel and crew.....	4
Schooner <i>Village Maid</i> , of Fleetwood	4	Schooner <i>Betsy</i> , of Peterhead—		Schooner <i>Epimachus</i> , of Amsterdam	5
Brig <i>Guyana</i> , of Glasgow.....	19	Saved vessel and crew.....	6		
Brig <i>Roman Empress</i> , of Shields... 10		Barge <i>Peace</i> , of London.....	2		
					238

Number of lives saved by shore-boats and other means, for which the Institution has granted rewards in 1861 .. 136

Total..... 424

### 1862 and 1863—to 1st June.

Schooner <i>Bellona</i> , of Red Bay.....	1	Schooner <i>Rook</i> , of Liverpool.....	3	Screw Steamer <i>Alice</i> , of Leith.....	12
Brig <i>Pioneer</i> , of Camarvon.....	1	Fishing-boats of Whitburn.....	12	Barque <i>Brazil</i> , of Liverpool.....	13
Schooner <i>Princess Alice</i> , of Ipswich	5	Barge <i>Henry Everest</i> , of Rochester.	4	Schooner <i>Little Aggie</i> , of Berwick.. 4	
Brig <i>Minerva</i> , of Workington.....	4	Ship <i>Annie E. Hooper</i> , of Baltimore	18	Schooner <i>Sisters</i> , of Wick.....	3
Schooner <i>Elizabeth and Hannah</i> , of		Schooner <i>Ceres</i> , of Arbroath—Saved		Ship <i>Louisa</i> , of Bristol.....	20
Newburgh.....	6	vessel and crew.....	5	Barque <i>Rubin</i> , of Liverpool.....	12
Brig <i>Sisters</i> , of Whitby.....	9	Sloop <i>Loftus</i> , of Padstow.....	4	Schooner <i>Emily</i> , of London—Saved	
Brigantine <i>Matilda</i> , of Stockholm... 4		Schooner <i>Ellen</i> , of Liverpool—Saved		vessel and crew.....	3
Brig <i>Jane</i> , of North Shields.....	10	vessel and crew.....	3	Smack <i>St. Patrick</i> , of Bangor..... 3	
Schooner <i>Liberty</i> , of Dublin.....	3	Smack <i>Mary Elizabeth</i> , of Padstow	2	Barque <i>Bonnie Dundee</i> , of Dundee. 13	
Schooner <i>Sylphiden</i> , of Nakskov—		Smack <i>John</i> , of Teignmouth.....	2	Smack <i>Elizabeth</i> , of North Berwick	4
Saved vessel and crew.....	7	Schooner <i>Oprey</i> , of Fraserburgh... 6		Schooner <i>Kezia</i> , of Sunderland..... 5	
Brig <i>Trial</i> , of Poole.....	7	Schooner <i>James Davell</i> , of New-		Schooner <i>Mary Anne</i> , of New Quay	5
Barque <i>Cedarine</i> , of Bermuda.....	134	castle—Saved vessel and crew... 2		Schooner <i>Pandema</i> , of Plymouth... 8	
Smack <i>Prodsam</i> , of Liverpool... 2		Schooner <i>Champion</i> , of Liverpool... 10		Schooner <i>Betsy</i> , of Brixham..... 5	
Sloop <i>William</i> , of Liverpool... 5		Gallot <i>Aremana</i> , of Jaffa—Assisted		Brig <i>Regalia</i> , of Whitby.....	7
Sloop <i>Elizabeth</i> , of Teignmouth... 3		to save vessel and crew.....	6	Brig <i>Levant</i> , of Bristol.....	10
Barque <i>Cruz V.</i> , of Oporto.....	14	Ship <i>James Broune</i> , of Philadelphia		Smack <i>Britannia</i> , of Ramsgate... 4	
Barque <i>Druid</i> , of Sunderland... 9		—Assisted to save vessel and crew	18	Ketch <i>Neuha</i> , of Berwick.....	3
Smack <i>Merrion Lass</i> , of Aberyst-		Smack <i>Countess of Lisburne</i> , of			
wyth—Saved vessel and crew... 3		Aberystwyth.....	3		
					460

Number of lives saved by shore-boats and other means, for which the Institution has granted rewards during 1862 and first five months of 1863 .. 426

Total..... 886

### SUMMARY OF LIVES SAVED:—

1861..... 424 | 1862 and 1863, to 1st June..... 886 | Total..... 1,310

For these joint numerous services in saving 1,310 lives from shipwreck, the Institution has granted rewards amounting to 2,924L. 13s. 11d. in addition to 66 Silver Medals.

The number of lives saved by the Life-boats of the Society, and other means, since its formation, is 13,166; for which services, 82 Gold Medals, 732 Silver Medals, and 17,110L. in cash, have been paid in rewards. The Institution has also expended 72,280L. on Life-boats, Life-boat Transporting-carriages, and Boat-houses.

The Committee desire to express their grateful sense of the generous support which they have received from the British public during the past few years, a support which has enabled them to establish their present magnificent fleet of 125 life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and permanent annual income, they earnestly appeal to all classes of their countrymen to aid them in upholding and perpetuating so great and truly national a work.

Donations and Annual Subscriptions will be thankfully received by the Bankers of the Institution, Messrs. WILKES, PERCIVAL, and Co., 76 Lombard Street; Messrs. COYRIS and Co., 59 Strand; Messrs. HERBES, FARQUHAR, and Co., 16 St. James's Street, London; by all the Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London.—W.C.

1st July, 1863.