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IRON SHIPS, AND THE WRECK OF THE ROYAL CHARTER.

How many "monster wrecks" has it been our painful duty to chronicle during the past few years! How sad is the reflection that their number appears rather to be on the increase than on the decline! During the present year alone have two great ships perished on our own coasts, each consigning hundreds of human beings to a watery grave. But the other day it was the noble clipper ship *Pomona*, of 1800 tons, a few hours only out of port, her voyage scarce commenced, mistaking a light, running on an Irish bank, and drowning no less than 385 of the unfortunate beings who had trusted in her. To-day it is the passenger-steamer *Royal Charter*, at the termination of her long homeward voyage, thrown upon her native shore, and yielding no less than 455 of her unhappy inmates to the cold grasp of death, instead of restoring them to the warm embraces of long-expectant relatives and friends.

A wholesale destruction of life and property under more melancholy circumstances it is difficult to conceive.

The *Royal Charter* had sailed from the distant colony of Victoria, in Australia, on the 26th of August, 1859, with 494 persons on board, the majority of whom were returning emigrants; these having at last attained the object of their distant pilgrimage, like the laden bee were once more homeward bound, carrying with them the fruit of their labours, and anticipating, maybe, a long and tranquil enjoyment of the same in "their own, their

native land." But, alas! when apparently on the point of realization, these natural but too often vain anticipations were scattered to the winds; and, as in the parable of old, to each the awful mandate went forth, "This night thy soul shall be required of thee!"

This unfortunate ship, on the 25th of November, having hugged too closely the Anglesey coast in search of a pilot, was caught in the late fearful gale which devastated almost the entire coast of Great Britain, and was compelled to anchor; but carrying away all her anchoring-gear, she drifted on the rocks, and then quickly broke in halves. Although a line was carried to the shore by an intrepid and skilful swimmer from the ship, named JOSEPH RODGERS, a Maltese seaman, but few persons had time to avail themselves of its aid ere the vessel and all beside were engulfed together.

Two important questions here naturally arise:—

1st. Was the anchoring-gear, that is to say, were the anchors and cables of this ship, and are the anchors and cables of our merchant-ships in general, of sufficient strength, in sufficient number, of sufficient weight, and sufficiently in readiness for immediate use, to provide, *as far as possible*, for the safety of the vessels and their occupants in cases of emergency?

2nd. Was this iron ship, and are our iron ships in general, by their strength of build and scientific construction, calculated to afford, *as far as possible*, safety to those on board them in the event of their coming into collision with the shore or with other ships?

On the occasion of the wreck of the *Pomona* in April last, we took the opportunity to remark on some of the imperfections of our system of lighthouses, the loss of that vessel having been previously occasioned by the mistaking one light for another. The present case affords an opportunity for some reflections on the two points above alluded to—viz., the presumed inefficiency in too many instances of the anchoring-gear of our merchant-vessels, and the presumed insufficient strength of our iron ships.

Our remarks will be principally devoted to the second point: on the first we will only observe, that numberless wrecks are occasioned every year by vessels dragging their anchors, or breaking their cables, and by not having their spare or sheet anchor clear for letting go. It is therefore only a truism to remark on the importance of the anchoring-gear of a ship being carefully selected and of proportionate strength to the duty devolving on it. The loss of the magnificent steam-ship *Prince*, off Balaklava, on the coast of the Crimea, with her immense, and at that time invaluable cargo of military clothing, the destruction of which occasioned such deplorable suffering and loss of life to our brave soldiers before Sebastopol, was a striking case in point. Had her anchors been somewhat heavier, and her cables somewhat larger, she might possibly have rode out the gale in safety. The loss of the *Royal Charter* is another striking illustration; for who can say that if her third anchor had been clear for letting go, which it appears not to have been, (the ship not even being fitted with a third hawse-hole,) who can say, that if it had been clear, and let go in proper time, it might not have prevented the fearful loss of life and of valuable property which took place? A standard size of anchors and cables proportionate to tonnage; a periodical examination and testing of chain-cables, as is practised in Her Majesty's ships; and an occasional careful examination of the anchoring-gear of at least every passenger-ship by the Surveyors of the Board of Trade or of the Emigration Commissioners—would probably be the means of preventing many wrecks and much loss of life.

On the second head, we need only advert to the number of iron ships which have been wrecked, and have *quickly* broken up—a fact known to all who are conversant with the records of our maritime losses during the past few years, to convince every one of the importance of careful, diligent, and scientific inquiry, as to whether the present system of constructing iron vessels may not be greatly improved on. It has now been practically as well as theoretically shown, that iron ships, as now built, break up, generally by separating amidships, far sooner than wooden vessels, occasioning thereby a corresponding increase in loss of lives. Of this fact the cases of the *Royal Charter* and of the mail-steamer *Indian* are the two most recent illustrations.

We have, in former papers, remarked on the too frequent want of strength and general unseaworthiness of our merchant-ships, as being in great measure occasioned by the usual custom of insuring vessels to their full value, and sometimes in excess of it, so as to leave the owners little or no pecuniary interest in their safety, and inducing them to build ships as *cheaply* as possible, rather than as *strongly* as possible. We propose, more especially, to quote the present case as the last instance amongst many of the "*insufficient strength of iron ships as now built*," and, in the name of humanity, to urge on our Legislature, our Government, our shipowners, our ship-builders, and on our countrymen generally, the great importance of the subject, and the necessity that exists for adopting a stronger mode of constructing iron vessels, and especially those which are employed for the conveyance of large numbers of persons, such as emigrant-ships, troop-ships, and other passenger-craft.

It may be replied, Where is the remedy? If it could be shown that iron vessels might be constructed in a stronger and more desirable manner, surely shipowners would be but too glad to possess themselves of such an improved article! We fear that, as stated above, shipowners are not interested in having the best article, but the cheapest article. Viewed even in a pecuniary, and not in a philanthropic point of view, the

subject is one of national importance, for although by the system of insurance the individual may protect himself, yet every loss of valuable property is as much a loss to the whole community as it would be if uninsured; the loss is merely transferred to other parties, and divided amongst a greater number.

As to the question of a remedy, it can be easily made plain to the meanest capacity, that the art of iron ship-building has not kept pace with the general scientific acquirements of the age, at least so far as strength and durability are concerned, which properties must always be amongst the chief desiderata in all human works.

The great weakness of iron ships appears to be their tendency to hog, or break their backs, or to break altogether asunder in the 'midship part: they have insufficient longitudinal strength. There is the keel, to be sure, corresponding to the backbone of the living animal, but which nevertheless is capable of great improvement and strengthening. There are the ribs and beams, corresponding to the ribs of the animal, which in the latter keep the body sufficiently distended and in shape, to contain the various vital organs that sustain life, and which have sufficient strength in a great measure to protect them from being crushed or injured. But the skin, that beautiful, wondrous, seamless garment which so closely and marvelously envelops the animal, yet permits of every requisite movement of its limbs and organs; the strength of which is so great that, even in the smaller animals, it can with difficulty be broken, and which in the larger, such as the elephant, hippopotamus, and rhinoceros, is enormous; without the protection of which the animal frame would speedily fall asunder—Where in the iron ship shall we find its counterpart? Can the thin iron plating with its numerous perpendicular lines of weakness, occasioned by the numberless rivetings of the short iron plates, be compared to the animal skin, without one weak spot over its entire surface? It cannot be so. Yet, as far as possible, they should be assimilated, for the same important use is required of each.

In wooden ships a much nearer ap-

proximation is made to the animal skin, since, owing to the greater length of the planking, and their narrowness as compared with the iron plates, the lines of weakness occasioned by the rivets are avoided. The greater length of fibre of wood and its greater elasticity may also be sources of additional strength.

An apt illustration of the strength of a skin of planking only, is that of the diagonal system in boat-building, on which principle the larger boats in the Royal Navy are constructed, as are also the life-boats of the NATIONAL LIFE-BOAT INSTITUTION. Boats built on this plan are almost without rib-timbers, having only a few short floor timbers, their double diagonal planking being relied on solely to afford the requisite strength, and they are known to be the strongest description of boats.

The well-known shipbuilder, Mr. HALL, of Aberdeen, has successfully applied the same principle to building wooden ships, and the *Shomberg* clipper ship, of 2,600 tons, which was unfortunately wrecked on the Australian coast in 1857, was built on this principle by Mr. HALL, and was supposed to be the strongest wooden ship in our own or any other merchant navy.

Mr. RALPH TAYLERSON, of Port Glasgow, has now proposed to apply, to a great extent, the same principle to iron ships, and apparently with every prospect of success. As the comparative shortness of the iron plating, which we suppose is unavoidable, prevents the application of the principle in precisely the same manner as in wooden vessels, Mr. TAYLERSON places the frames, corresponding to the timbers or ribs of wooden vessels in a direction diagonal to the keel and sides of the ship; each frame, like the planks of the diagonal boat, passing from one gunwale across the keel and up to the other gunwale continuously, the iron plating being attached horizontally, as now. As the lines of riveting, of the planking, or lines of weakness thus run diagonally or obliquely to transverse sections of the ship, whilst the cross or deck beams run parallel to such sections, and are bolted to different frames on the one side to what they are on the other, a manifest vast increase of strength to the whole structure

against transverse fracture is obtained. Mr. TAYLERSON also introduces other improvements, especially in the keel, to impart further strength. We hope to give in a future Number the substance of a lecture on his invention by Mr. TAYLERSON, recently delivered at the hall of the United Service Institution in London, illustrated by designs furnished to us by the inventor for the better elucidation of his plan.

We think the importance of this subject cannot be overrated; and we implore all builders and designers of iron ships, whilst the loss of the *Royal Charter* and of the *Indian*, and the cries of their dying inmates, in imagination, are yet ringing in their ears, carefully to consider Mr. TAYLERSON's propositions, and to adopt them if no better can be discovered.

ADDITIONAL LIFE-BOAT STATIONS AND NEW BOATS.

FOWEY, CORNWALL.—A life-boat has been recently stationed by the NATIONAL LIFE-BOAT INSTITUTION at Polkerris, near Fowey, the cost of the same and of a substantial boat-house being defrayed chiefly by WILLIAM RASHLEIGH, Esq., J. F. BULLER, Esq., and T. J. AGAR ROBARTES, Esq., M.P., aided by other local contributors. Mr. RASHLEIGH, who from the first has taken the greatest interest in this Establishment, also gave the site of ground for the boat-house and the stone for building the same. This boat is 30 ft. long, and rows six oars, single-banked. She will be available for the protection of vessels running ashore in any part of St. Austle Bay, on the eastern extremity of which is the small village of Polkerris. On the conveyance of this boat to her station, from Fowey, by her crew, she was to some extent tested, and her crew formed a high estimate of her qualities. She was then rowed round St. Austle Bay, and exhibited at the small port of Charlestown in that bay, where she met with quite an ovation; the crews of the vessels in port all hoisting their colours, in testimony of their gladness to be assured of the protection of a life-boat in the event of disaster occurring to them off the port,

LIZARD, CORNWALL.—A life-boat establishment has been formed at the Lizard Point by the NATIONAL LIFE-BOAT INSTITUTION, and a 30 ft. single-banked life-boat and a transporting-carriage have been placed there. The Hon. Mrs. AGAR and T. J. AGAR ROBARTES, Esq., M.P., have contributed 269*l.* towards the undertaking. A life-boat has been much required in this locality. Until the establishment of this boat, and that at Fowey, there was no life-boat station between Teignmouth in Devon and Penzance at the western extremity of Cornwall. The Rev. P. VYVYAN ROBINSON has kindly undertaken the Honorary Secretaryship and general supervision of the establishment. Some trial has already been made of this boat, and her crew have expressed themselves in high terms of her valuable qualities.

PORTMADOC and BARMOUTH, NORTH WALES.—Larger, swifter, and more powerful life-boats being required at Portmadoc and Barmouth, in Cardigan Bay, than those previously stationed there—they having to proceed long distances under sail to vessels grounding on the Sarn-Badrig, or causeway, which extends for many miles across the northern part of Cardigan Bay—the Institution has had those boats lengthened 6 ft., and refitted with new sails, &c., at a cost of more than 150*l.* each. A new boat-house has also been built at Barmouth for the life-boat there.

RHOSCOLYN, ANGLESEA.—A new life-boat, 30 ft. long, and rowing six oars, single-banked, has been placed at Rhoscolyn in lieu of an old boat entirely worn out. A new boat-house has also been built to contain her. The crew of this boat, from what they observed of her qualities in rowing her from Holyhead to her station, have expressed their confidence in her, and their readiness to go in her in any sea in which it will be practicable to get her out.

Life-boats are also in course of building, and will shortly be sent, to St. Andrew's, in Scotland, to Carmarthen Bay and Porthcawl in South Wales, and to Silloth on the coast of Cumberland.

THE HEAVY GALES OF OCTOBER AND NOVEMBER LAST.

THE unusually heavy gale, or rather hurricane, of the night of the 24th October last, was unexampled in its work of destruction in our maritime records. During the whole of that day not a single casualty, with one trifling exception, occurred either on the shores or in the seas of the British Isles. When the *Royal Charter* recommenced her voyage from Queenstown on the morning of that day, every one on board calculated, almost to a certainty, on a safe arrival at Liverpool before the evening closed. Indeed, the ship was opposite Holyhead when the gale began to freshen up, and the disaster which subsequently happened to her and her unfortunate crew and passengers have become "household words" in the homes of these islands. But perhaps it is not so generally known that during that awful night and following day 195 vessels were wrecked—113 of them being dashed to pieces—with the loss of 684 of our fellow-creatures, including those who perished from the *Royal Charter*.

It is satisfactory to find, on the other side, that, notwithstanding the fearful and terrific character of this now celebrated gale, 190 persons were rescued from the wrecks by life-boats, the rocket apparatus, and other means.

From the 25th to the 31st October the total number of shipwrecks was 248, drowning 686 persons, showing that only 2 men perished from the fifty-two wrecks that occurred between the 27th and 31st of the month, and that their crews, amounting to 126 men, were safely rescued from their perilous positions. On the 1st November, however, the gale again was most furious. Thirty-eight vessels were wrecked on this day, from which 29 persons were lost and 73 saved, 31 having been rescued by the life-boats of the NATIONAL INSTITUTION and those of other bodies. The shipwrecks that took place from the 2nd to the 9th of Nov. did not exceed the average rate of losses; but the summary of the whole work of destruction from the 25th October to the 9th November is distressing in the extreme to contemplate. It is as follows:—Total ship-

wrecks, 325; total lives lost, 748. It is gratifying, however, to find that on these occasions 487 lives were rescued by life-boats, the rocket apparatus, and other means.

The British public cannot fail to appreciate the valuable assistance the NATIONAL LIFE-BOAT INSTITUTION, the BOARD OF TRADE, and local bodies, have rendered in the cause of humanity on these disastrous occasions; for undoubtedly most of the persons recorded above as saved were snatched from death through their timely aid.

M. SILAS'S INEXTINGUISHABLE MARINE LIGHTS.

A LIGHT of a novel character, which, from the circumstance of its being inextinguishable by water, bids fair to be a valuable acquisition, has been recently introduced and patented by M. Silas, a French gentleman, who has lately been exhibiting the same on different occasions, in the Thames and at the Serpentine in Hyde Park.

M. Silas having invited the attention of the NATIONAL LIFE-BOAT INSTITUTION to his lights, the Committee, considering that an inextinguishable light might often be of much service on board vessels, or in life-boats, on occasions of shipwreck, deputed REAR-ADMIRAL McHARDY, one of their body, and CAPTAIN WARD, R.N., their Inspector, to witness a trial of these lights; in order to ascertain how far they might be applicable to the service of the Institution, or might promise to be useful as night signals for ships. Thinking the subject of much interest and importance, we herewith give the report of the above officers to the Committee; and desire to call the serious attention of shipowners to these lights as a means of signalizing to the shore in the event of shipwreck, when all other lights may have got extinguished.

Since the subjoined Report was made, an illustration of the great value of such lights in some emergencies has occurred. On the 5th of November last, at about 4 A.M., the ship *Canton* was driven ashore near Rye. The night being dark and very thick, the vessel could not herself be distinguished. A light was seen for a short time, but, not

being repeated, her position could not be ascertained, nor was it known whether she was in danger or not. At daylight she had gone to pieces, and all her crew, excepting two, had met with a watery grave. As there were two life-boats stationed within reach of the spot, had their crews been aware of the situation of the ship, the lives of 12 unfortunate men might probably have been saved.

Now it may fairly be presumed that at the time when lights ceased to be visible from the shore, the only available light had been extinguished by the sea on board the ill-fated ship. If she had then had stowed in convenient places on her upper deck a supply of M. SILAS's floating inextinguishable lights, which self-ignite on coming in contact with water, one of them might have been thrown overboard from time to time. These, floating to the shore, to which they would have been quickly carried by the waves, and casting their brilliant rays far and near, would have told their own tale, and would have been so many eloquent although silent appeals to the sympathy of those on shore, who would no doubt have done their best, at the risk of their own lives, to succour their fellow-creatures in such dire need of their aid.

We believe that floating lights, such as above referred to, would not cost more than 5s. or 6s. each: they will burn brightly for about half an hour, and continue alight for a much longer time; there will, therefore, be no excuse for any ship being unprovided with them on the plea of expense.

The following is a copy of the Report referred to above, addressed to the Secretary of the Institution:—

Sir, London, 30th Nov., 1859.

We have the honour to report, for the information of the Committee, that on the 1st and 28th November we witnessed experiments at Blackwall with M. SILAS's inextinguishable lights. On the first occasion there was a dense fog; on the second, the night was clear.

Our opinion is as follows:—

1. That M. SILAS has satisfactorily shown that a brilliant light can be produced, which is inextinguishable by water, and which will even burn at considerable depths, the flame then ascending through the water, and being emitted at the surface in sudden and irregular bursts or jets.

2. That in the present state of the invention the light is not sufficiently steady or enough under control to be generally useful for signal purposes;

and that a large volume of smoke or vapour which is generated by it must make it unsuitable for use in any apartment or confined enclosure.

3. That the application of the invention may, however, be susceptible of great improvement in the above respects.

4. That the importance, under some circumstances, of possessing a powerful light, inextinguishable by water, yet so slightly inflammable as with difficulty to ignite any other substance, cannot be doubted, and that M. SILAS's invention is therefore entitled to a full trial, and deserving of a careful series of experiments.

5. That the most apparent uses to which it is at present applicable, are:—1st, As a floating light to be thrown into the sea from a ship, or boat, or pier, to show the position of drowning persons, or of floating spars, or other objects on the surface. 2ndly, As a signal of distress, or for assistance in the night, when other powerful lights might be unobtainable, or might get extinguished.

6. That whilst admitting the superiority in general of a steady permanent light, which can yet be shown or concealed or extinguished at pleasure, and sufficiently under command to confine its light to any required direction; we yet think that "the inextinguishable light" even in its present rudimentary state, might at times be important on occasions of night shipwrecks. We beg, therefore, to recommend that the Institution should order a small number of the floating lights (No. 1), of two or more sizes, to be placed in some of the life-boats of the Society, and to be submitted to trial on suitable occasions. We are, &c.,

J. B. B. McHARDY, *Rear-Admiral and Member of Committee.*

J. R. WARD, *Captain, R.N., Inspector of Life-boats.*

HEROIC CONDUCT.—AWARD OF THE GOLD MEDAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

On the occasion of the late fearful wreck of the steamer *Royal Charter*, with the loss of no less than 450 of those on board her, there was one person amongst the few survivors of the catastrophe who has been deservedly held up to public notice.

JOSEPH RODGERS, one of the crew, a Maltese seaman, soon after the doomed ship struck on the rocks, volunteered to swim ashore with a line fast round his body, with a view to effect a communication between the wreck and the persons assembled on the shore, by the instrumentality of which the unfortunate persons on board the former might be conveyed to land.

As is generally known, his attempt was crowned with success, although the sea was breaking with frightful violence on the rocks; and had the vessel herself been able to resist the force of the waves, his daring effort to help his fellows in distress would, without doubt, have been gloriously re-

warded by the safe deliverance of most if not all of those who sailed with him in the ship.

It was, however, decreed otherwise, as the ship broke up ere more than a few persons had been able to avail themselves of the means of rescue afforded them by the intrepidity of the brave man whose act we are recording. Nevertheless, that act is as deserving of admiration as if it had been the means of saving all on board. The extreme risk attending its performance may not have struck every one, yet it would be impossible to exaggerate it. It is known to every person conversant with the effects of a broken sea on the shore, that even if that shore be of smooth sand or shingle, the force of the falling waves is so great, and their retreating force so almost equally dangerous, as to overcome in most cases the power and skill of the strongest and most skilful swimmers. How much more is the danger enhanced when the infuriated surges dash themselves and all that they bear upon them, with headlong violence, on the sharp and serrated edges of the adamant rock! Yet still more must the risk be increased when all around is darkness; when broken spars and pieces of wreck are interspersed amongst the waves; and when the temperature of the water is so low as to chill the blood and half quench the vital energies of the most vigorous frame. All these sources of danger must have presented themselves to the subject of our notice; yet he heeded them not. True, he was personally interested in reaching the shore, but he could not have thought that the probability of doing so was increased by his carrying a line from the ship, and he might well have paused ere plunging into the deep, to reflect if the chances of his own destruction did not greatly predominate over those of his reaching the shore alive. And no doubt he would have so reflected, and would have acted on that reflection, had he not yielded himself up to that impulse of a feeling and generous nature which at such a moment will absorb every other, and which, banishing self from the mind, will think only of the object to be effected.

Such was the act of JOSEPH RODGERS, the Maltese seaman of the *Royal Charter*.

The NATIONAL LIFE-BOAT INSTITUTION, in testimony of his heroic conduct, presented him with the gold medal of the Society, and the sum of 5*l.*, with an accompanying vote of thanks inscribed on vellum, recording the nature of the service for which the medal was awarded. The same was presented to him at a public meeting at Liverpool, presided over by S. R. GRAVES, Esq., Chairman of the local Marine Board.

NATIONAL LIFE-BOAT INSTITUTION.

SERVICES OF ITS LIFE-BOATS DURING 1859.

FROM the annexed tabular statement it will be seen that during the year which has just ceased the life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION have, at various points of our coasts, been actively called into operation on sixty-one different occasions. The result has been that they have saved 218 lives from thirty-nine wrecks, besides assisting five vessels safely into port. On twenty-nine occasions it happened that when the life-boats had put off in reply to signals of distress, the vessels had either got out of danger, or their crews been rescued by other means. Life-boats' crews also assembled several times to give assistance, but were not required to put off to sea. For these valuable exertions the total sum paid to life-boats' crews was 733*l.* 18*s.* 9*d.* On these occasions, and on those of quarterly exercise, the life-boats were manned probably by no less than 4,000 persons. Nearly all the services took place in stormy weather and heavy seas, and often in the dark hour of the night. Such practical proofs as these of the great value of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in a maritime country like ours, cannot possibly be overrated. It has now *Ninety-six* life-boat stations under its management. On an average, each station requires 30*l.* a-year to maintain it in a state of thorough efficiency. This good work can only be perpetuated by permanent endowments and the continued support of the public to the NATIONAL LIFE-BOAT INSTITUTION.

| Date of Wreck. | Site of Wreck. | Wind and Weather. | Name of Vessel. |
|----------------|-------------------------------|-------------------------------|-------------------------------------------------|
| 1859. | | | |
| Jan. 1 | Lytham | S.W. Gale | Schooner E. D. of Salecombe |
| " 9 | Newbiggin Point | S. Gale | Schooner Betsy of Sunderland |
| " 26 | Rhyl | Gale | American Ship—Unknown |
| " 30 | Ditto | Gale | Schooner Victoria of Ulverstone |
| Feb. 2 | Holyhead | W.N.W. Heavy Sea | Unknown |
| " 7 | Rottingdean | W.S.W. Heavy Gale | Schooner Viscaya of Spain |
| " 7 | Ditto | Ditto ditto | Ditto |
| " 8 | Teignmouth Bar | S.S.W. Strong Gale | Brig Peri of Teignmouth |
| " 10 | Rottingdean | Ditto ditto | Barque Aurora of Newcastle |
| " 10 | Ditto | Ditto ditto | Ditto |
| " 18 | Newbiggin | W. Gale | Sunderland pilot-boat |
| " 28 | Jack's Hole Bank | S. Blowing Strong | Brig Louise of Genoa |
| Mar. 8 | Doom Bar Sands | N.W. Heavy Gale | Brig Gonsalve of Nantes |
| " 11 | Trefadoc | S.W. ditto | Schooner Scotia of Carnarvon |
| " 11 | Northam Burrows | Stormy | Schooner Caroline of Fowey |
| " 12 | Appledore | Ditto | Schooner Clifton of Gloucester |
| " 15 | Doom Bar Sands | N.W. Heavy Gale | Schooner Frederick William of Ipswich |
| " 15 | Portmadoc | Strong breeze | Unknown |
| " 15 | Penmon | W. Blowing Hard | Schooner Native Lass of Liverpool |
| " 15 | Padstow | N.W. Gale | Unknown |
| " 14 | Castletown | E. Blowing Hard | Schooner Janet of Liverpool |
| " 18 | Fishguard | N.N.W. Heavy Gale | Brig Lord Gough of Whitby |
| " 29 | Cullercoats | N.E. Heavy Sea | Fishing-boat |
| " 29 | Abergele Bay | N.W. | Sloop Mary of Ramsey |
| April 2 | Sizewell Bank | S.S.W. Rough | Brig Velocity of Sunderland |
| " 2 | Ditto | Ditto | Ditto |
| " 15 | Goodwin Sands | W.N.W. | Sloop Liberal of Wisbeach |
| " 24 | Winterton | E.S.E. | Barque Alecto of Frederickstadt |
| " 25 | Cresswell Rocks | E. Stormy | Brig Quest of Stockton |
| " 28 | Blackwater Bank | E.S.E. Strong Gale | Ship Pomona of New York |
| Aug. 1 | Goodwin Sands | W.S.W. | Barque (unknown) |
| " 23 | Arklow Bank | S.S.E. | Barque Fairy Queen of Glasgow |
| " 30 | Fleetwood | W.N.W. Squally | Ship Sir Colin Campbell of Belfast |
| " 30 | Castletown | W.S.W. | Brig Opreisingen of Arendal |
| Sept. 14 | Dover | S. Strong Gale | Schooner Dove of Seaton |
| " 16 | Boulmer | N.E. Squally | Fishing-boat |
| " 16 | Bridlington | E. by N. | Brig Eagle of Sunderland |
| " 17 | " | " | " |
| " 18 | Misner Haven | N. & W. Strong Gale | Brig Lucinde of Memel |
| Oct. 24 | Aberdovey | N.N.E. | Smack Endeavour of Portmadoc |
| " 25 | Filey | E. by N. Heavy Gale | Sloop George and Mary of Hull |
| " 25 | Boulmer | E.S.E. | Brig Adelphi of Shields |
| " 25 | Yarmouth | S.S.E. Gale | Brig John of Shields |
| " 25 | Newhaven | Terrific Gale | Unknown |
| " 26 | Spittal Point | N.E. Stormy | Schooner Majestic of Dundee |
| " 26 | Rhyl | N. Very Heavy Gale | Schooner Oriental of Lancaster |
| " 26 | Lowestoft | S. Heavy Gale | Schooner Lord Douglas of Dundee |
| " 26 | Ditto | Ditto | Schooner Silva of Glasgow |
| " 26 | Ditto | Ditto | Ditto |
| " 26 | Redcar | N.W. Strong Gale | Coble Isabella of Hartlepool |
| " 26 | Bude Haven | N.W. Strong Gale | Schooner Charles Frazer of Cork |
| " 31 | Ditto | S.S.W. Hard Gale | French Schooner La Jeune Mathilde |
| Nov. 1 | Holm Sands | S. Heavy Gale | Steamer Shamrock of Dublin |
| " 2 | Tenby Roads | W.S.W. | Smack Bruce of Milford |
| " 2 | Braunton Sands | Hurricane | Brig North Eske of Sunderland |
| " 2 | Whitburn | " | Schooner Anton of Denmark |
| " 5 | Yarmouth | S.S.E. Gale | Schooner Ferona of Exeter |
| " 6 | Tenby Roads | S.W. Whole Gale | Brig Policy of Sunderland |
| " 6 | Brille Bar | Fresh Gales | Steamer Enchantress of Hull |
| " 9 | Berwick | N.N.E. | Brig New Astley of Aberdeen |
| " 19 | Castletown, Carrick | S.W. Strong | Barque Ohio of Stettin |
| " 19 | Sarn Badrig | Hazy Weather | Ship Troy of Boston, U.S. |
| " 25 | Winterton | S.E. Heavy Gale | Brig Cuba of Whitby |
| " 26 | Redcar | S.E. Heavy Sea | Brig Fortuna of Memel |
| Dec. 3 | Aldborough | E.S.E. Blowing Hard | Brigantine Countess of Ipswich |
| " 4 | South Tail | Gale | Schooner Cygnet of Cardigan |
| " 5 | Salthouse Bank | W.S.W. Gale | Sloop Barbara of Almwch |
| " 10 | Sizewell Bank | E.S.E. Heavy Swell | Brig Henry Morton of Sunderland |
| " 11 | Blackwater Bank | S.S.W. Hazy | Ship Somnauth of Liverpool |
| " 13 | Thorpness | Snow Squalls | Sloop Sybil of Goole |
| " 13 | Horse Bank | Foggy, Heavy Swell | Brigant. Robert and Henry of Dundalk |
| " 18 | Filey | N.W. Strong Gale | Schooner Olive Branch of Colchester |
| " 21 | Lytham | Stormy | Brigant. Hannah Jane of London |
| " 21 | Aldborough | S.W. Strong Gale | Brig Unity of Whitby |
| " 30 | Barmouth | S.W. Gale | Ship Britannia of Bath, U.S. |

Note.—It frequently happens, as shown above, when life-boats put off in reply to signals of distress,

| Life-Boat Station. | Nature of Service. | Expense of Service. | | |
|-------------------------------|-------------------------------------------------------|---------------------|----|----|
| | | £. | s. | d. |
| Lytham life-boat. | Assisted to bring vessel & crew of 5 men into harbour | Paid by owners | | |
| Newbiggin life-boat. | 4 men saved | 14 | 0 | 0 |
| Rhyl life-boat. | Put off to assist, but services not required. | 8 | 10 | 0 |
| Ditto | Ditto ditto | 12 | 0 | 0 |
| Holyhead life-boat | Ditto ditto | 6 | 10 | 0 |
| Brighton life-boat | Helped to bring vessel into port | 10 | 10 | 6 |
| Newhaven life-boat | Put off to assist, but services not required | 7 | 6 | 0 |
| Teignmouth life-boat | Ditto ditto | 6 | 0 | 0 |
| Newhaven life-boat | Ditto ditto | 7 | 7 | 0 |
| Brighton life-boat | Ditto ditto | 19 | 12 | 0 |
| Newbiggin life-boat | Ditto ditto | .. | .. | .. |
| Arklow life-boat | Ditto ditto | 8 | 0 | 0 |
| Padstow life-boat | 7 men saved | 8 | 13 | 0 |
| Holyhead life-boat | Helped to bring vessel to shore | 6 | 10 | 0 |
| Appledore (Mermaid) life-boat | 5 men saved | 5 | 4 | 0 |
| Ditto (Mermaid and Petrel) | 2 ditto | 33 | 0 | 0 |
| Padstow life-boat | 5 ditto | 8 | 11 | 6 |
| Portmadoc life-boat. | Put off to assist, but services not required. | 13 | 0 | 0 |
| Penmon life-boat | Ditto ditto | 3 | 10 | 0 |
| Padstow life-boat | Assembled crew | 0 | 16 | 0 |
| Castletown life-boat. | Ditto ditto | 1 | 9 | 6 |
| Fishguard life-boat | Put off to assist, but services not required. | 6 | 0 | 0 |
| Cullercoats life-boat. | 4 men saved | .. | .. | 0 |
| Rhyl life-boat. | Put off to assist, but services not required. | 7 | 10 | 0 |
| Thorpe life-boat | 8 men saved | 11 | 10 | 0 |
| Aldborough life-boat | Put off to assist, but services not required. | 7 | 15 | 0 |
| Walmer life-boat. | 1 man saved | 13 | 10 | 0 |
| Winterton life-boat | 9 ditto | 24 | 15 | 0 |
| Newbiggin life-boat | Crew assembled | 3 | 8 | 0 |
| Rosslare life-boat | Was towed to spot, but too late to be of service | 4 | 10 | 0 |
| Walmer life-boat. | Put off to assist, but services not required. | 6 | 17 | 6 |
| Arklow life-boat | Ditto ditto | 7 | 6 | 6 |
| Fleetwood life-boat | Ditto ditto | 4 | 10 | 0 |
| Castletown life-boat. | 3 men saved | 11 | 10 | 0 |
| Dover life-boat | Put off to assist, but services not required. | 4 | 12 | 0 |
| Boulmer life-boat | Ditto ditto | 6 | 8 | 0 |
| Bridlington life-boat | 6 men saved | 16 | 0 | 0 |
| Southwold life-boat | 11 men saved | 31 | 14 | 6 |
| Aberdovey life-boat | 4 men saved | 11 | 0 | 0 |
| Filey life-boat | 3 men saved | 15 | 10 | 0 |
| Boulmer life-boat | Put off to assist, but services not required. | 6 | 10 | 0 |
| Yarmouth (surf) life-boat | Assisted to bring ship & crew of 7 men into harbour | Paid by owners. | | |
| Newhaven life-boat | Crew assembled | 2 | 14 | 9 |
| Berwick life-boat | 5 men saved | 8 | 0 | 0 |
| Rhyl life-boat | 6 men saved | 8 | 0 | 0 |
| Lowestoft life-boat | 5 men saved | 14 | 10 | 0 |
| Ditto | 4 men saved | 14 | 10 | 0 |
| Pakefield life-boat | Put off to assist, but services not required. | 14 | 10 | 0 |
| Redcar life-boat | 2 men saved | 13 | 7 | 0 |
| Bude Haven life-boat | Crew assembled | 4 | 10 | 6 |
| Pakefield life-boat | Ditto ditto | 24 | 0 | 0 |
| Lowestoft life-boat | 14 men saved | 24 | 0 | 0 |
| Tenby life-boat | 3 men saved | 11 | 1 | 0 |
| Braunton life-boat | 6 men saved | 10 | 2 | 6 |
| Whitburn life-boat | 6 men saved | 12 | 12 | 0 |
| Yarmouth (surf) life-boat | 5 men saved | Paid by owners. | | |
| Tenby life-boat | Put off. Crew saved by other means | 12 | 16 | 0 |
| Pakefield life-boat | Assisted in bringing vessel and 14 men into harbour | Paid by owners. | | |
| Berwick life-boat | 6 men saved | 6 | 10 | 0 |
| Castletown life-boat | 4 men saved | 11 | 0 | 0 |
| Barnmouth life-boat | Put off. Assisted vessel to get off | 6 | 0 | 0 |
| Winterton life-boat | 1 man saved | 11 | 0 | 6 |
| Redcar life-boat | 11 men saved | 25 | 15 | 0 |
| Aldborough life-boat | Put off to assist, but services not required | 15 | 4 | 0 |
| Appledore (Mermaid) life-boat | Ditto ditto | 4 | 15 | 0 |
| Lytham life-boat | Put off. Crew got ashore | 6 | 10 | 0 |
| Thorpness life-boat | 8 men saved | 12 | 8 | 0 |
| Cahore life-boat | 4 men saved | 13 | 18 | 0 |
| Thorpness life-boat | 3 men saved | Paid by owners. | | |
| Lytham life-boat. | 6 men saved | Ditto. | | |
| Filey life-boat | 7 men saved | 13 | 18 | 0 |
| Lytham life-boat | 7 men saved | 6 | 10 | 0 |
| Aldborough life-boat | Put off to assist, but services not required. | 31 | 15 | 0 |
| Barnmouth life-boat | 14 men saved | 12 | 2 | 6 |

that vessels either get out of danger, or their crews are rescued by other means.

SERVICES OF LIFE-BOATS IN CONNECTION WITH THE NATIONAL LIFE-BOAT INSTITUTION.

CULLERCOATS, NORTHUMBERLAND.—On the 29th March, 1859, a pilot coble, with 2 men in her, being caught by a strong N. E. wind and heavy sea, was observed to be in danger; the Cullercoats life-boat was quickly launched, and proceeded to her aid, bringing the 2 men safely on shore, and towing the boat, through a heavy surf, into Cullercoats haven.

WINTERTON, NORFOLK.—At midnight on the 23rd April, 1859, the Norwegian barque *Alecto* ran ashore two miles north of Winterton; her mainmast was soon hanging over her side, and the seas breaking over her. The Winterton life-boat was quickly drawn to the spot by a large number of men on her transporting carriage, and succeeded in reaching the vessel, and taking off her crew, 9 in number, landing them in safety at Winterton.

On the night of the 25th October, at 9 P.M., the brig *Cuba*, of Whitby, was driven ashore in a heavy gale off Winterton. The life-boat was got ready soon after midnight, but the night being dark, and the sea very heavy, the boatmen declined to man her until daylight. The vessel had then broken up, and on nearing her fragments, the life-boat's crew succeeded in saving one man only. The brig having on board the crew of a schooner with which she had been in collision, besides her own crew, no less than 12 perished on the occasion.

An unfortunate mistrust of the qualities of the life-boat by the boatmen—a mistrust which has been fostered and encouraged by many persons quite ignorant of the boat, and of the whole subject of life-boats, is supposed to have to some extent influenced the men in their refusal to man the life-boat during the night. Several of the life-boats of this Institution, whose valuable services we are now recording, are of the same description, but some of them inferior in size and character to this boat, which will, however, in deference to the wishes of the men, be exchanged for another, and removed to

some other locality where she may be better appreciated.

CASTLETOWN, ISLE OF MAN.—On the 30th August, 1859, the brig *Opreisingen*, of Arendal, ran on the Bonnonis rock, in Castletown Bay. The master and carpenter landed to procure assistance; but the wind and sea increasing rapidly, it was impossible again to reach her in an ordinary boat. The Castletown life-boat was accordingly launched at midnight, and, taking off the remainder of the crew, 3 in number, landed them in safety at 2 A.M. on the 31st. The brig was full of water when the life-boat reached her.

On the 19th November, the barque *Ohio* dragged her anchors and went ashore in Poolwash Bay, Isle of Man. A pilot-boat which had previously gone off to her was enabled to take off 8 of her crew; but the sea increasing much on the tide rising, made it unsafe for any open boat to proceed to the rescue of the remainder. The Castletown life-boat was accordingly launched, and in one hour reached the vessel, and took off the master and mate and 2 other hands who had been left on board, landing them safely at Port St. Mary, the nearest practicable landing-place. Much credit was given in the locality to the coxswain and crew of the life-boat for their promptitude on the occasion.

BRIDLINGTON QUAY, YORKSHIRE.—On the night of the 16th September, 1859, the brig *Eagle*, of Sunderland, anchored in a leaky state off Bridlington Quay, the wind blowing a heavy gale from the eastward. Finding the water fast gaining on them, the master was compelled to slip his cable and run for the shore. The Bridlington life-boat was quickly launched, and at 3 A.M. took off the crew, 6 in number, landing them safely at Bridlington Quay. The brig went to pieces twenty minutes after the crew were taken off.

SOUTHWOLD, SUFFOLK.—On the night of the 17th September, 1859, the Prussian brig *Lucinde*, of Memel, ran ashore off Mizner Coastguard Station on the Suffolk coast. Intelligence of the same was immediately conveyed to Southwold, with the request

that the life-boat would as soon as possible come to the aid of her crew. She was speedily manned by 15 gallant fellows, launched through a heavy surf, and proceeded under sail to the site of the wreck. The anchor being let go, and the sails taken in, she was then veered down alongside the brig, through a tremendous surf which was breaking quite over the vessel and high up her masts. The life-boat was repeatedly quite buried in the sea, and the coxswain was once washed out of her, but finally, at about midnight, with much difficulty, all on board, 11 in number, including the captain's wife, were safely taken off and landed on the beach at Mizner, where the life-boat was hauled up until the abatement of the wind and sea. One of the brig's crew who had attempted to swim on shore before the arrival of the life-boat, was drowned. It was reported by the officer of Coastguard, and others who witnessed it, that nothing could exceed the behaviour of both the boat and crew whilst performing this most difficult and dangerous service.

In addition to 2*l.* each which the NATIONAL LIFE-BOAT INSTITUTION awarded the crew, they were entertained at a dinner given by J. BIRCH, Esq., and received a purse of 20*l.*, collected by him amongst his friends in London, to mark his sense of their noble conduct on this occasion, he having witnessed their launching the boat.

YARMOUTH, NORFOLK.—On the 5th November the schooner *Feronia*, of Exeter, drove on shore near the entrance of Yarmouth harbour: the Yarmouth smaller life-boat went to her assistance through a heavy surf, and succeeded in rescuing her crew of 5 men, landing them in safety.

ABERDOVEY, MERIONETHSHIRE.—On the 25th October, 1859, the smack *Endeavour*, of Portmadoc, drove from her anchors in St. Tudwell's roads, in a N.N.E. gale, and having carried all her sails away except her foresail, bore up for the neighbourhood of Aberdovey, where she ran ashore: the Aberdovey life-boat was quickly launched, and proceeded to attempt the rescue of her crew, but after great exertions was compelled

to return; a second crew then took the place of the first, and succeeded in taking off the crew of 4 men. The life-boat which had been but a few months on her station, was reported to have behaved exceedingly well on this occasion.

RHYL, NORTH WALES.—On the 26th October, 1859, the schooner *Oriental*, of Lancaster, having lost her sails, was driven ashore near Rhyl. The tubular life-boat stationed at that place was quickly launched, and, through a terrific sea, took off the crew of 6 persons, the seas sweeping the vessel's decks at the time.

FILEY, YORKSHIRE.—On the night of the 25th October, 1859, the sloop *George and Mary*, of Hull, was driven ashore near Filey, in a heavy gale from the eastward. On her showing a light as a signal of distress, the Filey life-boat was manned and launched, and proceeding to her, took off her crew of 3 persons, landing them in safety. The sloop shortly after broke up, and at daylight had entirely disappeared.

BERWICK-ON-TWEED.—On the 26th October, 1859, the schooner *Majestic*, of Dundee, ran for the harbour of Berwick-on-Tweed, it blowing a heavy gale at that time from the N.E. She succeeded in crossing the bar, but drove ashore on Spittal Point. The life-boat was speedily launched, and proceeded to her, and succeeded in taking off her crew, 5 in number, landing them in safety.

On the 9th November the services of the Berwick life-boat were again called into requisition. The brig *New Astley*, of Aberdeen, after crossing the bar of Berwick-on-Tweed in a high sea, let go her anchor, which dragged, and she quickly drifted into the broken water off Spittal Point. The Berwick life-boat was immediately launched, and succeeded in taking off her crew, of 6 men, and safely landed them. There was a very heavy sea alongside the wreck, and the boat received some damage whilst taking off the crew.

LOWESTOFT, SUFFOLK.—On the 26th October, 1859, the schooner *Lord Douglas*,

of Dundee, parted from her anchors in a heavy gale from the south, and foundered off the village of Corton, on the Suffolk coast. The Lowestoft life-boat proceeded under sail to the spot, and having anchored to windward of the wrecked vessel, the crew of which had lashed themselves to the rigging, succeeded in saving them, 5 in number, drawing them through the water by lines thrown to them, and landed them safely at Corton.

On the same afternoon the Lowestoft life-boat performed another valuable service. Scarcely had she returned from saving the crew of the *Lord Douglas*, than another schooner, the *Silva*, of Glasgow, drove ashore at Corton, although lying with three anchors ahead. The life-boat had split her foresail in the previous service, but another was borrowed, and she again started on her mission of mercy, which, happily, was crowned with similar success, and the crew of the wrecked schooner were taken off in the same manner. Having split her borrowed foresail, the life-boat was compelled to land on Yarmouth beach, where the shipwrecked men were hospitably received into the Sailors' Home. The life-boat had to be left at Yarmouth until the 28th Oct.

On the 1st November the crew of this valuable and efficient life-boat had another opportunity to distinguish themselves, and to perform one of the most gallant services which even they have ever effected; and no life-boat in the kingdom has rendered more frequent and important services in this humane work than she has done.

The screw-steamer, *Shamrock*, of Dublin, ran ashore, on the above-named day, on the Holm Sand, during a heavy gale from the S.W. The Lowestoft life-boat was launched as soon as possible after the situation of the unfortunate vessel was perceived, and proceeded under sail to the spot, when she anchored, and the crew of 14 men were with much difficulty hauled into the life-boat by lines thrown to them. The sea was said to be breaking over the mast-heads of the steamer, and repeatedly filled the life-boat. The danger of the service was much increased by the circumstance that a great expanse of shoal water lay close to leeward

of the boat, and if her cable had parted, it was considered that the destruction of the boat and her crew might have followed.

For this service the life-boat's crew received double the usual payment, or 1*l.* each; and in testimony of admiration for this and previous distinguished services in the life-boat, the following men had, in addition, the silver medal of the Institution awarded to them,—RICHARD HOOK, coxswain; FRANCIS SMITH, RICHARD BUTCHER, ALFRED MEWSE, THOMAS LIFFEN, JAMES BUTCHER, and WILLIAM ROSE.

BRAUNTON, NORTH DEVON.—On the 2nd November, at daylight, the brig *North Esk*, of Sunderland, was seen ashore on the north tail of Bideford Bar, the wind blowing a hurricane from W.N.W. at the time. A crew was quickly despatched from Appledore to man the life-boat of this Institution stationed at Braunton; she was then speedily launched, and succeeded in taking the crew of 6 men from the vessel's rigging; the masts shortly after went by the board, and the vessel became a total wreck. This was considered a very gallant as well as a very prompt service, the sea being very heavy and the life-boat being only a small boat rowing 6 oars. Her behaviour on the occasion was reported on in the highest terms.

TENBY.—At daybreak on the 2nd November, the smack *Bruce*, of Milford, was compelled to anchor in a dismasted state about three miles east of Tenby; the wind was blowing a furious gale from W.S.W. at times, and the sea was very high. The Tenby life-boat proceeded at once to her assistance, Lieut. the Hon. H. F. BOYLE, R.N., Chief Officer of Coastguard and Honorary Secretary to this Institution, going in her. The crew of 3 men were taken off in an exhausted state by the life-boat, and safely landed at the small harbour of Saundershott, four miles distant.

On the 7th November the services of the Tenby life-boat were again called into requisition. A large brig, at 9 P.M., was observed to go ashore in Tenby Bay; the

life-boat, manned with the usual mixed crew of Coastguard-men and fishermen, in charge of her experienced coxswain, ROBERT PARROTT, at once proceeded to her through a tremendous sea, the wind also blowing a gale from the S.W. The vessel being on shore on a rocky reef could only be approached from to windward. The life-boat's anchor was accordingly let go, with the intention of being veered down to the wreck, but a heavy roller striking the boat, carried away the cable and broke three of her oars. Finding it then impossible to close with the vessel, in consequence of her peculiar position, and the great sea breaking over her, the life-boat returned to Tenby, and Lieut. BOYLE and his crew proceeded to the spot with all haste by land with the rocket apparatus, and after three hours' persevering efforts succeeded in conveying the crew safely to land. The whole service with the life-boat and rocket apparatus occupied seven hours, and reflected much credit on Lieut. BOYLE, on ROBERT PARROTT, chief boatman of Coastguard and coxswain of the life-boat, and on all the others engaged with them. Although the life-boat was not the means of saving the vessel's crew in this instance, yet, the whole service being of a very gallant character, and the lives being after all saved by the same party who manned the life-boat, although with other means, we have deemed it deserving of being recorded. The silver medal of the Institution was voted to Lieut. BOYLE, R.N., and the second-service clasp added to the medal received on a former occasion by ROBERT PARROTT, the coxswain of the life-boat, he having several times previously distinguished himself by his gallant conduct in charge of the Institution's life-boat at Tenby.

In addition to the above services, the crews of other vessels have been since saved by life-boats belonging to the NATIONAL LIFE-BOAT INSTITUTION, but the particulars of which were not received in time for publication in this Number.

On numerous other occasions during the recent storms the life-boats of the

NATIONAL LIFE-BOAT INSTITUTION have proceeded to the assistance of vessels in distress, and they have thus in several instances been indirectly the means of saving the lives of their crews, by helping or directing them out of danger, although their crews have not been taken off them.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

Thursday, 4th August, 1859. THOMAS CHAPMAN, Esq., V.P., F.R.S., in the Chair.

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

Read letter from WILLIAM RASHLEIGH, Esq., of Menabilly, of the 18th July, expressing his satisfaction with the decision of this Institution, to station a life-boat at Polkerries, near Fowey, and stating he would use his best exertions to respond to the liberality of the Society.—To be thanked.

Also from Mr. MONTAGUE GORE, of 3rd August, forwarding a copy of a letter which had appeared in the *Morning Post* of the 2nd idem, on the necessity of additional life-boats for Scotland.—To be thanked.

Also from Mr. McCOSH, Sec. of the Ayr Branch, of the 2nd August, stating the successful trial which had been made with the new life-boat and carriage recently sent to that place by this Institution.

Read and approved the Inspector's report of his recent visit to the life-boat stations on the West Coast of England and in Wales. He stated that when at Padstow, he was informed that a sailor had been twice wrecked and each time saved by the life-boats of this Institution. The first was on the occasion of the wreck of the *Barque Reliance*, of London, some two or three years ago, during a dark, tempestuous night, in the neighbourhood of the Goodwin Sands. He was then, with 14 other men, rescued from an apparently inevitable death by the Society's life-boat stationed at Walmer. The second time of his being saved was from the wrecked vessel *Gonsalve*, off Padstow, in March last.

Also from the War Office of 7th July, stating that Mr. Secretary HERBERT had ordered 200 copies of the pamphlet on the Management of Boats in Heavy Surfs, issued by this Institution, to be distributed amongst all the military libraries at home and abroad.

Also from Admiral FANSHAWE, C.B., Commander-in-Chief of Her Majesty's fleet in the Mediterranean, of 28th June, expressing his satisfaction with the before-mentioned pamphlet, and requesting that an additional dozen copies might be sent to him. He also forwarded a cheque for 10*l.* in aid of the funds of the Institution.—To be thanked, and ordered a supply of copies of the pamphlet in English and French, to be furnished to the Admiral.

Also from S. ROWLANDSON, Esq., of the College, Durham, Secretary to Lord CREWE'S Trustees, of 25th July, stating that they had decided to grant 30*l.* per annum, for the maintenance of the North Sunderland life-boat establishment. — Decided, that the life-boat be brought into connection with the NATIONAL LIFE-BOAT INSTITUTION.

Reported that the Whitburn new life-boat and carriage had been forwarded on the 27th July, to their destination, by railway; — the Great Northern and North Eastern Railway Companies having kindly given them a free conveyance. — To be thanked.

Read letter from JAS. PANTON, Esq., Hon. Sec. of the Cullercoats Branch, stating that a favourable trial had again been made with the Cullercoats new life-boat and carriage, on the 21st July. He also gave some account of the successful exercise of the Mortar and Rocket Apparatus on the occasion, under the superintendence of Captain HEARD, R.N. — Decided, that Mr. PANTON and Captain HEARD, R.N., be thanked.

Also from Captain MANGLES, M.P., calling attention to a plan of life-boat invented by Mr. WINTER, of Ripley, Surrey. — To be acknowledged.

Captain SLEIGH, K.T.S., presented to the Institution a copy of his Essay on Hydrographical Engineering, as applicable to floating Sea-Batteries, Harbours, &c. — To be acknowledged.

Read letter from R. HITCHINS, Esq., shipowner of Bristol, of 27th July, stating that, although these were not times for shipowners to be giving away money, he considered it his duty and privilege to contribute 3*l.* 3*s.* annually to this Institution. — To be thanked.

Paid 66*l.* 11*s.* 5*d.* for sundry charges on life-boats, life-boat carriages, and life-boat houses, including 124*l.* 0*s.* 10*d.* for the Carnsore life-boat house.

Voted a reward of 6*l.* 10*s.* to the crew of the Walmer life-boat for putting off on the 1st August, with the view of rendering assistance to the crew of a vessel which was observed in a dismantled state on the Goodwin Sands. No person was found on the wreck: when the life-boat was launched, it was supposed that men were seen in the rigging.

Also 1*l.* 10*s.* to the crew of the lugger *Neptune*, of Walmer, for their services to the crew of 4 men of the lugger *Bretagne*, of Havre, which went on the Goodwin Sands during hazy weather on 22nd June last.

Thursday, 1st Sept. Captain Sir EDWARD PERROTT, Bart., in the Chair.

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

Read letter from Captain HEARD, R.N., of Sunderland, of the 13th Aug., speaking in high terms of the Whitburn new life-boat. — To be acknowledged.

Reported that the late Mrs. ANN THOMSON, of Union Place, Blackheath, had left a legacy of 100*l.*, 3 per Cent. Annuities, to this Institution, payable after the decease of her sister.

Read letter from the Rev. R. E. EATON, Hon.

Sec. of the Arklow Branch, of the 13th Aug., stating that the lives of three men had been rescued with the aid of the gear of the Arklow life-boat by her coxswain from the lugger *Mary Ann*, of St. Ives, which stranded on Arklow bar. — To be thanked, and to express approval of the coxswain's zeal.

Read letter from the Rev. J. ALINGTON, Hon. Sec. of the Lincolnshire Shipwreck Association, of the 23rd Aug., requesting to be furnished with various particulars relative to the life-boats of this Institution, and stating that a new life-boat was required at Theddlethorpe. — Ordered particulars to be furnished to Mr. ALINGTON.

Read letter from the Secretary of the Shipwrecked Fishermen and Mariner's Society, of the 29th Aug., transmitting a copy of a circular letter issued by it to their honorary agents, requesting their co-operation in collecting subscriptions to the Institution.

The following is a copy of the joint appeal of the two Institutions to seamen: —

APPEAL TO SEAMEN.

The Committee of Management of the ROYAL NATIONAL LIFE-BOAT INSTITUTION call upon the Commanders and Seamen of the Merchant Navy to lend them a helping hand in placing and maintaining LIFE-BOATS on every exposed part of the Coast of the United Kingdom. A great work has been done, as will be seen by the List of Boats already at their Stations; and who better than Seamen can appreciate the comfort of knowing where to run for a Life-boat when on a lee-shore, and no port of refuge near? The Committee and Honorary Agents of the Shipwrecked Mariners' Society have full fellowship in this good work and great interest in its prosperity; and the Secretary and Honorary Agents of that Society will receive the subscriptions of those Commanders and Seamen who desire to help it forward.

RICHARD LEWIS, *Secretary of the National Life-boat Institution.*

FRANCIS LEAN, *Secretary of the Shipwrecked Mariners' Society.*

All the Agents of the shipwrecked Mariners' Society will receive contributions for the Life-boat Fund.

Paid 58*l.* 10*s.* 9*d.* for balance on Tramore house; 72*l.* 17*s.* for the Braunton life-boat carriage; and 105*l.* 7*s.* 1*d.* for sundry charges on various life-boat establishments.

Voted 7*l.* 6*s.* 6*d.* to pay the expenses of the Arklow life-boat for putting off with the view of rendering assistance to the barque *Fairy Queen*, of Glasgow, which went on the Arklow bank during a dense fog on the 23rd July last.

Also 5*l.* to 2 men and a lad for swimming off and rescuing 2 priests, who with their servants had been capized from a boat during a squall of wind off Roundstone, on the coast of Galway, on the 3rd Aug. last.

Also 4*l.* to 2 pilots for rendering assistance to the crews of 8 men of two ships' boats, which were in a perilous position off the Holmes in the Bristol Channel on the 3rd Aug. last.

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

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

Reported that a public exhibition of the Ex-mouth life-boat had taken place on the 3rd Sept. Lady ROLLE, the munificent donor of the cost of the boat, had, accompanied by her friends and other gentlemen, proceeded off in the boat.

Read letter from Rev. R. TYACKE, Hon. Sec. of the Padstow branch, of 19th Sept., stating that the French Emperor had presented to each of the crew of the life-boat a silver medal for saving the crew of the brig *Gonsalvo* on the 8th March last.

Read letters from Rear-Admiral the Hon. Sir Frederick GREY, K.C.B., Commander-in-Chief of Her Majesty's fleet at the Cape of Good Hope, on the west coast of Africa, and from Rear-Admiral Sir HENRY HOPE, K.C.B., Commander-in-Chief of the East India and China fleet of the 26th July and 19th Aug., expressing their thanks for copies of the pamphlet of the Institution on the management of boats in heavy surfs and broken water; and their appreciation of its value.

Resolved—That the thanks of the Institution, inscribed on vellum, be given to Admiral PARIS, C.B., for his kindness in translating into French the said pamphlet. Also, that one of Capt. WARD's cork life-belts and description be presented to the Admiral.

Read the acknowledgments of the following ambassadors for copies of the pamphlet in English and French on the management of boats in heavy surfs and broken water:—

| | | |
|----------|----------------|-----------|
| France. | Austria. | Portugal. |
| Russia. | United States. | Greece. |
| Prussia. | Sardinia. | |

Read letter from Mr. MAHER, Hon. Sec. of the Tramore branch, of the 26th Sept., reporting a favourable trial of the Tramore life-boat on that day.

Reported—That Major RICHARDSON and Capt. ANSTREE had forwarded to this Institution, on behalf of Capt. W. B. WHISH, of the Indian army, Jullandher, Mrs. WHISH, and other friends, 4l. in aid of its funds.—To be thanked.

Read letter from Capt. CREWE READ and the Rev. E. P. NICHOLL, stating the necessity for a life-boat at Porthcawl on the Glamorganshire coast, at which place the inspector had, in his report of August last, recommended one to be stationed.—Decided that a life-boat station be formed at Porthcawl.

Read letter from Mr. GRAVES, of New York, calling attention to LUDLUM's patent life-boat floats.—Decided that the floats were unsuitable and inapplicable to the life-boats of this Institution.

Read letter from Mr. E. JOBLING, of the 30th Sept., forwarding replies to the life-boat queries, and stating the necessity of a life-boat at Sillioth, near Carlisle, and adding that the undertaking was likely to receive considerable support.—Decided that a life-boat station be formed at Sillioth.

Miss BURDETT COUTTS had subsequently munifi-

cently offered to defray the cost of the above-named life-boat and her gear.—To be thanked.

Read letter from H. A. FITZGERALD, Esq., Hon. Sec. of the Dungarvan branch, of the 28th Sept., reporting a favourable trial of the Dungarvan life-boat on the 26th idem.

Paid 648l. 5s. 5d. for sundry charges on life-boats, life-boat houses, and life-boat stores; and 632l. 18s. to Messrs. FORRESTER, for various life-boats.

Voted—the thanks of the Institution to Capt. TUDOR, R.N., for putting off, with 15 others, in the Wick new life-boat, and rescuing the crew of 7 men of the schooner *Huntress*, which was stranded during a gale of wind off Wick, on the 6th Sept. last.

Also 4l. 10s. to pay the expenses of the Fleetwood life-boat for putting off with the view of rendering assistance to the ship *Sir Colin Campbell*, of Belfast, which was in distress, during a heavy gale of wind, off Fleetwood, on the 30th Aug. last.

Also 11l. 10s. to pay the expenses of the Castletown life-boat for putting off and saving 3 of the crew of the Norwegian brig *Oppeisengen*, of Arendal, which was stranded in Castletown Bay, during a gale of wind at midnight on the 30th Aug.

Also 4l. 12s. to pay the expenses of the Dover life-boat for putting off, with the view of saving the crew of the schooner *Dove*, of Seaton, which was totally wrecked off Dover during a strong gale of wind on the 14th Sept. last. The vessel's crew had, however, been previously rescued by the rocket apparatus.

Also 16l. to pay the expenses of the Bridlington life-boat for putting off in a heavy gale of wind and rescuing the crew of 6 men of the brig *Eagle*, of Sunderland, which went on shore near the North Pier, Bridlington, on the 17th Sept. last.

Also 6l. 8s. to pay the expenses of the Boulmer life-boat for putting off with the view of rendering assistance to a fishing-coble which was observed to be in distress off that place during squally weather on the 16th Sept. last.

Voted the Silver Medal to JOHN CRAGIE, coxswain of the Southwold life-boat; second-service clasp to B. HERRINGTON; and 31l. 14s. 6d. to pay the expenses of the life-boat in putting off and rescuing the crew of 9 men and the captain's wife of the Prussian brig *Lucinde*, of Memel, which was wrecked, during a strong gale and very heavy sea, off Misner Haven, Suffolk, on the 17th Sept. last.

Also 6l. 10s. to pay the expenses of the Cahore life-boat, for putting off with the view of rendering assistance to a vessel that was supposed to be in distress.

Also 5l. to a smack's crew of 5 men, for saving the crew of 7 men of the brig *Fame*, which went on the Shipwash Sands, in Harwich, during hazy weather on the 6th Sept. last.

Also 2l. 10s. to a boat's crew of 5 men, for putting off and rescuing 2 out of 6 persons who were capsized from their boat off Mevagissey Harbour, on the evening of the 24th Sept. last.

Read letter from Captain SHAW master of the Royal Harbour, Ramsgate, of the 7th Sept., stating the services rendered by the Ramsgate life-boat,

in conjunction with their steam-tug and some luggers, to the brig *Quickstep*, of London, which went on the Goodwin Sands on the 6th and 7th Sept. last.—To be acknowledged.

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

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

Read letter from His Grace the PRESIDENT, of the 28th Oct., forwarding a communication from M. MONE, of Havre, relative to his plan of life-boat.—To be acknowledged.

Reported that drawings and specifications of the Ayr life-boat house had been furnished by the Hon. Architect, and sent to the station.

Read letters from Lady C. S., of the 17th and 21st Oct., stating that she had decided on presenting to this Institution the sum of 400*l.*, in aid of the cost of two life-boats, one of which she wished to be placed at Porthcawl, on the Welsh coast, and the other at Port Rush, on the Coast of Antrim.—To be thanked.

Read letter from A. W. JAFFRAY, Esq., of St. Mildred's Court, of the 25th Oct., forwarding a cheque for 360*l.*, in aid of the cost of two life-boats to be stationed at St. Andrew's and Thurso, on the Scotch coast.—To be thanked.

Read letter from Mr. MONTAGUE GORE, of the 15th Oct., stating that he was present on the 14th ult., at Brighton, during the launch of the life-boat, and that everything passed off there satisfactorily.

Read letter from Mr. JOHN GURR, of the Chain Pier, Brighton, of the 6th Oct., calling attention to his plan of life-boat.—To be acknowledged.

Read letter from Captain WREAFORD, R.N., of Hastings, of the 7th Oct., calling attention to the services of ANDREW ENIFER, one of the crew of the Institution's life-boat stationed at Hastings, in saving the life of a lad from drowning whilst bathing off that town. Observing the dangerous position of the lad, ENIFER ran to the life-boat house, where he obtained one of the cork jackets, with which he rushed into the surf to the rescue of the boy.—To be acknowledged.

Read letters from Messrs. PARIS and Co., and Messrs. GIBBS, BRIGHT, and Co., of Liverpool, stating their intention to have contribution-boxes placed in their offices, in aid of the funds of this Institution.—To be thanked.

Read letters from Mrs. CHADWICK and from E. W. GARLAND, Esq., forwarding 100*l.* each, in aid of the funds of this Institution.—To be thanked.

Read letter from Mr. ANDREW A. RANKEN, of Greenock, of the 29th Oct., forwarding a donation of 5*l.*, in aid of the funds of this Society, and stating his intention to assist in the formation of a Branch of it at Glasgow.—To be thanked.

Read letter from the Hon. Secretary of the Cullercoats Branch, of the 31st Oct., stating the necessity of a life-boat at Tynemouth, and expressing a hope that the Institution would supply one.—Decided that a life-boat and carriage be supplied to Tynemouth on a suitable opportunity.

Resolved—That an application be made to the Crown for a Charter of Incorporation to THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Paid 573*l.* 17*s.* 4*d.* for sundry charges on life-boats, life-boat carriages, and life-boat stores. Also 500*l.* to Messrs. FORREST for various life-boats.

Voted the Gold Medal of the Institution and 5*l.* to JOSEPH RODGERS, a Maltese seaman, in acknowledgment of his heroic conduct in swimming ashore with a line from the steam ship *Royal Charter*, whereby many lives were saved, on the occasion of the unfortunate wreck of that vessel, during a very heavy gale of wind, on the Anglesey coast, on the night of 25th Oct. last. (See p. 222.)

Voted 8*l.* 10*s.* to pay the expenses of the Berwick life-boat in putting off and rescuing, during stormy weather, the crew of 5 men of the schooner *Majestic* of Dundee, which was wrecked on Spittal Point on the 26th Oct. last.

Also 15*l.* 13*s.* to pay the expenses of the Filey life-boat, for putting off and rescuing the crew of 3 men of the sloop *George and Mary*, of Hull, which was wrecked, during a heavy gale of wind, off Filey, on the 25th Oct. last.

Also 8*l.* to pay the expenses of the Rhyl tubular life-boat, for putting off and rescuing the crew of 6 men of the schooner *Oriental*, of Lancaster, which was wrecked, during a gale of wind, off the Voryd Telegraph Station, on the 26th Oct. last.

Also 9*l.* to pay the expenses of the Aberdovey life-boat, for putting off and rescuing the crew of 4 men of the smack *Endeavour*, of Portmadoc, which was wrecked, during a gale of wind, off Aberdovey, on the 24th Oct.

Also 12*l.* to a fishing-boat's crew of 8 men, for rescuing, after four attempts, the crew of 4 men of the schooner *Esther Anne*, of Ulverstone, which was wrecked, during a very heavy gale of wind, near Redwharf Bay, Anglesey, on the 26th Oct. The schooner's crew were nearly exhausted when rescued from their perilous position, having been in the rigging from 3 A.M. until 2 P.M.

Voted a reward of 3*l.* to 3 men for their assistance to two persons who were observed to be in dangerous position in a boat, off Dover, on the 30th Sept. last.

Also 3*l.* to two boats' crews, for rescuing the crew of the Swedish schooner *Louise*, which was wrecked off Stonehaven, during blowing weather, on the 8th Oct. last.

Also 20*l.* to the crew of 10 men of the Margate lugger *Queen*, for rescuing the crew of 4 men of the steamer *Mary Ann*, of West Hartlepool, which struck on the Northern Belle, off Broadstairs, and afterwards went down, during a heavy gale of wind, on the 25th Oct. The lugger's crew had been engaged in the service from five o'clock in the afternoon until three o'clock the morning, and had incurred much risk of life in the performance of their intrepid and persevering services.

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

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

Elected Admiral Sir THOMAS COCHRANE, K.C.B., and A. W. JAFFRAY, Esq., Vice-Presidents of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, in acknowledgment of their very liberal support to its funds.

Admiral M'HARDY, and the Inspector of Life-Boats, forwarded their report on some experiments, made at the request of the Chairman of the Institution and Lord SHELburne, on two occasions, with M. SILAS's inextinguishable marine lights.—To be thanked. (See p. 222.)

Read letter from Mrs. AUGUSTA PAYNE, of Dalston, forwarding a plan of her life-raft.—To be acknowledged.

Resolved—That the thanks of the Institution, inscribed on vellum, be presented to CHAS. CLIFFORD, Esq., in acknowledgment of his able and indefatigable exertions in inventing, and bringing to a state of perfection, an improved plan for lowering boats at sea, which is now being brought into general use, and through the instrumentality of which a large number of lives have already been saved from drowning.

Read letter from JOHN PURVIS, Esq., Hon. Sec. of the St. Andrew's Branch, of the 11th Nov., stating that its affairs were progressing satisfactorily.

Read letter from Mr. DAVID SINCLAIR, Hon. Sec. of the Thurso Branch, of the 16th Nov., stating that the people of that locality had readily accepted the offer to station a life-boat at that town, and had promised it their support.

Read letter from Messrs. MACFIE and SONS, of Liverpool, of the 21st Nov., forwarding a contribution of 180*l.* for a life-boat and her gear, to be stationed on the Scotch coast.—To be thanked.

Read letter from Inspecting Commander M'DONALD, R.N., of the 19th Nov., stating the necessity of a life-boat at Banff.—Postponed.

Read letters from the Rev. M. MORGAN, of Conway, and Mr. JOHN JONES, of Llandudno, of 12th and 19th Nov., stating the necessity of a life-boat at Llandudno.—Postponed.

Read letter from the Rev. J. B. MORGAN, of 2nd Nov., stating the necessity of a life-boat at Milford.—Postponed.

Read an application from several boatmen and pilots at Lerwick respecting the necessity of a life-boat for that locality.—Postponed.

Read letter from Captain WASHINGTON, R.N., of the 17th Nov., stating that the life-boat stations would be inserted in the Admiralty charts, as suggested by Captain RYDER, R.N., in his letter of 5th Oct. to the Institution.—To be thanked.

Read letter from the Rev. W. WILLIAMS, Hon. Sec. for the Moelfre Branch, of the 17th Nov., stating that it was impossible for any life-boat, owing to the terrific character of the gale, to have rendered any assistance on the occasion of the wreck of the *Royal Charter*.

Reported—That a valuable article on the Wreck Chart had appeared in the *Companion to the Almanac* for the current year.

Also, that an admirable paper had been contributed by Sir DAVID BREWSTER to the *North British Review* on life-boats and other appliances to save life from shipwreck.

The following are extracts from a letter to a contemporary by T. B. POTTER, Esq., brother of the late Sir JOHN POTTER, M.P. for Manchester:—

"You argue, with great truth, that this is not a subject affecting merely those who live next the sea-coast, but that all in these islands are deeply interested in lessening, as far as possible, the dangers attendant on sea voyages. I believe that the NATIONAL LIFE-BOAT INSTITUTION has done great good, and I think it is well worthy the support of your numerous readers in the inland districts of Lancashire and in the West Riding of Yorkshire. It has, too, an advantage over any local scheme of rewards for gallantry displayed in saving life, inasmuch as the rewards of a national institution are more highly prized than those any local body could give. I hope your appeal will be successful, and I shall be glad to subscribe 50*l.*; or, if the matter be properly taken up in our districts, I will give 100*l.*, provided twenty others will do the same. There is one point, in addition, I would impress on those who live far from the sea-coast, viz., that in case of invasion by any foreign power, the men who will risk their own lives to save their fellow-creatures from a watery grave by shipwreck are the most likely to perform deeds of heroism in defence of our coast. I would not thus have intruded my name upon you, had I not here witnessed on several perilous occasions the gallantry displayed by the crews of the life-boats.

"I am, &c.,
(Signed) "THOMAS B. POTTER.

"*Marine Parade, Brighton,*
"13th Nov., 1859."

Decided—That Mr. POTTER be thanked for his valuable co-operation.

Captain LOBO, of the Spanish Navy, forwarded some copies of his translation into Spanish of the pamphlet on the Management of Boats in Heavy Surfs and Broken Water.—To be thanked.

Reported—That Messrs. MALCOLMSON, of Waterford, had with their usual kindness conveyed on board one of their steamers the Skerries new life-boat and carriage to Dublin. Also the Lizard life-boat and carriage to Falmouth, whence the boat was conveyed on her carriage to her station on the 8th Nov.—To be thanked.

Also that a free conveyance had, with the same usual kindness and readiness, been given to the Fowey life-boat by the Great Western, Bristol and Exeter, and South Devon and Cornwall Railway Companies.—To be thanked.

Read letter from Rev. G. S. WARD, of Magdalen Hall, Oxford, of the 1st Nov., requesting further information relative to the method of the Institution, founded on Dr. Marshall Hall's, for Restoring the Apparently Drowned, as he was desirous to make the same known in Oxford and its neighbourhood. Mr. WARD had had the Instructions printed and circulated there at his own expense.—To be thanked, and ordered the information to be furnished.

Read letter from Lieut. PARKES, R.N., Marine Surveyor of the Liverpool Dock Trustees, of the 23rd Nov., stating that the Trustees had decided to have a 32 ft. life-boat built on the plan adopted

by this Institution, and requesting that the Committee would order such a life-boat to be built by Messrs. FORRESTER on their behalf.—Decided that a life-boat be accordingly ordered of Messrs. FORRESTER.

Read letter from COLLINS REES, Esq., of the Department of Ports and Harbours, Victoria, of the 16th Sept., stating that the government of that colony had built five life-boats on the plan of the life-boats of this Institution, according to the drawings sent to them. They had also provided three stations, with the mortar and rocket apparatus. One of the life-boats stationed at Portland had been instrumental in saving the crew and passengers of the steam-ship *Admella*, which was wrecked on West Cape Rocks, on the 6th Aug. last. He requested to be furnished with any additional information on the operations of this Institution, and stated that Captain FERGUSON, Harbour Master of Victoria, had been indefatigable in his exertions in the good work.—Ordered the information required to be furnished, and to express the gratification of the Committee with the work that had been commenced in the colony.

Read letter from Mr. Crowson, brewer, of Oakham, Rutland, of the 25th Nov., stating that he was about to solicit the inhabitants of Rutland to contribute the cost of a life-boat to this Institution, and adding that he hoped that the example of the smallest county in England would be followed by some of the largest.—To be thanked.

Paid 660*l.* 3*s.* 10*d.* for the Lizard life-boat house, and for sundry charges on life-boats, life-boat carriages, &c.

Voted 14*l.* 10*s.* to pay the expenses of the Pakefield life-boat, for putting off with the view of rescuing the crew of the schooner *Silva*, of Glasgow, which was wrecked on Corton Sands, during a heavy gale, on the 26th Oct. last.

Also 14*l.* 10*s.* to pay the expenses of Lowestoft life-boat which had approached the above wreck at the same time. The schooner's crew of 4 hands were taken on board by it and afterwards safely landed.

Also 14*l.* 10*s.* to pay the expenses of the Lowestoft life-boat, for putting off and rescuing the crew of 5 men of the schooner *Lord Douglas*, of Dundee, which was wrecked off Corton Beach, during a heavy gale of wind, on the 26th Oct.—While returning to the shore with the wrecked crew on board, the violence of the gale had split the boat's foresail, which compelled the crew to run on Corton Beach, where the rescued men were safely placed. After having procured another sail, and partly changed the boat's crew, she again proceeded off to the rescue of the crew of the schooner *Silva*, as detailed above.

Also 24*l.* to pay the expenses of the Pakefield life-boat for putting off with the view of rendering assistance to the French schooner *La Jeune Mathilde*, of Caen, which was wrecked near the Lowestoft South Pier Head, during a heavy gale, on the night of the 31st Oct.; but owing to the shallowness of the water, the life-boat was unable to get near the vessel, and

being in danger of having their boat destroyed by the heavy seas, the crew were compelled to run into the harbour for safety. The crew were afterwards saved by a boat, as detailed below.

Also 12*l.* to 6 men of the Pakefield life-boat's crew for putting off in a punt and rescuing the crew of 5 men of the French schooner *La Jeune Mathilde*, of Caen, which was stranded near the Lowestoft South Pier Head, on the night of the 31st Oct. last.

Voted the Silver Medal of the Institution to R. HOOK, FRANCIS SMITH, JAMES BUTCHER, RICHARD BUTCHER, WILLIAM ROSE, ALFRED MEWSE, and THOMAS LIFFEN, for their general gallant services in the Lowestoft life-boat in saving life from shipwrecks, and particularly for putting off in that boat, and rescuing, during a heavy gale of wind, the crew of 14 men of the steamer *Shamrock*, of Dublin, which was totally wrecked on the south end of the Holm Sands, on the 1st Nov. last. Also 24*l.* to pay the expenses of the boat on that occasion.

Also 11*l.* 1*s.* to pay the expenses of the Tenby life-boat which had put off, manned by Lieut. the Hon. R. F. BOYLE, R.N., and a crew of 12 men, and rescued the crew of 3 men of the smack *Bruce*, of Milford, which was wrecked during a heavy gale of wind near Tenby, on the 1st Nov. last.

Also the Silver Medal to Lieut. the Hon. R. F. BOYLE, R.N.; the second-service clasp to ROBERT PARROT, coxswain; and 12*l.* 16*s.* to pay the expenses of the Tenby life-boat for putting off to the assistance of the brig *Policy*, of Sunderland, which was wrecked during a heavy gale with squalls of hail on the Monkstone Rocks, near Tenby, on the night of the 6th Nov. last. While in the act of saving the shipwrecked crew, the cable of the life-boat parted, which compelled her to return to the shore. The men were afterwards saved by the crew of the life-boat by means of the rocket apparatus.

Also 11*l.* 0*s.* 6*d.* to pay the expenses of the Winterton life-boat in putting off and rescuing 1 man from the brig *Cuba*, of Whitby, which was totally wrecked opposite Winterton Light, at midnight, on the 25th inst.

Also 10*l.* 2*s.* 6*d.* to pay the expenses of the Branton life-boat for putting off and rescuing the crew of 6 men of the brig *North Eske*, of Sunderland, which was wrecked during a hurricane on Branton Sands on the 2nd Nov. last.

Also 12*l.* 12*s.* to pay the expenses of the Whitburn new life-boat, for putting off with the view of rescuing the crew of 5 men of the schooner *Anton*, of Denmark, which was stranded on the rocks off Whitburn on the 2nd Nov. The vessel's crew had previously been taken off by the Whitburn old life-boat, which also belonged to this Institution.

Also the thanks of the Institution to the Rev. O. L.L. WILLIAMS, and 6*l.* to pay the expenses of the Barmouth life-boat in putting off and rendering important assistance to the American ship *Troy*, cotton laden, which had grounded during hazy weather on Sarn Badrig causeway. The life-boat's crew had also received salvage for this service.

Also 12*l.* to pay the expenses of the Institution's life-boat, at Castletown, for putting off during a gale of wind and rescuing 4 of the crew of the barque *Ohio*, of Liverpool, which was wrecked in Castletown Bay on the night of the 19th Nov. last.

Also 5*l.* to a number of men for assisting, by means of cliff-ladders, in saving the crew, consisting of 3 men, of the schooner *Diligence*, of Whitby, which was wrecked off that place on the 29th Oct. last. Also 2*l.* to a boat's crew of 4 men for putting off with the view of saving the crew of the said vessel.

Voted the Silver Medal and 1*l.* to PETER SMITH, chief boatman of the Lydd Coastguard station, and 5*l.* to his crew of 5 men, for saving the master and some of the crew of the Norwegian brig *Caroline*, which was wrecked during a heavy gale of wind, off Lydd, on the 25th Oct. last.

Also the Silver Medal and 3*l.* to CHARLES MITCHELL, and 15*l.* to two boats' crews, for putting off, at great risk, on three occasions, and rescuing the crew of 4 men of the sloop *Busy*, of New Quay, which, during a very heavy gale of wind, was wrecked off Port Isaac on the 25th October last. MITCHELL displayed on these occasions undaunted courage and perseverance.

Also the Silver Medal to JAMES THOMAS, and the thanks of the Institution, inscribed on vellum, to F. RENDLE, F. WHEELER, and H. WHEELER, in acknowledgment of their highly meritorious services in assisting with others to rescue, by wading into the surf, the crew of 6 men of the schooner *Lelia*, of London, which was wrecked, during a gale of wind, on Rocken End, Isle of Wight, on the 1st Nov. last. They had in addition received a local reward. THOMAS particularly distinguished himself on the occasion by his gallantry.

Also 8*l.* to a boat's crew of 4 pilots, for rescuing, at some risk of life, the crew of 3 men of the smack *Peace*, of Brixham, which, during a heavy gale of wind, was wrecked off Lundy Island on the night of the 1st Nov. last.

Reported—The services of the Institution's new surf life-boat at Yarmouth, in putting off and saving the brig *John*, of Shields, and her crew of 7 men, which was in distress off Yarmouth on the 25th Oct. last. Also that the same life-boat had put off, during a gale of wind, and rescued the crew of 5 men of the schooner *Ferona*, of Exeter, which was wrecked off the Monument on the 5th Nov. last. The owners had paid the life-boat's crew for both services.

Voted a reward of 6*l.* to a boat's crew of 6 men, for rescuing the crew of the schooner *Fame*, of Maldon, which came into collision off Caistor, near Yarmouth, on the 8th Nov. last.

Also 6*l.* to a boat's crew of 6 men, for putting off in a boat, and rescuing the masters of the schooner *Elizabeth*, of Rochester, and the brig *Paragon*, of Stockton, which were wrecked during a gale of wind on Yarmouth Beach on the 25th Oct. last. The crews of the vessels had previously landed in their own boats.

Also 2*l.* to a boat's crew, for going off and saving a man, whose boat had sunk off Fowey on the 16th Nov. last.

Also 2*l.* to 2 men for wading into the surf to the assistance of the crew of 6 men of the schooner *Kingston*, of Cork, which was wrecked under Penarth Head on the 25th Oct. last.

Also 18*l.* to a Bacton yawl's crew of 18 men, for putting off and rescuing 4 out of 5 of the crew of a fishing-smack which was wrecked off Bacton on the 27th Nov. last. The poor men had been in the rigging without food or drink 60 hours, before they were rescued from the mast of a sunken vessel, to which they had been clinging for more than sixty hours. For three nights and two days they held on this uncertain support—about eight feet above the raging sea—without food and almost without clothing. One of the men took off his shirt and held it out as a signal of distress till it was blown from his feeble grasp. The vessel struck upon the Harborough Sand on Friday evening, at nine p.m. and they were not rescued till ten o'clock on Monday morning—a case of most remarkable endurance. It was but a small vessel, a smack with four hands; the fourth, a boy, climbed the mast with the others and held on till the Saturday, when he became exhausted, and relaxing his hold, slipped down into the sea. One of the men went down after him, seized him and dragged him up the mast again, but there was nothing to which to lash him, and no cross-trees or spars on which to rest, so that during the night, when almost senseless with cold and fatigue, the poor boy slipped down again, and was lost in the darkness. On Sunday they were tantalised with the hope of immediate succour. A vessel saw their signals and heard their cries, and sent a boat to their relief, but, after buffeting with the wind and tide, they had the mortification to see her give up the attempt and return to the vessel. Then it was that black despair took possession of them, and they gave themselves up for lost; but clinging to their frail support for an hour or two longer, they heard a gun fire. This gave them fresh courage, for they took it to be a signal, as in fact it was, that their case was known, and an attempt would be made to save them. The vessel stood in and communicated with the shore, and a boat put off to search for them; but they were such a speck on the ocean, that, night coming on, they could not be seen, and the boat returned to shore. For the third night, therefore, they had still to cling on, expecting every moment that the mast would go over and bury them in the deep. On the Monday morning the Bacton boat made another attempt, fell in with them at ten o'clock, and landed them at Palling, more dead than alive, whence, as soon as they could be moved, they were brought to the Yarmouth Sailors' Home, their swollen limbs, benumbed frames, and ghastly countenances testifying to the sufferings they had undergone. At this Home the poor men remained several weeks, receiving every attention from the officers of the establishment.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

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

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

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

APPEAL.

THE Committee of this Institution earnestly appeal to the Public for assistance to aid them to meet the heavy and increasing demands on its limited funds.

The Society has, at the present time, Ninety-six Life-boat Establishments in connection with it, and others are in course of formation at the Isle of Wight, North Berwick, and other places.

The following are extracts from the General Rules of Management of the Life-boat Stations:—

"Each Life-boat to have a Coxswain Superintendent, with a fixed Salary of 8*l.* a-year.

"The Life-boat to be regularly taken afloat for exercise once every quarter, fully manned and equipped, so that the Crew may be familiar with her properties and proper management. On every occasion of exercise the men are paid 5*s.* each in stormy weather, and 3*s.* each in fine weather; and on every occasion of going off to a Wreck to save Life, each man of the Crew receives 10*s.* by day and 1*l.* by night; but extra or double awards for any special act of gallantry or exertion.

"The Crew are provided with Life-belts. The Coxswain is required to keep a list of all the Life-boat Stores, which shall be examined once a quarter by the Local Committee, in order to their being repaired, or replaced, if in the least degree in a doubtful condition.

"The Life-boat to be kept, on her Carriage, in the Boat-house, with all her gear in her ready for use, except articles which require to be secured from damp. Signals are agreed upon for calling the Life-boats' Crews together; and immediately on intimation of a Wreck, or Vessel in distress, the Coxswain is to muster his Crew, launch his Boat, and proceed to her assistance."

"The Local Committee to make quarterly inspection, and Report to the Institution as to the behaviour of the Boat during exercise, pointing out any defect that may be remedied, and offering any suggestion that may conduce to the efficiency of the service."

By these arrangements the NATIONAL LIFE-BOAT INSTITUTION hopes to have efficient Life-boat Establishments all around the coasts of the United Kingdom; but to effectually attain the objects of the Institution, it will be manifest that a considerable expense must be incurred, amounting, in fact, from 300*l.* to 400*l.* for the first Establishment, and to an average of 30*l.* annually on each Life-boat Station.

The number of lives saved by the Life-boats of the Society, and other means, since its formation, is 11,400; for which, 82 Gold Medals, 650 Silver Medals, and 12,759*l.* in cash, have been paid in rewards. The Institution has also expended 36,715*l.* on Life-boats, Life-boat Transporting-carriages, and Boat-houses.

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

The Committee gratefully acknowledge the following recent additional Contributions:—

| | £. | s. | d. | | £. | s. | d. |
|-----------------------------------------------------|----------|-----|------|-------------------------------------------------|----------|-----|------|
| Chadwick, Mrs., Millbank | don. | 100 | 0 0 | Hankey, S. A., Esq., Brighton | don. | 10 | 0 0 |
| Garland, E. W., Esq., Queen's Gate | don. | 100 | 0 0 | Hill, W. Haswell, Esq., Manchester | annual | 1 | 1 0 |
| Hibernia | don. | 50 | 0 0 | Holford, Mrs. Gwynne, Buckland | don. | 10 | 0 0 |
| A. B. | don. | 10 | 0 0 | Holford, R. S., Esq., M.P. | don. | 10 | 10 0 |
| Arden, The Hon. Miss | 3rd don. | 10 | 10 0 | Hudson, R., Esq., Eton | annual | 1 | 1 0 |
| Cave, Stephen, Esq., M.P. | don. | 10 | 10 0 | Kerr, Messrs. W. H. and Co., Worcester | annual | 1 | 1 0 |
| Ditto | annual | 1 | 1 0 | Kidd, Miss, Broxbourne | don. | 5 | 0 0 |
| Chester, the Very Rev. the Dean of | don. | 5 | 0 0 | Lillycrop, Rev. Samuel | annual | 0 | 5 0 |
| Clifford, Admiral Sir Augustus | don. | 3 | 0 0 | Long, Miss Tyney, Albourne | don. | 5 | 5 0 |
| Ditto | annual | 1 | 1 0 | Long, Miss Emma Tyney, ditto | don. | 5 | 5 0 |
| Cochrane, Admiral Sir Thomas, K.C.B. | 5th don. | 10 | 0 0 | Makant, William, Esq., Gilnow Lodge | don. | 10 | 11 0 |
| Collier, Rear-Admiral | don. | 5 | 0 0 | Martin, Sir Henry, Bart. | 5th don. | 10 | 0 0 |
| Crossley, John and Sons, Messrs. Halifax | ann. | 10 | 0 0 | Mocatta, F. D., Esq., per T. Baring, Esq., M.P. | don. | 10 | 10 0 |
| Debenham, F. G., Esq., Cheapside | don. | 5 | 0 0 | Paris, C. B., Esq., Liverpool | annual | 2 | 2 0 |
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| Ellis, General | annual | 1 | 1 0 | Robinson, Rev. T. R. B. | annual | 5 | 0 0 |
| Fanshawe, Rev. Arthur | don. | 10 | 0 0 | Stephens, Miss, Broxbourne | don. | 5 | 0 0 |
| Flower, Chas. E., Esq., Stratford-on-Avon | don. | 3 | 3 0 | Warden, Captain, R.N., C.B. | 4th don. | 10 | 0 0 |
| Foster, James, Esq., Mark House-lane | don. | 31 | 10 0 | Willson, Mrs. Thomas, Lavender-hill | 2nd don. | 5 | 0 0 |
| Friend, A. per Sir Edw. Perrott, Bart. | don. | 5 | 5 0 | Young, Captain, late of the Arctic yacht | Fox | | |
| Frith, J. G., Esq., Austin Friars | don. | 10 | 0 0 | Potter, T. B., Esq., Manchester | 2nd don. | 10 | 0 0 |
| Frowd, Rev. Edward | don. | 5 | 0 0 | | don. | 105 | 0 0 |
| Goff, Joseph, Esq., Hale Park | annual | 10 | 0 0 | | | | |
| Grenfell, Messrs., Pascoe and Sons | don. | 25 | 0 0 | | | | |

Donations and Annual Subscriptions will be thankfully received by MESSRS. WILLIS, PERCIVAL, and Co., 76 Lombard-street, Bankers to the Institution; MESSRS. HERRIES, FARQUHAR, and Co., 16 St. James's-street; MESSRS. COURTS and Co., 59 Strand; LONDON and COUNTY BANK, 21 Lombard-street; by all the London and Country Bankers; by the several Metropolitan Army and Navy Agents; and by the Secretary, RICHARD LEWIS, at the Office of the Institution, 14 JOHN STREET, ADELPHI, London, W. C.

Payments may be made by Cheques, or by Post-office Orders (crossed), to MESSRS. WILLIS, PERCIVAL, and Co., or to the Secretary.