

THE LIFE - BOAT,

OR

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THE RESTORATION OF PERSONS APPARENTLY DROWNED.

WHAT member is there of any Christian community who has not meditated, with feelings of reverential and grateful emotion, on the miraculous restoration to life of LAZARUS after he had been dead four days? Who is there that has not pictured to himself the pathetic interview between the two sisters and our SAVIOUR on that memorable occasion? Who is there whose thoughts have not travelled backward through the long ages that have since passed away, and rejoiced with those favoured women on the return of one so dear to them, whom they had mourned over as for ever removed from their earthly view?

Such miraculous power is not deputed to mortal man! yet there are cases where the physician, by the skilful use of the means which God has placed in his hands, produces effects of a strikingly analogous character; where all the functions of life have ceased; where the heart is still, and the living fountain of the blood has become as it were a stagnate pool; where the vital principle itself has apparently fled, and the soul departed from its earthly tenement; yet all has been restored again, and the living man has once more inhaled the breath of life.

Perhaps the most striking and most interesting cases of this almost restoration to life after death are those of persons who have been apparently drowned. By the persevering use of certain means, the clay-cold and seemingly-lifeless corpse is again restored to warmth, and made to breathe, to feel, to see, to speak, to hear, to think—in

fact, to live; and the tears of weeping relatives and friends are turned to joy!

It is, indeed, a privilege to be permitted to take any part in the promotion of so grand a work; proportionally anxious, however, must those feel who are engaged in it to possess themselves with an accurate knowledge of the most certain means with which to effect their important undertaking.

The NATIONAL LIFE-BOAT INSTITUTION, although its more immediate function is the provision of means to rescue the shipwrecked mariner and convey him safely to the land, is yet frequently, in its pursuit of that function, brought into contact with persons partially drowned. Accordingly, at its numerous life-boat stations, it has had posted up in the boat-houses those instructions for the treatment of seemingly-drowned persons which have been supposed to be the most appropriate, which instructions are often the only guide of the persons called on to assist, until medical aid can be obtained.

The instructions hitherto adopted by the Institution have been those promulgated by the Royal Humane Society of London, whose attention had been more especially devoted to the subject. So long as those rules were not impugned, the Committee of the Institution thought they were safe in adopting them; but as they have recently been disputed in some parts by Dr. MARSHALL HALL, a gentleman of note in his profession, and as numerous other medical men have expressed a coincidence with his conclusions, the Committee of the NATIONAL LIFE-BOAT INSTITUTION have felt it to be their duty to obtain for themselves all the

was conveyed gratuitously to Hartlepool by the proprietor of the screw collier *Killingworth*, on board that vessel. The future character of this boat will be regarded with great interest, as, being placed in the immediate neighbourhood of several of the old class of life-boats, a comparative estimate may be made of their performances, which will be of much value.

The cost of this life-boat and her stores (180*l.*) was the munificent gift to the INSTITUTION of WILLIAM M^CKERRELL, Esq., of Bath. She has been named the *Charlotte*, at the request of that gentleman, that being the Christian name of Mrs. M^CKERRELL.

The life-boat station at Seaton had been one of the stations of the Tees Bay Life-Boat Association, but that association having broken up by the separation of Hartlepool, which port preferred to support its own life-boats; and the inhabitants of Stockton and its neighbourhood thinking it enough to support the life-boats on the Yorkshire side at the entrance to the Tees, discarded the Seaton Carew Station altogether; the Local Committee at that place, therefore, requested to join the NATIONAL LIFE-BOAT INSTITUTION, which request was complied with, and their establishment now forms one of its branches.

PENMON, ANGLESEA.—A new life-boat on Mr. PEAKE'S design, 28 feet long, and rowing 6 oars, single banked, has been stationed by the NATIONAL LIFE-BOAT INSTITUTION at Penmon, instead of their former old boat which was not approved of. She was conveyed gratuitously to her station by the London and North-Western and the Chester and Holyhead Railway Companies.

BRAUNTON, NORTH DEVON.—A new life-boat on Mr. PEAKE'S design, 28 feet long, and rowing 6 oars, single banked, has been placed by the NATIONAL LIFE-BOAT INSTITUTION at Braunton in lieu of an old boat, worn out. She will be under the management of the Committee of the Bideford Branch of the Institution, and is similar in all respects to the boat recently placed at Appledore on the opposite side of Bideford harbour. She was conveyed gratuitously

as far as Exeter by the Great Western and Bristol and Exeter Railway Companies, who have, in several previous instances, extended the same liberality to the Institution.

ARKLOW, IRELAND.—A life-boat station in connection with the NATIONAL LIFE-BOAT INSTITUTION has been founded at Arklow, on the East Coast of Ireland, and a life-boat on Mr. PEAKE'S design, 30 feet long, and rowing 10 oars, double banked, has been placed there by the Institution. A boat-house has been built from funds chiefly contributed in the neighbourhood, and the station will be at once furnished with a transporting carriage, and be completed in every respect.

Her services will be chiefly required to vessels wrecked on the Blackwater and Arklow banks. She is the first of a series of life-boats now building for the INSTITUTION to meet the wants of the East Coast of Ireland. She was conveyed gratuitously to Dublin by one of the steamers of the British and Irish Steam Packet Company, which Company has, on several previous occasions, most liberally conveyed the Society's life-boats free of all charge.

A UNIVERSAL CODE OF INSTRUCTIONS FOR THE MANAGEMENT OF THE MORTAR AND ROCKET LIFE APPARATUS.

DURING the last few years the Committee of the NATIONAL LIFE-BOAT INSTITUTION have had many opportunities for observing the great need that existed for the adoption of a uniform system of management of the mortar and rocket apparatus, and for the distribution of instructions concerning the same on board all merchant vessels, so that their crews might never be ignorant of the proper steps to be taken to insure their own safety after communication by line had been effected by the mortar and rocket apparatus with the shore. The Committee have likewise, from time to time, received communications from persons residing on the coasts, pointing out the necessity that existed for some such provision.

In former Numbers of this Journal we have recorded instances of the want of

knowledge of the apparatus by merchant seamen leading to fatal results.—In one instance the extreme case of five men, passing the rocket line around them, and then all leaping overboard together to be drawn on shore through the waves *en masse*, on which occasion only one of that number reached the land alive.—In a second instance, that so late as the winter of 1855 eleven men perished, after a communication by line had been effected with a wreck, through one of the crew making the line fast round his wrist, and jumping overboard with it, when no second communication could be effected.

Later still, in January of the present year, on a rocket line being thrown over a schooner wrecked in Ballycotton Bay, Ireland, a lad was at once secured to the *end* of the line, and a frail *log line* was employed to veer him to the shore. The log line, of course, broke before he was 20 yards from the vessel, when he was drawn ashore in a half-drowned condition by the rocket line; but the communication was thus cut off from the wreck, and no second line could be thrown over it. Fortunately the vessel held together until the tide had fallen sufficiently to get her crew out by other means, or they would inevitably have perished, as she went to pieces on the following tide.

With a view to aid, to the extent of our ability, in preventing such catastrophes, we published, in the 9th Number of this Journal (July, 1853), a system of management of the apparatus, and of signals to be used in connection with it, which appeared to us suitable for general adoption; but we then stated our belief "that no perfect or uniform system would be effected until some supervision over the whole, having the weight of authority, should be established." Since that period the rocket and mortar apparatus on the coasts of the United Kingdom have been transferred to the Board of Trade, who, we rejoice to know, have determined to make it as complete as possible in every respect, and to increase the number of stations wherever necessary. As the apparatus was previously in a very incomplete state at the majority of stations, a very large expense will be necessarily incurred in perfecting it. We are glad, however, to know that, in

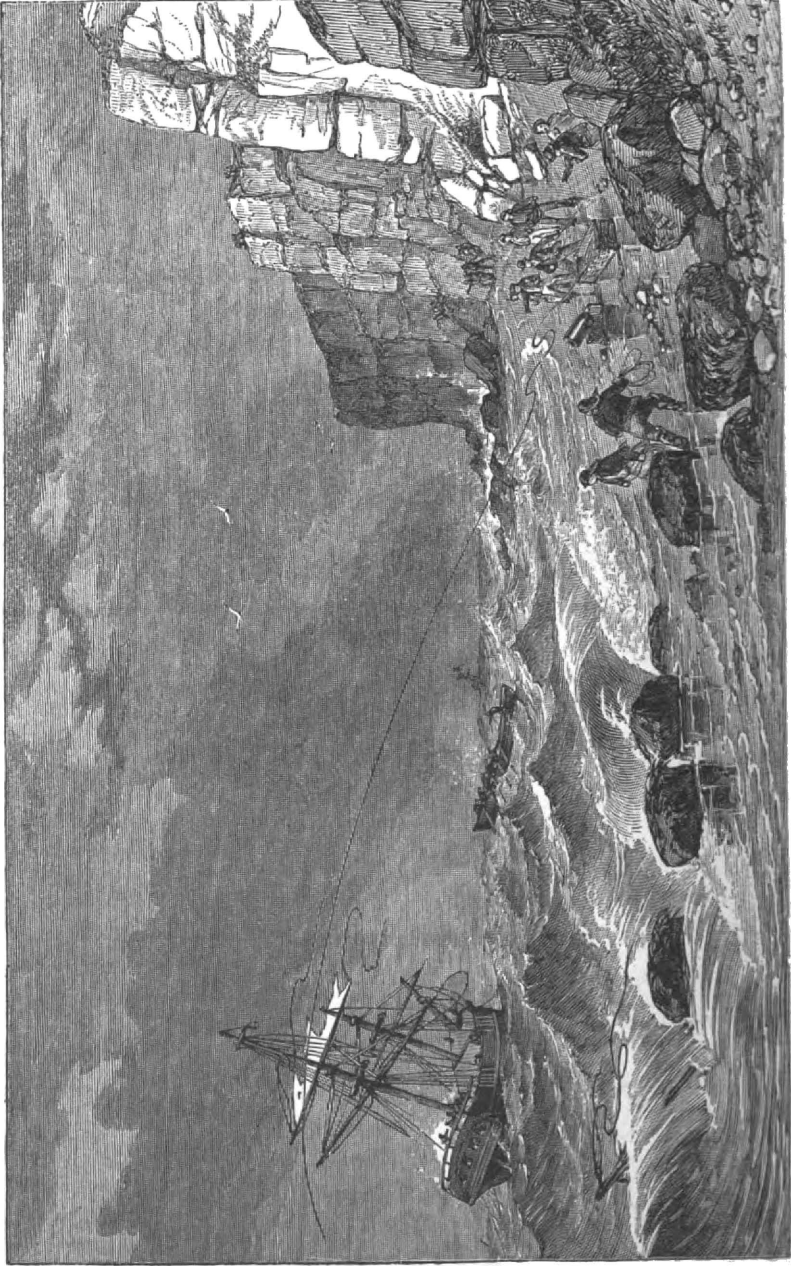
such a work, no false economy is to intervene, but that efficiency alone is to be considered. Certainly in no more legitimate way can that fund, collected from shipping, the Mercantile Marine Fund, be expended.

The Board of Trade have also recently had drawn up and printed a code of rules to be observed in the management of the rocket and mortar apparatus on the coasts of the United Kingdom. It is divided into two parts; the first for the guidance of the coast-guard or others in charge of the apparatus, to which is added a list of the gear to be employed with the apparatus; the second for that of the masters and crews of stranded vessels. These instructions appear to us to be everything that can be desired; and they will be found not to differ in any material point from those published in this Journal, above referred to. It is intended, we believe, to have a copy of the same, or of such portion of them as applies to the masters and crews of ships, printed in the log-book of every ship, so that no master or merchant-seaman may be ignorant of them. We are also given to understand that the Board will cause the same to be printed in various languages, and transmitted to foreign countries for the benefit of their respective merchant services. We subjoin a copy of these instructions, together with two illustrations which accompany them, and which have been kindly given us by the Board of Trade.

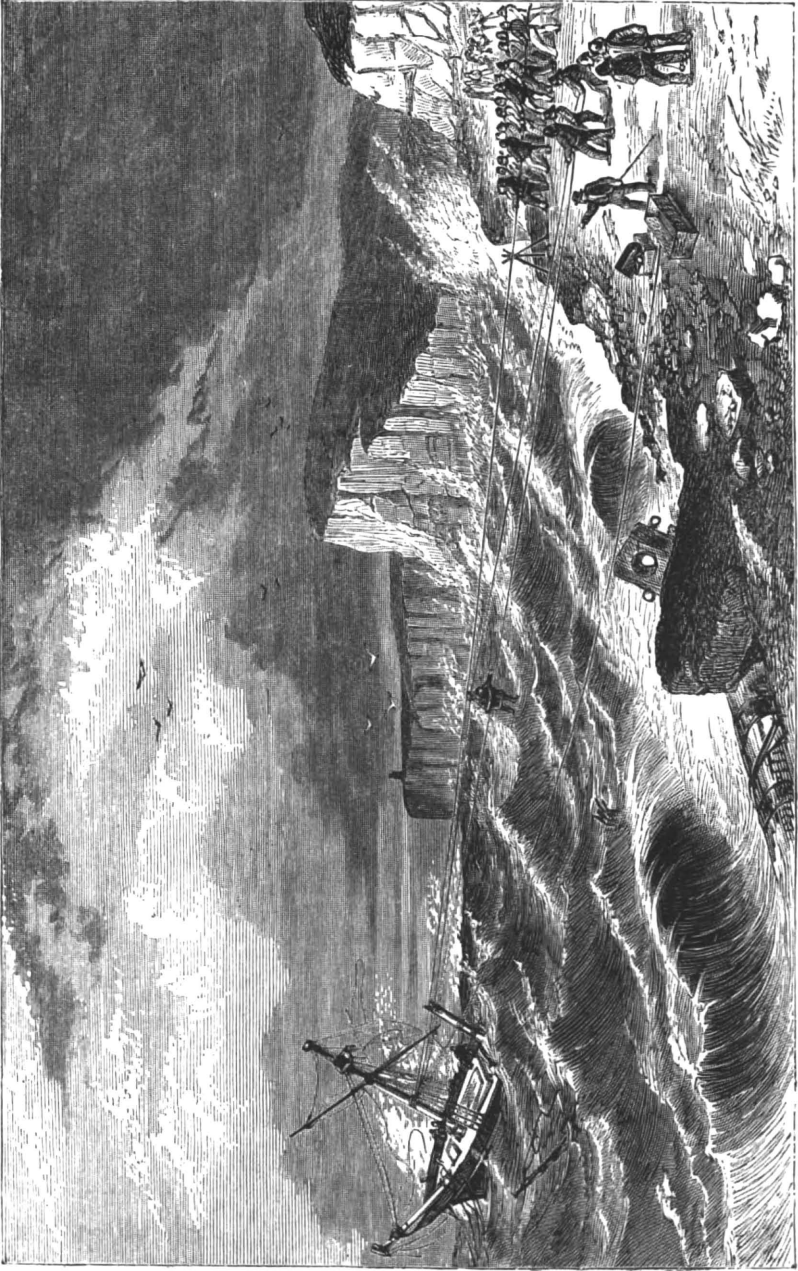
Saving Life from Shipwreck by Mortar and Rocket Apparatus.

171. The following parts of the apparatus for saving life from shipwreck, are required to be provided in addition to the projectiles and the means supplied for launching them; namely,

- (a.) A thin cord, called the "*Rocket line*," one end to be attached to, and launched with the Shot or Rocket;
- (b.) A "*Hawser*" of 3 inch or 3½ inch Manilla rope from 40 to 120 fathoms, according to the steepness or flatness of the shore;
- (c.) A "*Whip*" of Manilla line about 1½ inch, rove through a single Tailed Block. The "*Whip*" to be twice as long as the Hawser, and the Tail of the Block to be at least 2 fathoms in length. The ends of the "*Whip*" to be spliced together, and so converted into an endless rope;
- (d.) A "*Sling*," float, basket, cot, or some such contrivance, in which to place the person



A Shot, with a Line attached, thrown over a Stranded Ship.



A Man being hauled ashore in a "Sling" travelling on a Hawser.

to be rescued, and haul him ashore. The word "sling," as used in these Instructions, is intended to include all contrivances of this nature;

- (e.) A "Traveller," inverted block, leaden horse-shoe collar, or some other contrivance, to be attached to the "Sling," and carry it along the Hawser;
- (f.) A "Double Block tackle purchase" for setting taut the hawser;
- (g.) An "Anchor" with one fluke, to be buried in the earth, sand, or shingle, to which to set up the hawser by means of the tackle purchase. Or in some places where the shore is composed of soft shingle or sand, and where an anchor will not hold, a stout plank 5 or 6 feet long, with a fathom of chain of sufficient strength fastened round it amidships, may be substituted for the anchor. This plank being buried 3 or 4 feet beneath the ground, and the end of the chain, with a ring attached, led to the surface, the hawser may be set up to it by the tackle purchase in the same manner as to an anchor;
- (h.) A "Red flag" 2 feet by 3 feet, fixed at the end of a staff 5 feet long; and a "Lantern" with a pane of red glass fixed in it: to be used as signals in the manner directed in paragraph 177, below;
- (i.) Two or three *spades* or *shovels*, a *hand-barrow*, a *Salvagee strop*, a few pieces of *extra rope*, to be used as occasion may require: 3 oars or *small spars* are likewise often of service where the shore is flat, to be used as a triangle over which to pass the hawser, and thereby raise it higher above the surface of the water.

172. In the absence of the Receiver of Wreck, or at places in which the Receiver of Wreck was not appointed under the provisions of the Merchant Shipping Act, the Inspecting Commander of the Coast Guard, or the principal officer of the Customs or of the Coast Guard who is present, is to exercise the powers given him by the 441st to 447th sections of the Act, and is to take command of all persons assembled and assign to each such work as he may consider necessary for establishing a communication with the wrecked ship, and hauling the people ashore speedily. Should any persons refuse to do the work allotted, they are liable to a penalty of 50*l.* under the 441st section of the Act.

173. When a Receiver of Wreck is present, whose appointment was made since the passing of the Merchant-shipping Act, he is to take command of all persons assembled at a wreck; but the management of the mortar and rocket apparatus should be left in the hands of the Coast Guard.

174. Receivers of Wreck and officers of the Customs and Coast Guard are to bear in mind that they have no power to interfere between the master of a ship and his crew in matters relating to the management of the ship unless requested to do so by the master.

Directions for Landing the Crew of a Wrecked Vessel.

175. It is unnecessary to describe the manner in which the rocket or mortar is to be arranged for firing, as perfection in that particular can only be attained by practice; but when the line has been thrown over the "wreck," and has been grappled by the crew, a signal will be made in the following manner. If in the day-time one of the crew, for this purpose separated from the rest, will wave his hat or his hand, or a flag or handkerchief; or (if at night) a rocket, a blue light, or a gun will be fired, or a light will be shown over the ship's gunwale for a short time, and will then again be concealed.

176. On this signal being seen on shore, the inshore end of the shot or rocket line should be made fast to the whip, being bent round both parts of it at about two fathoms from the tailed block, and a signal should then be made as follows for those on the wreck to haul off the line.

177. One of the men on shore is to be separated from the rest, and in the day-time is to wave a small red flag, or at night is to show a red light for about a minute, and then again conceal it.

178. The crew of the wreck, on seeing this signal, will haul on the shot or rocket line till they get the whip and tailed block, when they will make the tail of the block fast to some secure part of the vessel, and will cast off the rocket line, and make the signal as before for those on shore to haul off the hawser.

179. As soon as this signal is perceived by those on shore, the whip (being previously made fast to the hawser at 2 or 3 fathoms from its end) will be manned, and the hawser hauled off by it to the wreck by those on shore.

180. As soon as the persons on the wreck get hold of the hawser, they will proceed to make it fast to the wreck at about 18 inches above the place where the tail of the block is fixed; and when they have secured it, and disconnected the hawser from the whip, they will signal as before to the people on shore.

181. On perceiving this signal, the hawser is to be set up by means of the double-block tackle purchase, and the sling (the traveller of which will have been adjusted on the hawser) is to have the whip secured to it, and, by means of the whip, is to be hauled off to the wreck by those stationed for the purpose on the shore; who also, on the next signal being shown, implying that a person is secured in the sling, will haul him ashore, and repeat the same operation to and fro until all are landed.

182. Circumstances may require some deviation from the above rules. For instance, if the wrecked vessel be subjected to violent motion by the beat of the sea, it will be better not to set up the hawser at all, but to man it with as many hands as can be spared, and reeve it over a triangle, when by hauling and veering on it, following the motion of the vessel, a sufficiently uniform strain on it would be obtained without the risk of carrying it away.

183. Again, circumstances might arise, as they have sometimes done, when the immediate breaking up of the wreck might be imminent, and the delay in getting the hawser on board be of serious moment. In such a case, if the apparatus is provided with a floating-sling buoy, it should be hauled off by the whip alone, and the wrecked persons brought ashore in it floating in the water. *The hawser should, however, be always used in preference when practicable.*

184. As much of the success in the use of the apparatus depends upon the promptness with which it is brought into action, the inspecting commanders and chief officers of the Coast Guard should make themselves thoroughly acquainted with the use and application of all its parts, and should take care that this is also understood by the officers and men under their command.

185. The inspecting commanders themselves should superintend the periodical or occasional exercise of the officers and crews of stations under their command in the management of the rocket and mortar apparatus.

They will necessarily also see the advantage of dividing and stationing the men on all occasions in such a manner as to secure the utmost order and promptness in the whole proceeding.

Directions to Masters and Crews of Ships.

In the event of your vessel stranding on the coast of the United Kingdom, and the lives of the crew being placed in danger, assistance will, if possible, be rendered from the shore in the following manner, namely,—

1. A rocket or shot, with a thin line attached, will be fired across your vessel. Get hold of this line as soon as you can; and when you have secured it, let one of the crew be separated from the rest, and, if in the daytime, wave his hat or his hand, or a flag or handkerchief; or if at night, let a rocket, a blue-light, or a gun be fired, or let a light be displayed over the side of the ship, and be again concealed, as a signal to those on shore.

2. When you see one of the men on shore separated from the rest, wave a red flag, or (if at night) show a red light and then conceal it, you are to haul upon the rocket line until you get a tailed block with an endless fall rove through it.

3. Make the tail of the block fast to the mast about 15 feet above the deck, or, if your masts are gone, to the *highest secure* part of the vessel; and when the tail-block is made fast, let one of the crew, separated from the rest, make the signal required by Article 1 above.

4. As soon as the signal is seen on shore, a hawser will be bent on the whip-line, and will be hauled off to the ship by those on shore.

5. When the hawser is got on board, the crew should at once make it fast to the same part of the ship as the tailed block is made fast to, only about 18 inches higher, taking care that there are no turns of the whip-line round the hawser.

6. When the hawser has been made fast on board, the signal directed by Article 1 above is to be repeated.

7. The men on shore will then pull the hawser

taut, and by means of the whip-line will haul off to the ship a sling, cot, or life-buoy, into which the person to be hauled ashore is to get and be made fast. When he is in and secure, one of the crew must be separated from the rest and again signal to the shore as directed in Article 1 above. The people on shore will then haul the person in the sling to the shore, and when he has landed, will haul back the empty sling to the ship for others. This operation will be repeated until all persons are hauled ashore from the shipwrecked vessel.

8. It may sometimes happen that the state of the weather and the condition of the ship will not admit of a hawser being set up, in which case a sling or life-buoy will be hauled off instead, and the persons to be rescued will be hauled through the surf instead of along the hawser.

Masters and crews of shipwrecked vessels should bear in mind that the success in landing them may, in a great measure, depend upon their coolness and attention to the rules here laid down; and that by attending to them many lives are annually saved by the mortar and rocket apparatus on the coasts of the United Kingdom.

The system of signaling must be strictly adhered to; and all women, children, passengers, and helpless persons should be landed before the crew of the ship.

The illustrations will help to explain the manner in which the mortar and rocket lines are used.

T. H. FARREY, *Assistant Secretary,*

Marine Department.

Board of Trade, 28th February, 1857.

Thus all that we have, for some years past, advocated on this subject has now at length been carried out—an improved and more complete apparatus—a uniform rule of management, both on shore and on shipboard—a recognized head and authority—and a diffusion of the rules of management on board all merchant-ships. We congratulate the President and the Marine Department of the Board of Trade on so great a step in advance towards the fulfilment of the natural duty to afford relief to shipwrecked persons on our coasts, and we prognosticate the happiest results as a consequence.

DRAWINGS OF THE LIFE-BOATS AND LIFE-BOAT CARRIAGES ADOPTED BY THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

FIVE years' experience by the NATIONAL LIFE-BOAT INSTITUTION of the new class of life-boats, designed by JAMES PEAKE, Esq., of Her Majesty's Dock-yard, Woolwich, and elicited by the prize of 100 guineas given