

**L.S.A. 1.**



**ISSUED BY THE  
BOARD OF TRADE,  
1872.**

# **INSTRUCTIONS**

**IN RESPECT OF THE**

**ROCKET AND MORTAR APPARATUS FOR  
SAVING LIFE FROM SHIPWRECK.**

**ALSO,**

**DIRECTIONS FOR RESTORING THE  
APPARENTLY DROWNED.**

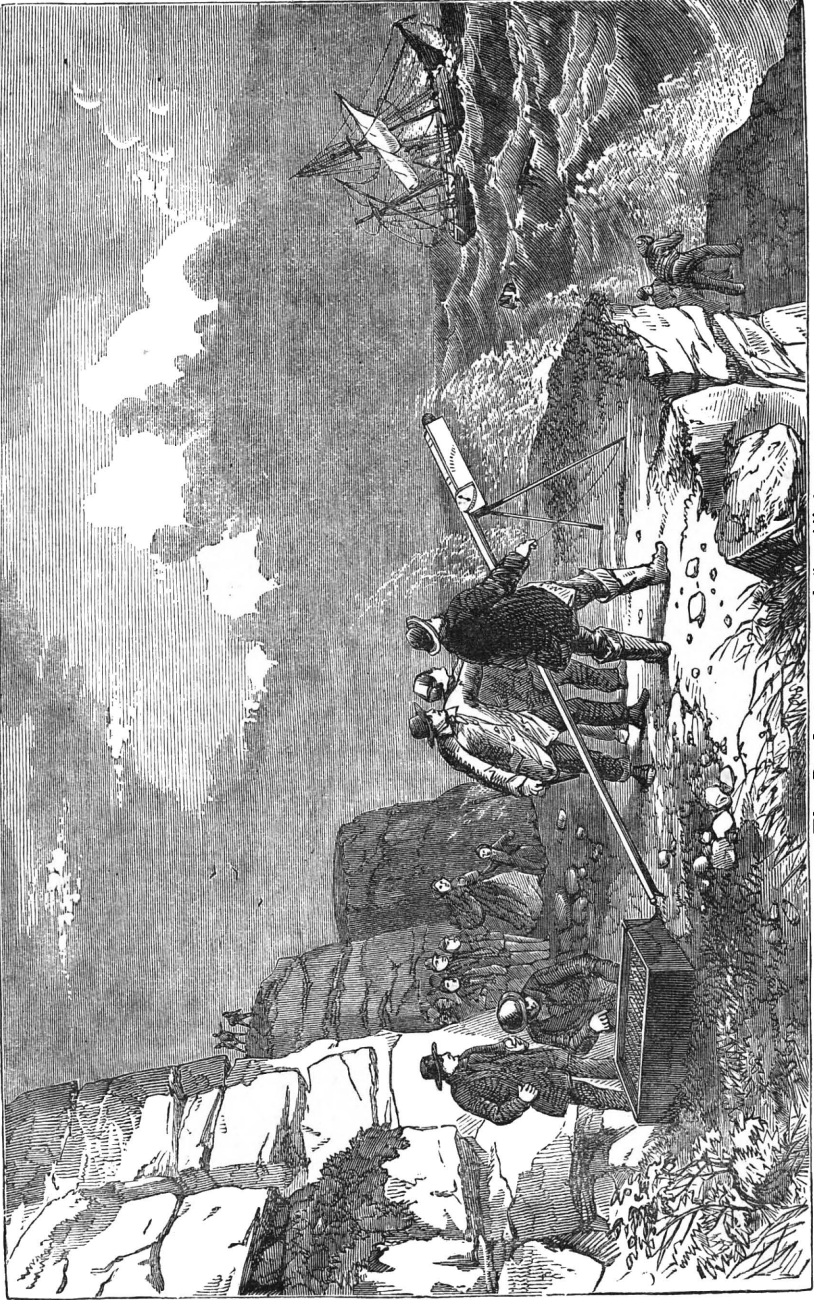


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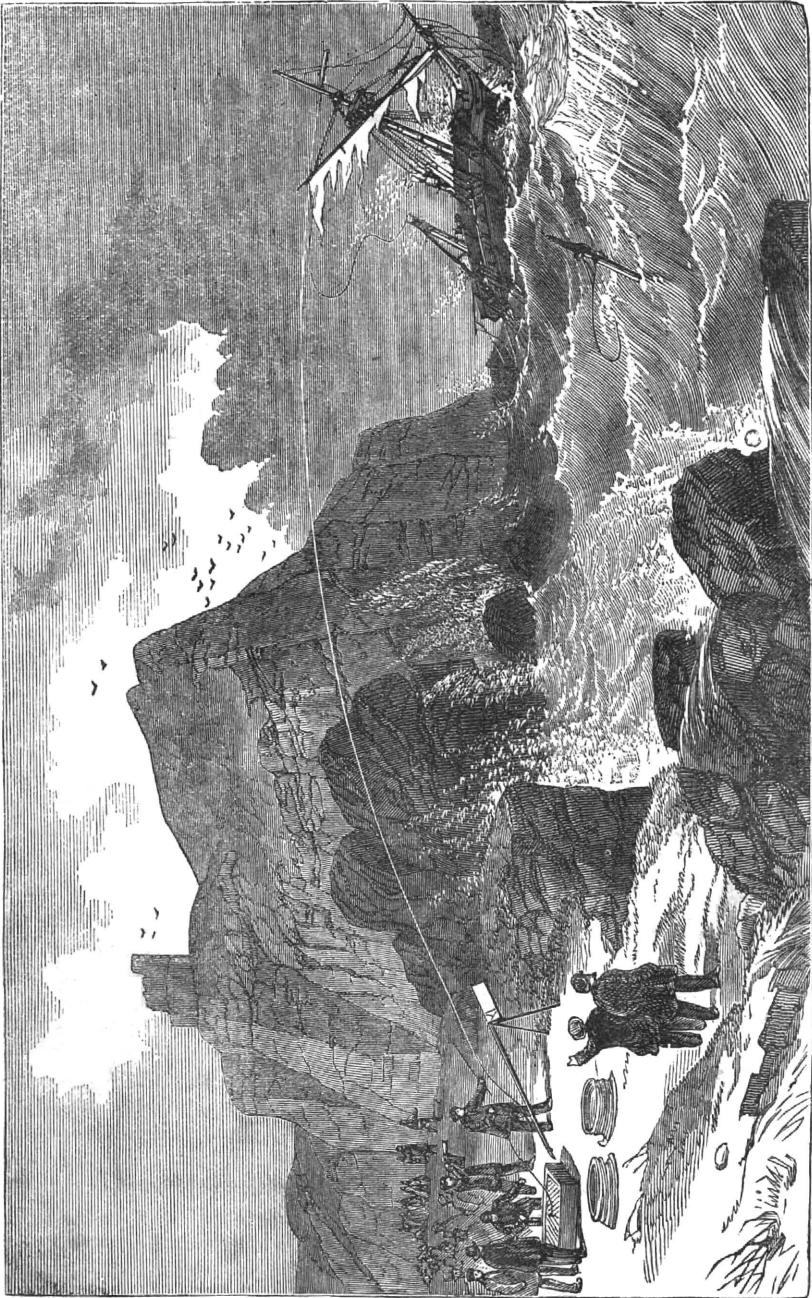
**1872.**

## PLATE I.



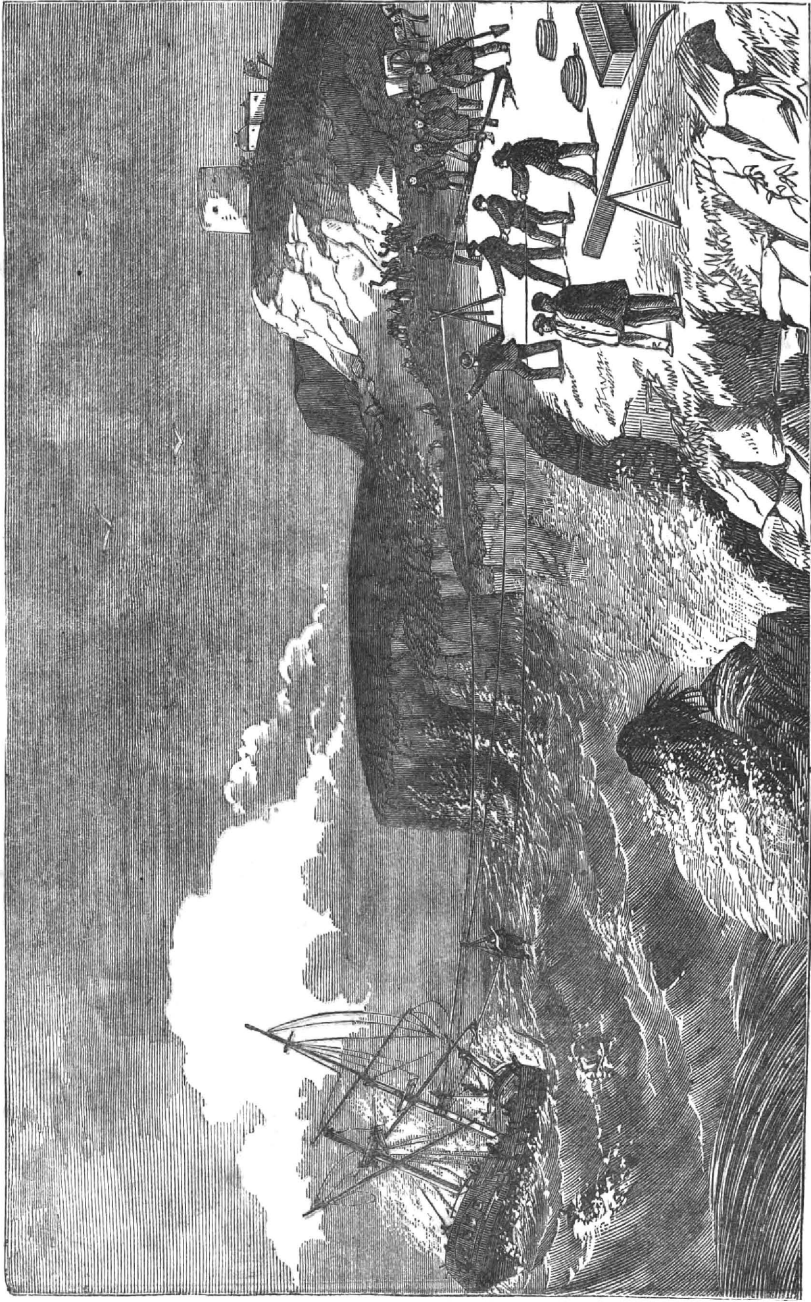
The Rocket arranged for Firing.

## PLATE II.



The Rocket Line carried over a Wreck.

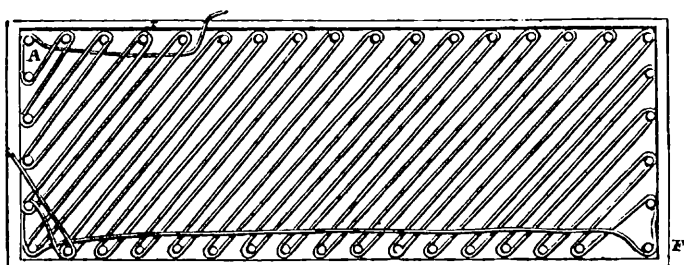
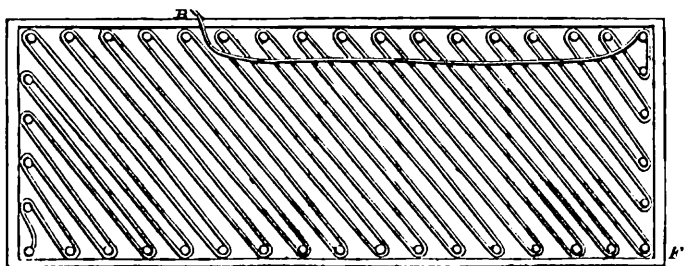
## PLATE III.



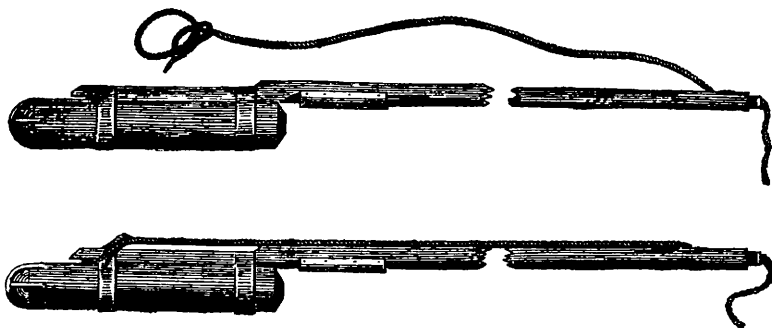
Landing the Crew in the "Breeches Buoy."

## PLATE IV.

The Rocket Line faked in the Chest.

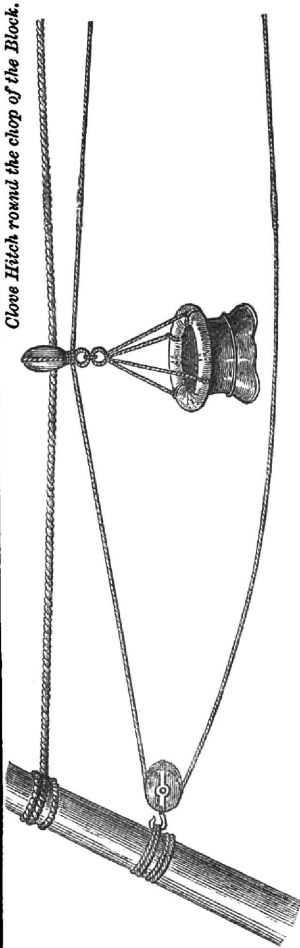


The Line secured to Dennett's Rocket.



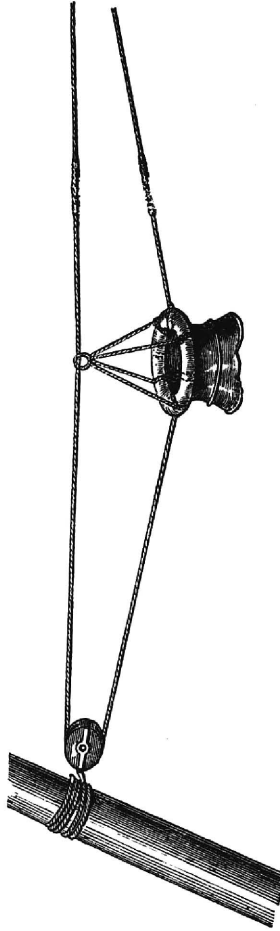
# PLATE V.

(A.) Using the Hawser and Whip Line on a Steep Shore.

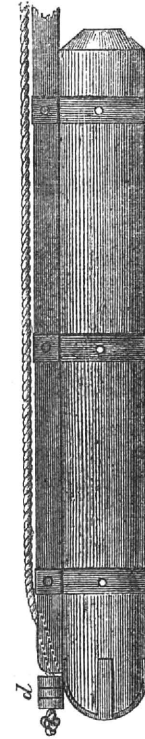


*Clove Hitch round the chop of the Block.*

(B.) Using the Whip Line without the Hawser and Travelling Block on a Flat Shore.

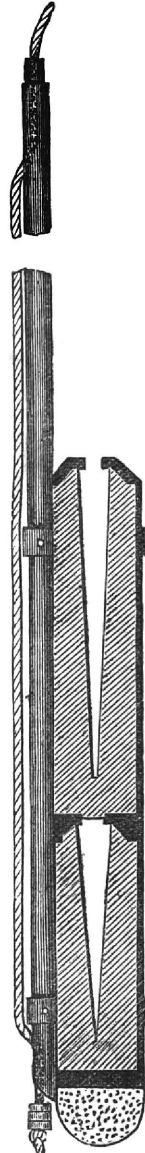


(C.) Method of attaching the Line to Colonel Boxer's Rockets.



*d* Shows the India Rubber Washers, to break the jerk.—Elevation of Rocket 35° to 38°.

(D.) Section of Colonel Boxer's Rocket.



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# INSTRUCTIONS

FOR USING THE

## ROCKET AND MORTAR APPARATUS AT A WRECK.

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### Duties of Inspecting Officer.

1. *The Inspecting Officer of Coast Guard is held responsible for the efficiency or otherwise of the Mortar and Rocket Apparatus in his Division.* In order that it may be rendered and kept as efficient as possible, the Inspecting Officer should, once at the least in every quarter, cause it to be carefully and thoroughly inspected *in his presence*, and exercised if possible; but if not exercised, then the life lines, &c., should be tested on each inspection. One or two rockets and not more than four shots may be fired if the Inspecting Officer thinks it necessary or desirable. The whole operation of setting up the hawser and hauling persons backwards and forwards to and from a tree, a flagstaff, or other suitable object by means of the life lines should be gone through on each inspection. A report on the condition of the apparatus should be made annually on the 30th June, on Form L.S.A. 16 (late Wr. 30), or L.S.A. 17 (late Wr. 31), as the case may be. The Board will, on all occasions, be glad to receive any observations and consider any suggestions that will, in the opinion of Inspecting Officers, assist in the attainment of the object in view, viz., the Saving of Life from Shipwreck.

2. The number of rockets for each apparatus is 18, and the number of rocket lines two or more, as circumstances may in the opinion of the Inspecting Officer require. Each Inspecting Officer should be careful that the proper number is kept at each

station where there is a rocket apparatus. And each establishment should be carefully completed in the month of August in each year. **IF THE SUPPLY OF ROCKETS RUNS SHORT, OR IF THE ROCKET LINES OR GEAR FAIL THROUGH DETERIORATION, THE INSPECTING OFFICER WILL BE HELD RESPONSIBLE.** It is most important that the supply of rockets should be constantly kept up, and that any rocket lines and other stores that may become defective, through use or age, should be condemned, and their places supplied, in all cases, and in proper time, by new stores, which should be requested on a Form L.S.A. 7 or L.S.A. 8 (late Wr. 29). This requisition should be accompanied by a report on Form L.S.A. 18 of the survey of the stores condemned, and the recommendation of the Inspecting Officer for the disposal of them.

3. As much of the success in the use of the apparatus depends upon the promptness with which it is brought into action, and on the precision and efficiency of the first shot, the Inspecting Officer should make himself 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 his command. The directions for drilling and stationing the men are appended. *See page 27, App. I.*

### **Description of the Apparatus.**

4. 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 suitable *cart* or *wagon* in which the apparatus can be carried to a wreck. This should be supplied with springs and good side lamps, and should be sufficiently large to contain the whole of the apparatus and gear. The wheels should be made with broad or narrow tires to suit the character of the coast on which it may be worked. Each cart or wagon should carry drag ropes and fittings, similar to those used with guns in Field Batteries, so that it can either be dragged by men or horses as circumstances may require. A box to contain small stores, such as a hammer, nails, grease, spun yarn,

&c., should be fitted to the side of the cart or wagon before the wheel. Carts or wagons should in all cases be provided with iron crutches on each side above the wheels in which the rocket tube, staves, and triangle can be carried. Carts or wagons should be painted at least once in three years; and the gear should, as directed in paragraph 1 of this pamphlet, and paragraph 201 of the Wreck and Salvage Instructions, be examined, and, if necessary, repaired every quarter. The painting should be done in the month of July. Tenders for painting the carts or wagons should be sent to the Board of Trade for approval, with the annual Report referred to in paragraph 1 of this pamphlet. The carts to be painted, as follows; viz., the body, Prussian blue, with "**B of T**" in yellow letters on the front; and the wheels and shafts vermillion. The number of the station should be painted in yellow figures under the initials "**B of T**."

- (b.) Two or three *Rocket lines* laid up loose. One end of the Rocket line is to be attached to, and launched with the shot or rocket.
- (c.) *Boxes* fitted with faking pins, in which to stow the Rocket lines. See engraving.
- (d.) A "*Hawser*" of 3-inch Manilla right-handed rope, from 40 to 120 fathoms, according to the steepness or flatness of the shore.
- (e.) A "*Whip*" of Manilla line, not exceeding  $1\frac{1}{2}$  inch, rove through a single Tailed Block. The "*Whip*" to be made of left-handed rope the reverse of the hawser, and to be twice as long as the hawser, and the Tail of the Block to be at least 2 fathoms in length, and the sheave to be brass bushed. The ends of the "*Whip*" to be spliced together, so as to convert it into an endless rope.
- (f.) A "*Sling Life Buoy*," with petticoat Breeches, in which to place the person to be rescued, and haul him ashore.
- (g.) A "*Traveller*," or inverted block with a brass sheave, to be attached to the "*sling*," and carry it along the *Hawser*.

- (h.) A "*Double Block Tackle purchase*" for setting taut the hawser, one of the blocks being fitted with two tails to bend on to the hawser, or with luff tackles fitted to put on to the hawser with strop and toggle (like a top-gallant or royal purchase). The blocks to be brass bushed.
- (i.) Three small *spars* to form a triangle over which the hawser may be passed, and thereby raised higher above the water. This will be found convenient on parts of the coast where the shore is flat.
- The triangle should be fitted with a swivel snatch block, brass bushed instead of standing hooks, the strapping of the block to be of good iron.
- (k.) 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.
- (l.) A "*Red Flag*" 2 feet by 3 feet, fixed at the end of a staff 5 feet long; and a "*Lanthorn*" with a red lens fixed in it; to be used as signals in the manner directed below.
- (m.) Two or three *spades* or *shovels*, and a *pickaxe*, to be of good quality and suitable for the work, a *Salvage strop*, and a few pieces of *extra rope*, to be used as occasion may require.
- (n.) A light *hand-barrow*, when thought necessary, for carrying portions of the apparatus from the cart to the place where it is to be used.
- (o.) Three sets of *Tally boards*, each set consisting of two boards of hard wood about 9 inches long by 5 inches wide and  $\frac{3}{4}$  inch thick. These boards to have the

following words painted on them in white letters on a black ground.—English on one side and French the other; viz.,—

No. 1. Tally board to be attached to the whip.

English,—

“ Make the tail of the block fast to the lower mast well up. If masts are gone, then to the best place you can find. Cast off Rocket line, see that the rope in the block runs free, and show signal to the shore.”

French,—

Fouettez la poulie le plus haut possible sur le bas-mât, ou à l'endroit le plus favorable si les bas-mâts sont perdus. Détachez la ligne, voyez que la corde coure facilement dans la poulie, et faites signal au rivage.

No. 2. Tally board to be attached to the hawser.

English,—


“ Make this hawser fast about 2 feet above the tail block. See all clear, and that the rope in the block runs free, and show signal to the shore.”

French,—

Amarrez cette aussière à deux pieds environ au dessus de la poulie. Voyez que rien n'engage et que la corde coure facilement dans la poulie, puis faites signal au rivage.

- (p.) *Long light.* One box of Colonel Boxer's to be used as occasion may require.
- (q.) “ *Signal Rockets.*” Eighteen throwing white and red stars.
- (r.) Two *heaving sticks* and lines to be used as occasion may require.
- (s.) A *water barrico* with a large square hinge bung, large enough to admit a man's hand will be supplied if specially demanded.
- (t.) A *tarpaulin* to cover over the apparatus and stores in the cart when the apparatus is not in use, and fitted with becketts and tent pegs, to secure it on the beach or shore for coiling the whip on, when the apparatus is in use.

(u.) *Life Belts.* Two of Captain Ward's, and two *Life Lines.*

 *The whole of the gear and a sufficient supply of rockets, &c., are to be kept in the Rocket Apparatus cart IN GOOD ORDER, DRY, AND READY FOR IMMEDIATE USE.*

5. Rockets (Boxer's and signal), powder, shot, port-fires, long lights, &c., will be supplied by the War Department, according to the following list:—

## ARTICLES KEPT IN STORE BY THE WAR DEPARTMENT.

### MORTARS, SHOT, &c.

Mortars, 5½ inch, complete.	}	1 for each station.
Bed for ditto.		
Shot, looped with } round { 6-pr. } fuzes are not used with these	}	}
thongs - - -		
- - - oblong 24-pr., fitted for fuzes.		
Fuzes, shot, life-saving	-	4 fuzes for each shot, and 20 per cent. spare.
Tubes, friction, copper	-	1 tube for each round, and 20 per cent. spare.
Powder, L.G., lbs.	-	as required.

### ROCKET STANDS, ROCKETS, &c.

Rocket stand	-	-	1 for each station.
Rockets, life-saving, Boxer's	-	-	18 for each station.
Rockets, signal, red and white	-	-	" "
Sticks, rocket	-	-	1 required for each rocket.
Pins, iron, rocket	-	-	1 per rocket, and 20 per cent. spare.
Washers { India rubber	-	-	2 per rocket.
{ metal	-	-	1 per rocket.
Fuzes, rocket	-	-	1 per rocket, and 20 per cent. spare.
Tubs, detonating	-	-	1 do. do. do.

### LIGHTS.

Lights, long, life-saving.*	* Should be asked for in such numbers as may be required. If a first supply should be demanded in a box either large or small, a large box contains 12 port-fires and 10 lights, a small box 6 of each. If not a first supply, it should be so stated. † Should be asked for as required, say one for every six lights or portfires; but as they are not expended, may not always be required. The handles are different in pattern. ‡ Primers, one per light or portfire, and 20 per cent. spare.
Handles for ditto.†	
Primers, detonating, ditto.‡	
Portfires, life-saving.*	
Handles for ditto.†	
Primers for ditto.‡	

6. The War Department will keep a stock at Woolwich. This stock will never be allowed to run too low.

From the stock at Woolwich the War Department will supply the depôts at the following places:—

Fort George.	Portsmouth.
Edinburgh.	Devonport.
Tynemouth.	Pembroke Dock.
Harwich.	Chester.
Sheerness.	Dublin.
Dover.	Cork Harbour.

At these places sufficient will be kept for a six months supply of the district. The stores will be sent to these depôts in vessels belonging to or taken up by the War Office.

7. The stores will be distributed from these depôts, in ordinary cases when time does not press, by the Coast Guard cruizers in the same manner as Coast Guard stores; and, as this is a slow process sometimes, care must be taken by the Officer in charge of the apparatus to send the requisition, L.S.A. 7 (late Wr. 29), to the Board of Trade in time to ensure a constant and adequate supply at each station.

8. When time presses the stores demanded can be sent as follows, viz. :—

(a.) If the arrangements on the coast should admit of it, the Inspecting Commander will direct them to be fetched in the rocket cart or in a country cart, and passed on from station to station; and—

(b.) Where this cannot be done they must be sent by rail.

But it is to be hoped that by proper management, and by sending orders to the Board of Trade in time, the cruizers will be sufficient, and that the establishment at each station will be kept efficient by these means.

9. War Department stores will be obtained in the following manner, viz. :—

(a.) The Inspecting Officer of Coast Guard will send a requisition form, L.S.A. 7, to the Board of Trade, stating whether the stores are urgently required or not.

(b.) The Board of Trade will examine the requisition, and send it to the Superintendent of the Store Depôt for the District.

- (c.) The Superintendent at the dépôt will send the stores to the Inspecting Commander by the Coast Guard cruiser in the same manner as other stores, or by other means, according to the exigencies of the case.

10. If they cannot be sent by cruiser, then the officer at the dépôt should inform the officer for whose division the stores are demanded, and arrangements should be made between these two officers to send them by the Coast Guard carts, if consistent with the probable or possible exigencies of the Wreck Service, and if not, and if the distance is not too great, by country carts; if they cannot be sent by either, then by rail.

11. The bills for carriage, approved by the Inspecting Commander, should be sent to the Board of Trade, as usual, by him for payment.

12. General stores, *i.e.*, all others except those enumerated in par. 5 of these Instructions, should be requested on form L.S.A. 8 (late Wr. 29), and will be supplied by the contractor in London, or be purchased on the spot, as the Board of Trade may direct. If purchased on the spot, a bill made out by the tradesman (on Form L.S.A. 10) should be sent to the Board of Trade, when payment is requested.

### **Exercising the Apparatus.**

13. It is thought that eight Coast Guardmen, in addition to the officer in charge, are sufficient to exercise the apparatus at the quarterly inspection. Only sufficient Coast Guardmen to make up that number should, therefore, in the absence of special circumstances, be brought in from other stations to the station at which the apparatus is to be exercised; that is to say, if four men are required to make up the number at the station at which the exercise is to take place to eight, four only should be ordered in. If, however, any special circumstances should require that more than four should be ordered in, the Inspecting Officer should give a special authority. More than four men will not be paid, unless the additional number have been called in by such special authority. Where a Volunteer Brigade or Company is formed it will of course be unnecessary to call in any Coast Guardmen from neighbouring station.



14. In exercising the apparatus the practice should, when convenient, take place along the shore or across a field, as the shot can then be recovered, and the lines are not so likely to suffer from damp. *Great care should always be taken that the lines and gear are thoroughly dried before they are put away; and all kinks and turns carefully taken out of them.*

15. No remuneration will be allowed to Coast Guardmen for attending at the quarterly exercise of the apparatus, unless the distance travelled exceeds four miles out and home. If this distance is exceeded the sum of 3*d.* a mile out and home will be granted.

### Using the Apparatus at a Wreck.

16. The Officer of Coast Guard and Receiver of Wreck have power under sections 461 and 462 of the Merchant Shipping Act to compel the owners of horses and carts to lend them for use in cases of shipwreck. But it is hoped that by making a proper arrangement, and coming to an understanding with one or two owners of horses on the spot, recourse to the power conferred by the Act will not be necessary.

17. *The attention of Coast Guard Officers is directed to the necessity of having arrangements made with the neighbouring farmers for the use of their horses or carts to convey the apparatus to the scene of a wreck, in order that no delay may occur when a wreck is reported.*

18. The Inspecting Officer of the Coast Guard, or the Principal Officer of the Customs or of the Coast Guard who is present at a Wreck, 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.

19. It is unnecessary to describe minutely the manner in which the Rocket or Mortar is to be arranged for firing, as a knowledge thereof, and of the manner of using the apparatus, can only be obtained by actual practice. It may, however, be observed that an angle of 45 degrees for the Mortar, and 35 to

38 degrees for Boxer's Rocket, are the elevations which appear to give the greatest range. The first shot or rocket should always be fired with the rocket line in the box, and the box should be slightly tilted towards the wreck. But for subsequent shots the line may be faked on the beach, care being taken that no impediments are in the way of its running out rapidly when the rocket or shot is fired.

20. Great care should be taken in arranging the apparatus with precision for firing the first shot or rocket, as after the line becomes wetted and dirty the chances of effecting a communication are more remote.

21. The rocket line should be fastened to the rocket stick as shown in one of the engravings at the commencement of these Instructions. The line should also have a knot made near the hole at the end of the rocket staff, so that if the line is burnt near the rocket the knot will catch the stick.

22. When the line has been thrown over the ship, 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 shown over the ship's gunwale for a short time, and will then be concealed.

23. On this signal being seen on shore the inshore end of the shot or rocket line should be made fast to the whip, *by 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.

24. 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.

25. 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 the mast, *as high up as circumstances will permit*, or to the HIGHEST 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.

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

27. 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.

28. On perceiving this signal, the hawser is to be set up by means of the double block tackle purchase; and the breeches buoy (the block of which will have been adjusted on the hawser) is to have the whip secured to it by a clove hitch; 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. The parts of the whip line should be kept as far apart as possible.

29. 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, if necessary, 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.

30. 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 the floating sling buoy should be hauled off by the whip alone, and the wrecked persons brought ashore in it floating in the water.

31. And again; in cases where the wreck happens on a flat shore, the hawser need not be set up at all, but the whip made

to answer for both hawser and whip. When this is the case the travelling block should be taken from the sling life buoy and one end of the whip should be run through the thimble attached to the life buoy slings. The ends of the whip should then be made fast to the grommets on the sides of the life buoy as shown in the engraving (B), Plate 5.

32. In all other cases the hawser should be set up when practicable.

33. The illustrations will help to explain how the Mortar and Rocket Apparatus is to be used.

### Remuneration.

34. An allowance as mentioned below will be granted to the Coast Guard when they proceed with the apparatus to a vessel in distress, viz :—

When life is saved by the apparatus the sum of 2*s.* to each Coast Guardman employed.

When life is not saved, or when it is found unnecessary to use the apparatus, the sum of 1*s.* to each Coast Guardman employed.

- (a.) In order to claim this remuneration the Inspecting Commander of Coast Guard should forward to the Board of Trade a Report and claim on L.S.A. 15. (late Wr. 20.), taking care to fill in the particulars required by the printed headings.
- (b.) The rates of remuneration to Coast Guardmen as stated in this paragraph will not be departed from unless the Inspecting Commander can show that peculiar circumstances (such as extraordinary skill or exertion in using the apparatus, or lengthened exposure to the inclemencies of the weather, or risk,) appear to require an increase in the amount. The Inspecting Commander should in such cases make a special report of the services which, in his opinion, call for special remuneration, and he should name in his Report (Form L.S.A. 5.) the sum he considers sufficient.
- (c.) If persons not being in the Coast Guard service assist in using the apparatus, they will be remunerated accord-

ing to the merits of each case. The Inspecting Commander should include their names and a statement of their services in the Form L.S.A. 15. (late Wr. 20.), and should state therein the amount he considers sufficient as remuneration.

35. If the distance travelled from the station to the vessel in distress exceeds four miles *out and home*, then, in addition to the allowance under the above paragraph, each Coast Guardman will be allowed the sum of 3*d.* a mile for each mile travelled. The same remuneration will be allowed to each Coast Guardman for attending the quarterly exercise of the apparatus, if the distance travelled exceeds four miles out and home.

36. When it is found necessary to call Coast Guardmen in from adjoining stations to assist in exercising the apparatus they will also be paid in the same manner.

37. Chief Officers of stations when assisting with the apparatus at a wreck or at exercise will be allowed double the amount granted to the men.

38. In making a claim in these cases any distance under half a mile is not to be reckoned; but any distance above half a mile and under one mile may be charged for as one mile.

For example: If the men proceed from a station to a place three and a half miles distant, the sum to be charged per man is 1*s.* 9*d.*, being 3*d.* per mile out and 3*d.* per mile home, for the whole distance of seven miles out and home.

No charge is to be made when the distance out is two miles or under two miles; *e.g.*, if the distance travelled is two miles out and two miles home nothing is to be charged, although the whole distance is four miles.

39. All sums due under this Rule should be claimed on Form L.S.A. 14. for service at exercise, and L.S.A. 15. for service at a wreck (late Wr. 20a. and Wr. 20). *Both these Forms to be forwarded in duplicate.*

40. In no case in which life is saved by the Rocket or Mortar apparatus, or by lines from the shore, is a claim for salvage of life to be made on the ship.

### Repair of Gear, Cart Hire, House Rent, &c.

41. Inspecting Officers in charge of the apparatus may, when necessary, expend sums not exceeding in the aggregate one pound (1*l*.) per annum for the purpose of repairs to the carts, cart houses, and gear, and for the purchase of small stores other than those named in paragraphs 4 and 5 of these Instructions, for the use of the apparatus, carts, or wagons, or houses, without first obtaining the sanction of the Board of Trade.

42. The bills on Form L.S.A. 10, properly certified, should be sent to the Board of Trade *in duplicate*, when the purchases have been made. In most cases, however, the Inspecting Officer will be able to include demands for the small stores in the general requisition for other stores (Form L.S.A. 8.) which accompanies the annual Reports, Forms L.S.A. 16 and 17., at the end of June in each year.

43. When any stores other than the small stores mentioned above (par. 41.) are to be purchased on the spot, with the sanction of the Board of Trade, the Inspecting Commander should obtain from persons willing to supply them an estimate in duplicate, and submit it to the Board of Trade with his remarks, before authorizing the purchase of the stores. When the stores have been supplied the Inspecting Commander should examine them thoroughly, and if his examination is satisfactory, he should enclose the Tradesmen's Bill (L.S.A. 10.) with Division C. duly signed, and send it to the Board of Trade for payment.

The Tradesmen's Bills should in both of these cases be sent to the Board of Trade within 14 days of the stores being supplied. If this cannot be done the officer should explain the reason of the delay upon the form, when sent.

44. When expense has been incurred for horse or cart-hire in transporting the Rocket or Mortar Apparatus for purposes of exercise, or to the assistance of a ship in distress, the bill of expenses is to be sent to the Inspecting Commander of the Coast Guard, or, where there is no Coast Guard, to the Collector of Customs. The Inspecting Commander or Collector of Customs will enter the particulars in Division E. of Form L.S.A. 14 or 15,

as the case may be, the bill to be attached as a voucher, and forward it to the Board of Trade for approval. The amount will, if approved, be paid at the same time as the men employed with the apparatus.

## Volunteer Brigades and Companies.

### *Brigades.*

46. The Board of Trade are desirous of extending as much as possible the system of enrolling Volunteer Life Brigades to work the rocket and mortar apparatus for saving life from shipwreck, and they rely on the cordial assistance and co-operation of the Officers of the Coast Guard and Customs to help them in making the views of the Board of Trade generally known, and in enrolling Volunteers.

47. The conditions on which the Volunteers will be enrolled, and on which the apparatus will be supplied and worked are as follows, viz. :

- (a.) That the site of the house or shed in which the apparatus is kept shall be approved by the Board of Trade, and that the Board of Trade pay the rent, &c. if necessary.
- (b.) That the apparatus and carts, and all gear and stores required from time to time, shall be supplied by the Board of Trade through the Officer of Coast Guard or Customs in the district.
- (c.) That the apparatus shall be used on all occasions in accordance with the printed instructions issued by the Board of Trade.
- (d.) That the members of the Brigade shall take frequent opportunity of exercising with the apparatus and gear and with the heaving sticks and lines.
- (e.) That the apparatus shall be exercised at least once a quarter in the presence of the Officer of the Coast Guard or some other person appointed for the purpose by the Board of Trade.
- (f.) That it shall be open at all times to the inspection of the Surveyor General or other Officer of the Board of Trade, Coast Guard, or Customs.

(g.) That each member of the Brigade shall wear a distinguishing badge on the waist and right arm to be supplied or approved by the Board of Trade.

(h.) That each Brigade shall have an Officer or Officers appointed to take command in case of shipwreck in the absence of the officers of Coast Guard or Customs.

This Officer may, if the Board of Trade think it necessary or desirable, be appointed to act as a Deputy Receiver of Wreck.

(i.) That in all cases when the members of the Brigade are called together either for drill, look-out, or actual service, the Senior Officer of Coast Guard, or, in the absence of an Officer of Coast Guard, the Senior Officer of Customs on the spot, shall take command, but should there be no Officer of Coast Guard or Customs present, then the command shall be taken by the Senior Officer of the Brigade present.\*

(j.) That on all occasions of exercise and on all occasions in which the Brigade are called out, each member shall yield implicit obedience to his Superior Officer, and discharge the duties assigned to him as readily and as *quietly* as possible.

(k.) That each member of the Brigade shall do his utmost to prevent disorder and plunder at a shipwreck, and to cause property to be reported and delivered to the Receiver of Wreck.

(l.) That all the members of the Brigade, or any members to be selected, shall, if the Board of Trade require it, be enrolled as special constables, to enable them the more effectually to keep order and suppress plunder.

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\* *Note.*—In carrying this rule into effect, Officers of Customs and Coast Guard and Officers of the Brigade should understand that all inspecting Officers of Coast Guard, Chief Officers of Stations, Chief Boatmen, and all Chief Officers afloat, Senior Mates, and Second Mates are entitled to take command of the Volunteer Brigade in priority over all other persons. And that when there are none of the above-named Officers, and no Officer of the Customs or of the Volunteer Brigade or Company present, then the Senior Commissioned Boatman or the Boatman is to take command. But when there is an Officer of the Customs or of the Volunteer Brigade or Company, and none of the above Officers present, then the Commissioned Boatman, or Boatman, is to render to the Officer of Customs or Officer of the Volunteers present such service and assistance as may seem to be most conducive to the end in view.



- (m.) That on a given signal (to be arranged and understood in each case) each member of the Brigade shall at once repair to the apparatus house, get the apparatus ready, and await orders.
- (n.) That a printed form of application for enrolment, Form L.S.A. 20. (late Wr. 44.) in the Brigade shall be used.
- (o.) That a report on Form L.S.A. 21. (late Wr. 45) shall be sent to the Board of Trade on the 30th of June in each year, showing the nominal strength of the Brigade, the attendance at exercise, quarterly, or otherwise, the attendance at wrecks, &c., and the proficiency of the Volunteers in the use of the apparatus and heaving stick. The Board of Trade will always be glad to receive with these annual reports any remarks or suggestions that the Officer of the Brigade, or of the Coast Guard or of the Customs, may wish to make.

48. At the mouth of the Tyne a large Brigade, known as the Borough of Tynemouth Volunteer Life Brigade, has been enrolled. The rules of this Brigade are appended in the hopes that other similar Brigades may be formed. See App. II., page 30.

49. In the case of Brigades formed on the model of the Borough of Tynemouth Volunteer Life Brigade, the Board of Trade, besides providing the whole of the rockets, apparatus, lines, and gear, and besides also paying the rent of the stores or watch-house in which the apparatus is kept, will contribute annually towards the funds of each Brigade a sum varying according to the number of men enrolled, the attendance at exercise, the efficiency of the Brigade, and the services rendered to ships in distress.

#### *Companies.*

50. At outlying places, where the Coast Guard are not sufficient for the purpose, and where it is found impossible to form a Brigade, the Officers of Coast Guard should endeavour to enrol Companies of Volunteers to supplement and assist the Coast Guard Service, or where there are no Coast Guard then the Officers of Customs should endeavour to enrol Companies of Volunteers, either to assist the Customs Officer and Receiver of

Wreck on the spot (if any), or to work the apparatus under the superintendence of some person of influence in the neighbourhood. Before accepting the services of a Company the Officer of Coast Guard or Customs should forward a report to the Board of Trade, stating the number of men it is proposed to enrol, the place where the Company are to assemble, &c. &c.

51. The members of Companies will probably for the most part consist of farm labourers, long shore men, &c.; they will be enrolled on the same terms and conditions and will be subject to the same rules as members of Brigades, but instead of the Board of Trade paying a contribution annually as in the case of Brigades, small payments will be made when services are rendered, as follows; viz. :—

- (a.) On each occasion of using the apparatus at an exercise the Board of Trade will pay to each of the men of a Company present the sum of 2s. on application being made on the usual printed Form L.S.A. 14. (late Wr. 20a.), but no more than 25 members of a Company will be paid for any one exercise.
  - (b.) On all occasions of using the apparatus at a wreck the Board of Trade will pay to each of the members of a Company present a sum varying from 2s. 6d. to 1l. according to the nature and description of the services rendered, the number of lives saved, &c., an application being made on the usual printed form L.S.A. 15. (late Wr. 20.); but no more than 25 members of a Company will be paid on any one occasion.
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# APPENDIX I.

## ROCKET APPARATUS DRILL.

### COAST GUARD.

#### LIFE APPARATUS INSTRUCTIONS AND EXERCISE.

*On a wreck occurring, the Watchman will call the Officer and Men, and send for the Horses.*

#### SIGNALS.

##### *Day.*

Assemble at Station \*Two  $\frac{1}{2}$  min. Guns, Ball over Ensign at Masthead.

Proceed to Left† \*Two  $\frac{1}{2}$  min. Guns, Ball and Flag over Ensign at Masthead.

Proceed to Right† \*Two  $\frac{1}{2}$  min. Guns, Ball and Flag under Ensign at Masthead.

##### *Night.*

*Two $\frac{1}{2}$ min. Guns and White Light.	} With one or more Rockets with coloured Stars.
" " Red Light.	
" " White and Red Lights.	

\*If there are no Guns at the Station, one or more Rockets with coloured Stars, fired at intervals of a minute, and at an elevation which will ensure their bursting in sight of the surrounding neighbourhood, to be the Alarm by Night.

†N.B.—The Right or Left of Station to be determined by a previous knowledge of its position, and looking to seaward at the Watch House.

Night Patrols to carry white cap covers, with Nos. in large black figures, 1 to 6, painted on them, and easily distinguishable at night time, in readiness for putting on for Wreck duty.

On a sufficient number of men being assembled, the Cart to be taken to the Vicinity of the Wreck; drag ropes to be used until the Horses arrive. The Officer to fill up Rocket Nos. on the way, if any of the permanent Nos. are absent, otherwise the Nos. as on Journal of Station.

If the Wreck occurs at a considerable distance from the Station and Horses are used, No. 5 attends at the Cart; the rest of the Nos. as directed by the Officer.

All Coast Guard Parties to be accoutred as Night Patrols, so that in the event of being required to guard wrecked property they will be prepared to do so.

On a flat shore, or in the event of Wreck breaking up, it may be advisable to use Whip and Sling Life Buoy without the Hawser.

CAUTION.—Great attention should be paid to the Surging of the wrecked vessel, so as to veer and haul on the purchase of the Hawser, and prevent it from snapping or stranding.

## ROCKET DRILL.

*Words of Command.*

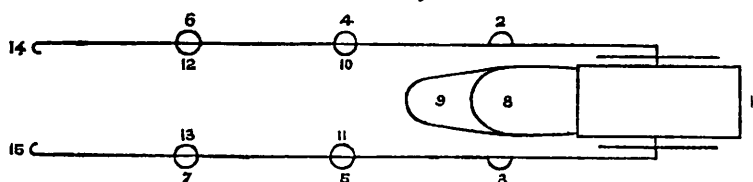
"Rocket Party fall in," "Form the Order of March" (or Double),  
 "Halt," "Action," "Ready," "Fire," "Haul out," "Haul Ashore."

*"Rocket Party fall in."*

	2	4	6	8	10	12	14	Rear Rank.
1	3	5	7	9	11	13	15	Front Rank.

Rocket Nos., . 1 . 2 . 3 . 4 . 5 . 6.

Auxiliaries, 7 . 8 . 9 . 10 . 11 . 12 . 13 . 14 . 15.

*"Form the Order of March."*

## PROVIDING STORES.

No. 1. Rocket Frame, Tube Box (containing Tubes, Primers, Washers, Pins for Rockets), Priming Wire, Pendulum, and Trigger Line.

2. Six Rockets, Box of Hand Lights and Port-Fires, 6 Staves, 2 Life Belts, Line, and Box with Small Stores (to be attached to side of Cart before Wheel).

3. Rocket Line, Whip and Tallies, Water Barrico, 2 Tail Blocks (one on Whip and one Spare).

4. Straps, Signal Flag, and Lanthorn, Tarpaulin, and 8 Tent Pegs. N.B.—Tarpaulin to be fitted for pegging down on the Beach.

5. Hawser and Tallies, Snatch Block, Traveller, Breeches Buoy, Triangle.

6. Anchor, Backer, Luff Tackle, Pickaxe and Spades.

The Officer to provide a flask of spirits to revive stranded crew if necessary.

N.B.—The Stores are always to be kept in the Cart in a serviceable state.

A List of the Stores printed on calico to be fixed on a Board, and screwed on to the rear of the Cart.

The Stores to be examined after use, and put in Order. To be mustered and aired monthly.

All Auxiliaries are to assist in carrying Stores from Cart to point of Action.

## DUTIES AT THE ORDER "Halt," "Action."

No. 1 places Rocket Frame—Uncaps and places Rocket in Frame—Points—Elevates (making due allowance for force and direction of Wind)—Primes—Sees all clear—Fires—Removes Frame to Cart—Mans hauling part of Whip.

2 assists No. 3 to place Box with Line 6 yards to leeward and abreast of Frame—Lifts Box clear of pins—Places and pins Staff to Rocket and hands it No. 1—Attends steadying line of Frame if required, and then takes charge of right side of Whip.

3 takes out Water Barrio and Rocket Staves, and assisted by No. 2 places Box with Line 6 yards to leeward and abreast of Frame. Lifts Box clear of pins and cants it in the direction of the Wreck. Wets about 3 fathoms of end of Line, and reeves it through Staff, and puts on 2 India-rubber and a Metal Washer, and then knots end of Line securely.

4, assisted by even Nos. of Auxiliaries, takes the Whip and carries it 8 yards to the right rear of Frame, and sees it clear for running. Bends on Hawser and Tally about 2 fathoms from the end, and takes charge of left side of Whip.

5, assisted by all the odd Nos. of Auxiliaries takes end of Hawser and Tally to No. 4, and clears it away for hauling off to the Wreck,—Clove hitches Whip to Traveller—Bends on Breeches Buoy—Takes charge of Cart.

6, assisted by odd Nos. of Auxiliaries, buries Anchor and Backer, Hooks on Luff to Anchor and secures it to Hawser—Raises Triangle and snatches Hawser.

*Auxiliaries.*—7, assisted by 8, spreads and pegs down Tarpaulin, then attends Signals under direction of Officer. NOTE.—If there is no 7, Officer attends Signals.

8 assists 7—Takes charge of Life Belts from No. 2 ; Keeps ground clear, and attends to stranded crew when landed.

9, 11, 13, 15, assist No. 5 to clear away Hawser, keeping a slight strain on it while being hauled off to Wreck, keeping to the left of the Whip ; Assist No. 6 to bury Anchor and Backer, &c., and then Man Fall of Luff and veer and haul as necessary.

10, 12, 14, assist No. 4 in working the Whip, hauling off Hawser, &c.

NOTE.—In working the apparatus with only six Men, 3 and 5 assist No. 6 to raise Triangle and attend Hawser. 1, 2, and 4 attend and work the Whip.

### *“ Ready.”*

No. 1 sees Trigger Line clear and cocks the Lock, or lights Portfire, retiring to the Left.

2 attends steadying Line.

### *“ Fire.”*

1 fires with a steady pull, or with the Portfire, and, if communication is effected, removes the Frame.

NOTE.—If Rocket fails, 3 and 4 haul in Line—1 and 2 fake down clear for running—1 corrects the Pointing and Elevation, and then the Party proceed as before.

### *“ Haul out.”*

1, 2, 3, assisted by even Nos. of Auxiliaries, haul out Hawser and Breeches Buoy.

*“Haul ashore.”*

1, 3, 4, assisted by even Nos. of Auxiliaries, man the hauling side of Whip—2 attends veering part, assisted, if necessary, by an auxiliary No. As people are landed No. 8 and any spare Nos. attend to them.

As there are so many men-of-war's men present, it may be found very useful to use the Boatswain's Pipe in working the Apparatus. Many stations have a Boatswain's Mate among the crew.

In case of an emergency the above can be performed with 6 Nos., or it can be expanded to any No. required ; but it will be found preferable to form all Nos. above 15 into a separate Crew to relieve the Working Crew, or use them to guard the Ground, or work a separate Apparatus as circumstances may require.

When the Service or Exercise is over, the Stores are to be returned to the Cart, and the Party to fall in to the Order of March, and return to the Station.

## APPENDIX II.

### RULES OF THE BOROUGH OF TYNEMOUTH VOLUNTEER LIFE BRIGADE.

1. That this corps be called the “Tynemouth Volunteer Life Brigade,” and its object is to assist the Coast Guard in saving life in cases of shipwreck.

2. That this corps consist of enrolled members (effective and non-effective), and honorary members ; the latter contributing to the funds of the corps, but not enrolled for service.

3. That the affairs of the corps be managed by a secretary, treasurer, and committee of twelve effective members, to be elected annually by the enrolled members of the corps. The chief officer of the Coast Guard to be a member of the committee *ex officio*.

4. The members who are passed as effective by the district commanding officer shall elect annually the company officers in the proportion of two to each fifty men.

5. Candidates for admission to the corps must be nominated by two members, and admitted or rejected by a majority of the committee present at its next meeting.

6. That the committee meet monthly for the transaction of business, and that five of their number be a quorum.

7. That all officers of the corps shall be elected by a majority of votes, each member entitled to vote being supplied with a list

of members, and a voting paper to be filled up and presented personally to the presiding officer.

8. That each member shall be provided with a distinguishing badge, as may be agreed upon by the committee, which shall be worn at drill or on active service.

9. That the property of the corps be vested in the committee.

10. When the corps is assembled for drill or actual service each member shall yield implicit obedience to his superior officer, and discharge the duty assigned him as quietly as possible.

11. That in all cases when the volunteers are called together, either for drill or actual service, the officer of Coast Guard in charge at the station shall take the command; but should there be (from any unforeseen cause) no Coast Guard officer present, then the command shall be taken by the chief officer of volunteers present.\*

12. That insubordination on the part of any member shall be followed by immediate dismissal from the brigade, on the offence being fully proved before the committee.

13. That the committee shall cause an abstract of the accounts to be prepared annually for the information of the members of the corps.

14. That any gentleman shall become an honorary member of the corps on payment of a guinea annually.

15. That any member of the corps wishing to alter any existing rule, or propose a new one, shall give notice in writing to the secretary fourteen days previous to the annual meeting.

N.B.—The Signal to the Volunteers that a Ship is on Shore will be a Gun fired twice, in quick succession, from the Spanish Battery, and as soon after as may be a Coloured Rocket fired in the direction of the Town.

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*\* This has reference exclusively to using the Rocket Apparatus for saving Life. In all other Matters the Receiver of Wreck or Officer of Coast Guard, or other person named in section 445 of the Merchant Shipping Act, 1854, will have command of all persons assembled at a wreck.*

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## APPENDIX III.

## FORMS used in connexion with the LIFE SAVING APPARATUS.

New Initial Letters and Numbers.	Name of Form.	Old Initial Letters and Numbers.
L.S.A. 1.	Instructions in the use of R. and M. Apparatus -	Wr. 33.
L.S.A. 2.	Rocket Apparatus Drill - - - -	Wr. 43.
L.S.A. 3.	Directions for landing the crew of a wrecked vessel -	Wr. 34.
L.S.A. 4.	Directions to Masters and Seamen in use of R. and M. Apparatus.	Wr. 35.
L.S.A. 5.	Form for correspondence.	
L.S.A. 6.	Form of estimate or tender.	
L.S.A. 7.	Requisition for War Department Stores.	
L.S.A. 8.	Do. General Stores - - - -	Wr. 29.
L.S.A. 9.*	Advice Letter (that stores have been ordered).	
L.S.A. 10.	Bill for goods supplied or work done.	
L.S.A. 11.	Account for postage and telegrams.	
L.S.A. 12.*	Reference Paper (non-return of receipt for stores).	
L.S.A. 13.*	Particulars with reference to supply of wagon or cart.	
L.S.A. 14.	Claim for services at exercise - - - -	Wr. 20 <sup>a</sup> .
L.S.A. 15.	" " at a wreck - - - -	Wr. 20.
L.S.A. 16.	Condition of apparatus (Rocket) - - - -	Wr. 30.
L.S.A. 17.	" " (Mortar) - - - -	Wr. 31.
L.S.A. 18.	Stores condemned.	
L.S.A. 19.	Bought note of stores sold.	
L.S.A. 20.	Company volunteer (application to be inrolled) -	} Wr. 44.
L.S.A. 21.	Brigade do. do. -	
L.S.A. 22.	Annual Report of brigade - - - -	
	Order Book for Forms named above.	Wr. 45.

\* For use at Board of Trade only.



## APPENDIX IV



WARRANT REVOKING a WARRANT dated the 7th March 1866 instituting A NEW DECORATION to be styled "THE ALBERT MEDAL," and instituting in lieu thereof TWO NEW DECORATIONS, to be styled respectively "THE ALBERT MEDAL OF THE FIRST CLASS," and "THE ALBERT MEDAL OF THE SECOND CLASS."

VICTORIA R.

Victoria by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c.

To all to whom these presents shall come, greeting :

Whereas a Warrant was given under Our Royal Sign Manual, bearing date the 7th day of March 1866, in the 29th year of Our reign, intituled a "Warrant instituting a new Decoration, " to be styled 'The Albert Medal,' " and such Warrant was in the terms following, that is to say :—

" VICTORIA R.

" Victoria by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c.

" To all to whom these presents shall come, greeting :

" Whereas We, taking into Our Royal Consideration that great loss of life is sustained by reason of shipwrecks and other perils of the sea ; and taking also into consideration the many daring and heroic actions performed by mariners and others to prevent

“ such loss and to save the lives of those who are in danger of  
 “ perishing by reason of wrecks and perils of the sea ; and taking  
 “ also into consideration the expediency of distinguishing such  
 “ efforts by some mark of Our Royal favour :

“ Now for the purpose of attaining an end so desirable as that  
 “ of rewarding such actions as aforesaid, We have instituted and  
 “ created, and by these presents for Us, Our Heirs and Successors,  
 “ institute and create, a new Decoration, which We are desirous  
 “ should be highly prized and eagerly sought after, and are gra-  
 “ ciously pleased to make, ordain, and establish the following  
 “ Rules and Ordinances for the government of the same, which  
 “ shall from henceforth be inviolably observed and kept.

“ First.—It is ordained, that the Distinction shall be styled  
 “ ‘THE ALBERT MEDAL,’ and shall consist of a gold oval-shaped  
 “ badge or decoration enamelled in dark blue, with a Monogram  
 “ composed of the letters V. and A., interlaced with an Anchor  
 “ erect in gold, surrounded with a Garter in bronze, inscribed in  
 “ raised letters of gold ‘For Gallantry in Saving Life at Sea,’  
 “ and surmounted by a representation of the Crown of His  
 “ Royal Highness the lamented Prince Consort, and suspended  
 “ from a dark blue riband of five eighths of an inch in width  
 “ with two white longitudinal stripes.

“ Secondly.—It is ordained, that the Medal shall be suspended  
 “ from the left breast.

“ Thirdly.—It is ordained, that the names of those upon whom  
 “ We may be pleased to confer the Decoration shall be published  
 “ in the ‘London Gazette,’ and a registry thereof kept in the  
 “ Office of the Board of Trade.

“ Fourthly.—It is ordained, that any one who, after having  
 “ received the Medal, again performs an act which, if he had not  
 “ received such Medal, would have entitled him to it, such further  
 “ act shall be recorded by a bar attached to the riband by which  
 “ the Medal is suspended ; and for every such additional act an  
 “ additional bar may be added.

“ Fifthly.—It is ordained, that the Medal shall only be  
 “ awarded to those, who, after the date of this instrument, have,  
 “ in saving or endeavouring to save the lives of others from ship-  
 “ wreck or other peril of the sea, endangered their own lives, and

“ that such award shall be made only on a recommendation to  
 “ Us by the President of the Board of Trade.

“ Sixthly.—In order to make such additional provision as  
 “ shall effectually preserve pure this most honourable Distinction,  
 “ it is ordained, that if any person on whom such Distinction is  
 “ conferred be guilty of any crime or disgraceful conduct which  
 “ in Our judgment disqualifies him for the said Decoration, his  
 “ name shall forthwith be erased from the registry of individuals  
 “ upon whom the said Decoration shall have been conferred by an  
 “ especial Warrant under Our Royal Sign Manual, and his Medal  
 “ shall be forfeited. And every person to whom the said Medal  
 “ is given shall, before receiving the same, enter into an engage-  
 “ ment to return the same if his name shall be so erased as  
 “ aforesaid under this regulation. It is hereby further declared,  
 “ that We, Our Heirs and Successors, shall be the sole judges  
 “ of the circumstance demanding such expulsion. Moreover  
 “ We shall at all times have power to restore such persons as  
 “ may at any time have been expelled to the enjoyment of  
 “ the Decoration.”

And whereas it has been represented to Us, that mariners and others perform many acts in preventing loss of life from shipwreck and other perils of the sea that are not of a character sufficiently daring and heroic to bring them under Our Warrant above cited, and are yet worthy of some distinguishing mark of Our Royal favour. And whereas, We, taking into Our consideration that it is expedient to reward such mariners and others who perform heroic actions to prevent loss of life from shipwreck and other perils of the sea, are pleased in place of the Decoration created by Our Warrant of the 7th March 1866, to institute and create two Decorations, which We are desirous should be highly prized and eagerly sought after, and are graciously pleased to make, ordain, and establish the following Rules and Ordinances for the government of the same, which shall from henceforth be inviolably observed and kept.

First.—It is ordained, that one of the said two Decorations shall be styled “THE ALBERT MEDAL OF THE FIRST CLASS,” and shall consist of a gold oval-shaped Badge or Decoration, enamelled in dark blue, with a Monogram composed of the letters V. and A., interlaced with an Anchor erect in gold, surrounded

with a Garter in bronze, inscribed in raised letters of gold, "For Gallantry in Saving Life at Sea," and surmounted by a representation of the Crown of His Royal Highness the lamented Prince Consort, and suspended from a dark blue riband of an inch and three eighths in width, with four white longitudinal stripes.

Secondly.—It is ordained, that the other of the two Distinctions shall be styled "THE ALBERT MEDAL OF THE SECOND CLASS," and shall consist of the like shaped enamelled Badge, save and except in this class it shall be entirely worked in bronze, instead of gold and bronze, and suspended from a dark blue riband of five eighths of an inch in width, with two white longitudinal stripes.

It is ordained that each Medal shall be suspended from the left breast.

Thirdly.—It is ordained, that the names of those upon whom We may be pleased to confer either of these Decorations shall be published in the "London Gazette," and a registry thereof kept in the Office of the Board of Trade.

Fourthly.—It is ordained, that any one who, after having received either of the Medals, again performs an act which, if he had not received such Medal, would have entitled him to it, such further act shall be recorded by a bar attached to the riband by which the Medal is suspended; and for every such additional act an additional bar may be added.

Fifthly.—It is ordained, that the Medals shall only be awarded to those who, after the date of the said Warrant of the 7th March 1866, have, in saving or endeavouring to save the lives of others from shipwreck or other peril of the sea, endangered their own lives, and that such award shall be made only on a recommendation to Us by the President of the Board of Trade.

Sixthly.—It is ordained, that THE ALBERT MEDAL OF THE FIRST CLASS shall be confined to cases of extreme and heroic daring, and that THE ALBERT MEDAL OF THE SECOND CLASS shall be given in cases which, though falling within the cases contemplated by this Warrant, are not sufficiently distinguished to deserve THE ALBERT MEDAL OF THE FIRST CLASS.

Seventhly.—In order to make such additional provision as shall effectually preserve pure this most honourable Distinction,

it is ordained, that if any person on whom such Distinction is conferred be guilty of any crime or disgraceful conduct which in Our judgment disqualifies him for the said Decorations, his name shall forthwith be erased from the registry of individuals upon whom the said Decoration shall have been conferred by an especial Warrant under Our Royal Sign Manual, and his Medal shall be forfeited. And every person to whom the said Medal is given shall, before receiving the same, enter into an engagement to return the same if his name shall be so erased as aforesaid under this regulation. It is hereby further declared, that We, Our Heirs and Successors, shall be the sole judges of the circumstance demanding such expulsion. Moreover, We shall at all times have power to restore such persons as may at any time have been expelled to the enjoyment of the Decoration.

Given at Our Court at St. James's this Twelfth day of April  
One thousand eight hundred and sixty-seven, in the  
thirtieth year of Our reign.

By Her Majesty's command.

(Signed) S. H. WALPOLE.

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## APPENDIX V.

# TREATMENT OF THE APPARENTLY DROWNED.

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ISSUED BY THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

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## DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

THE leading principles of the following Directions for the Restoration of the apparently Dead from Drowning are founded on those of the late Dr. MARSHALL HALL, combined with those of Dr. H. R. SILVESTER, and are the result of extensive inquiries which were made by the Institution in 1863-4 amongst Medical Men, Medical Bodies, and Coroners throughout the United Kingdom. These Directions have been extensively circulated by the INSTITUTION throughout the United Kingdom and in the Colonies. They are also in use in Her Majesty's Fleet, and in the Coast-guard Service.

### I.

Send immediately for medical assistance, blankets, and dry clothing, but proceed to treat the Patient *instantly* on the spot, in the open air, with the face downwards, whether on shore or afloat; exposing the face, neck, and chest to the wind, except in severe weather, and removing all tight clothing from the neck and chest, especially the braces.

The points to be aimed at are—first and *immediately*, the *Restoration of Breathing*; and secondly, after breathing is restored, the *Promotion of Warmth and Circulation*.

The efforts to *restore Breathing* must be commenced immediately and energetically, and persevered in for one or two hours,

or until a medical man has pronounced that life is extinct. Efforts to promote *Warmth* and *Circulation* beyond removing the wet clothes and drying the skin must not be made until the first appearance of natural breathing. For if circulation of the blood be induced before breathing has recommenced, the restoration to life will be endangered.

## II.—TO RESTORE BREATHING.

*To clear the Throat*—Place the Patient on the floor or ground with the face downwards, and one of the arms under the forehead, in which position all fluids will more readily escape by the mouth, and the tongue itself will fall forward, leaving the entrance into the windpipe free. Assist this operation by wiping and cleansing the mouth.

If satisfactory breathing commences, use the treatment described below to promote Warmth. If there be only slight breathing—or no breathing—or if the breathing fail, then—

*To Excite Breathing*—Turn the Patient well and instantly on the side, supporting the head, and—

Excite the nostrils with snuff, hartshorn, and smelling salts, or tickle the throat with a feather, &c., if they are at hand. Rub the chest and face warm, and dash cold water, or cold and hot water alternately, on them.

If there be no success, lose not a moment but instantly

*To Imitate Breathing*—Replace the Patient on the face, raising and supporting the chest well on a folded coat or other article of dress.

Turn the body very gently on the side and a little beyond, and then briskly on the face, back again; repeating these measures cautiously, efficiently, and perseveringly about fifteen times in the minute, or once every four or five seconds, occasionally varying the side.

[*By placing the Patient on the chest, the weight of the body forces the air out; when turned on the side, this pressure is removed, and air enters the chest.*]

On each occasion that the body is replaced on the face, make uniform but efficient pressure with brisk movement, on the back

between and below the shoulder blades or bones on each side, removing the pressure immediately before turning the body on the side. During the whole of the operations let one person attend solely to the movements of the head, and of the arm placed under it.

[*The first measure increases the Expiration, the second commences Inspiration.*]

\* \* The result is *Respiration* or *Natural Breathing* ;—and  
if not too late, *Life*.

Whilst the above operations are being proceeded with, dry the hands and feet; and as soon as dry clothing or blankets can be procured, strip the body and cover, or gradually reclothe it, but taking care not to interfere with the efforts to restore breathing.

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## 1.—Inspiration.



## 2.—Expiration.



*To illustrate the position of the Body during the employment of Dr. Marshall Hall's Method of Inducing Respiration.*

## III.

Should these efforts not prove successful in the course of from two to five minutes, proceed to imitate breathing by Dr. SILVESTER's method, as follows :—

Place the Patient on the back on a flat surface inclined a little upwards from the feet; raise and support the head and shoulders on a small firm cushion or folded article of dress placed under the shoulder-blades.

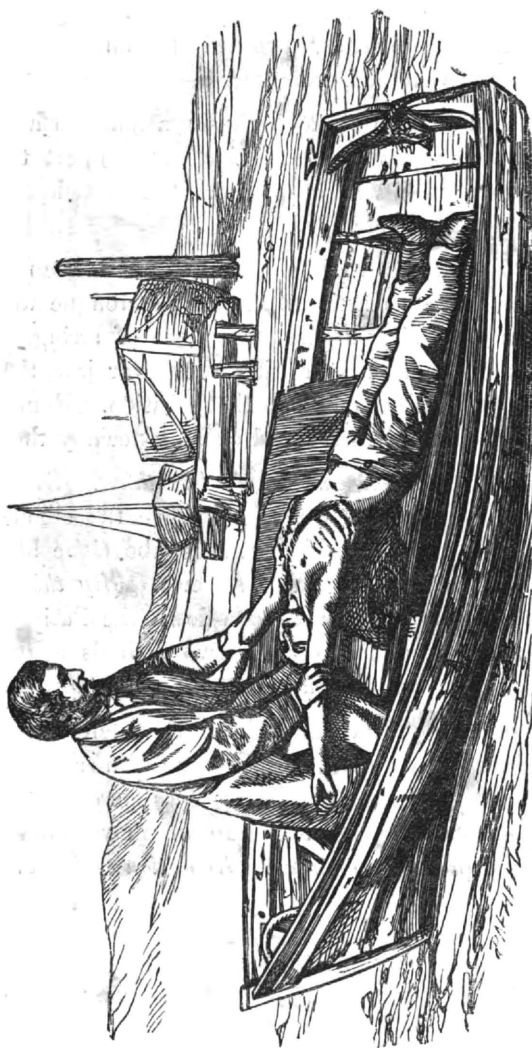
Draw forward the Patient's tongue, and keep it projecting beyond the lips: an elastic band over the tongue and under the chin will answer this purpose, or a piece of string or tape may be tied round them, or by raising the lower jaw, the teeth may be made to retain the tongue in that position. Remove all tight clothing from about the neck and chest, especially the braces.

*To Imitate the Movements of Breathing.*—Standing at the Patient's head, grasp the arms just above the elbows, and draw the arms gently and steadily upwards above the head, and *keep them stretched* upwards for two seconds. (*By this means air is drawn into the lungs.*) Then turn down the Patient's arms, and press them gently and firmly for two seconds against the sides of the chest. (*By this means air is pressed out of the lungs.*)

Repeat these measures alternately, deliberately, and perseveringly, about fifteen times in a minute, until a spontaneous effort to respire is perceived, immediately upon which cease to imitate the movements of breathing, and proceed to *Induce Circulation and Warmth.*

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**1.—Inspiration.**



## 2.—Expiration.



*To illustrate the position of the Body during the employment of Dr. Silvester's  
Method of Inducing Respiration.*

#### IV.—TREATMENT AFTER NATURAL BREATHING HAS BEEN RESTORED.

*To promote Warmth and Circulation.*—Commence rubbing the limbs upwards, with firm grasping pressure and energy, using handkerchiefs, flannels, &c.: [*by this measure the blood is propelled along the veins towards the heart.*]

The friction must be continued under the blanket or over the dry clothing.

Promote the warmth of the body by the application of hot flannels, bottles, or bladders of hot water, heated bricks, &c., to the pit of the stomach, the arm-pits, between the thighs, and to the soles of the feet.

If the Patient has been carried to a house after respiration has been restored, be careful to let the air play freely about the room.

On the restoration of life, a teaspoonful of warm water should be given; and then, if the power of swallowing has returned, small quantities of wine, warm brandy and water, or coffee, should be administered. The Patient should be kept in bed, and a disposition to sleep encouraged.

*General Observations.*—The above treatment should be persevered in for some hours, as it is an erroneous opinion that persons are irrecoverable because life does not soon make its appearance, persons having been restored after persevering for many hours.

*Appearances which generally accompany Death.*—Breathing and the heart's action cease entirely; the eyelids are generally half-closed; the pupils dilated; the jaws clenched; the fingers semi-contracted; the tongue approaches to the under edges of the lips, and these, as well as the nostrils are covered with a frothy mucus. Coldness and pallor of surface increase.

*Cautions.*—Prevent unnecessary crowding of persons round the body, especially if in an apartment.

Avoid rough usage, and do not allow the body to remain on the back unless the tongue is secured.

Under no circumstances hold the body up by the Feet.

On no account place the body in a warm bath, unless under medical direction, and even then it should only be employed as a momentary excitant.

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