

Foreign Office, August 5, 1867.

(General, No. 14.)

THE Secretary of State for Foreign Affairs has received, from the Swedish Chargé d'Affaires in this country, a Notice, of which the following is a translation, published by the Royal Administration of Marine Affairs at Stockholm:—

#### SHIPS IN DISTRESS.

*Life-Saving Establishments on the Coasts of Sweden.*

NOTICE is hereby given, that the following thirteen Stations, provided with expedients and implements for saving lives from shipwreck, have been established on the coasts of Sweden, at the places mentioned below, viz.:

- (1.) At *Smögen*, a fishing village, on the coast of Bohuslän, near Hällö Lighthouse, with lifeboat;
- (2.) At *Kärringo*, a fishing village, on the coast of Bohuslän, with lifeboat;
- (3.) At *Klädesholmen*, a fishing village, on the coast of Bohuslän, near the Pater-Noster Rocks, with lifeboat;
- (4.) At *Torekov*, a fishing village, situated near the frontier between the provinces Skåne and Halland, with rocket apparatus;
- (5.) At *Arildsläge*, a fishing village, on the southern shore of Skelderviken, one mile east from Kullen Light, with a rocket apparatus;
- (6.) At *Höganäs*, a fishing village, about 1 mile south of Kullen, with lifeboat;
- (7.) At *Viken*, a fishing village, 2 miles north of Helsingborg, with lifeboat and rocket apparatus;
- (8.) At *Mälarhusen*, a village, on the east coast of Sandhammaren, likewise with lifeboat and rocket apparatus;
- (9.) At *Brantevik*, a fishing village,  $\frac{1}{2}$  mile south of Cimbritshamn, with a rocket apparatus;
- (10.) At the town of *Calmar*, with lifeboat;
- (11.) At *Gräsgård*, a village on the south-east coast of Öland, with lifeboat;
- (12.) At *Fahludden*, on the south-east coast of Gotthland, with lifeboat and rocket apparatus; and
- (13.) At *Ekevik*, on the north coast of Gotthland's Färö, with lifeboat.

In the event of vessels stranding near any of the said places, the shipwrecked ought to observe, and strictly to comply with, the notices and directions hereinafter contained.

A life-boat will be sent off to assist the shipwrecked, if the stranding takes place near a station provided with such boat, and if circumstances admit of making use thereof. Otherwise the rocket apparatus will be employed; in which case the following rules are to be observed:—

1. A rocket with a thin line attached having been fired across the stranded vessel, the people on board shall get hold of the line. Whereupon, and after having secured the line, the service of the saving apparatus on shore shall be informed thereof by signals, as follows:—if in the daytime, one of the crew, separated from the rest, waves his hat or his hand, or a flag or a handkerchief; and if at night, a shot or a rocket is fired, or a light is displayed over the side of the ship and directly again concealed.

2. When it is observed on board that one of the men on shore, separated from the rest, waves a Red flag, or when, if at night, a Red light is shown and then concealed, the crew is to haul

upon the rocket line until they get on board an accompanying tailed block with an endless fall rove through it.

3. The tail-block is to be made fast to a mast about 15 feet above the deck, or, if the masts are gone, to the highest secure part of the vessel. When the tail-block is made fast, the signal required by the Article 1 above is to be repeated.

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

5. The hawser last above mentioned ought to be made fast at once at the same part of the ship as the tailed block is made fast to, only about 1½ foot higher, taking care that there are no turns of the whip-line round the hawser. Thereupon the signal mentioned above is again to be repeated.

6. The men on shore will then heave the hawser taut, and by means of the whip-line will haul off to the ship a sling or cot called a saving-chair, and running on the hawser by means of parrels, into which chair the person to be hauled ashore is to get, and then the signal directed above shall be repeated; whereupon the people on shore will haul the person in the chair to the shore, and when he has landed will haul the empty chair back to the ship. The said operation will then be repeated in respect of every body on board, until all shipwrecked persons are brought ashore.

7. If, as it may sometimes happen, the hawser cannot be hauled taut, the person to be saved will be hauled through the surf immediately, instead of along the hawser; in which case the saving-chair is to be considered as a life buoy.

Finally, it should be borne in mind that success in the saving operations in a great measure depends upon the coolness of the shipwrecked, and their strict attention to the rules here laid down, especially to those respecting the signals; and on these occasions all women, children, other passengers, and helpless persons, should be landed before the crew of the ship.

Stockholm, Royal Administration of Marine Affairs, the 26th April, 1867.

Osborne, August 3, 1867.

The Queen was this day pleased to confer the honour of Knighthood upon Henry Thompson, Esq., F.R.C.S.

Osborne, August 3, 1867.

The Queen was this day pleased to confer the honour of Knighthood upon William Henry Bodkin, Esq., Assistant Judge of the Court of Sessions, Middlesex.

Whitehall, August 3, 1867.

The Queen has been pleased to direct letters patent to be passed under the Great Seal, granting the dignity of a Baronet of the United Kingdom of Great Britain and Ireland unto the Right Honourable Thomas Gabriel, of Edgecombe Hall, in the county of Surrey, Lord Mayor of the city of London, and the heirs male of his body lawfully begotten.