

THE LIFE-BOAT.

JOURNAL

OF THE

Royal National Life-Boat Institution.

(ISSUED QUARTERLY.)

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NOTES ON BUILDING A LIFE-BOAT.

IN the last number of the LIFE-BOAT JOURNAL an account was given of the steps taken to select a new Life-boat, and it may now be of interest to give a few notes as to the way she is built. For many years, indeed since 1899, all the Institution's Life-boats, with very few exceptions, have been constructed by the Thames Ironworks Shipbuilding and Engineering Co., Ltd., in their shipbuilding yard at Canning Town, London, E. Previous to this arrangement, Life-boats were built at many different places both in London and on the coast. From 1862 to 1899, the greater number of new boats were built by Forrestt of Limehouse and by Woolfe of Poplar, and these firms also did most of the repairs and alterations. Beeching of Yarmouth, Watkins of Blackwall, Henderson and McAlister of Glasgow, Rutherford of Birkenhead, Ellis of Lowestoft, Chambers and Colby of Lowestoft, Roberts of Mevagissey, and many other firms at various parts of the coast, also built boats and carried out repairs for the Institution. The non-self-righting boats were in those days mostly of the Norfolk and Suffolk type, and were principally built at Yarmouth and Lowestoft by Messrs. Beeching, Chambers and Colby, Reynolds, Critten, Ellis, and other firms which do not now

exist. It is well known that the self-righting boat was evolved from the boat designed by Mr. James Beeching of Yarmouth, that took the first prize in the competition which was the result of the interest taken by Algernon the 4th Duke of Northumberland in the Life-boat Institution in 1851; and it is a curious fact that although the cradle of the self-righting boat was at Yarmouth, yet strange to say they have never been popular in that district; and even at the present day, out of twenty-four Life-boats on the coast of Norfolk and Suffolk, only four of them are of the self-righting type. A great number of excellent boats were built by the above firms, and did an enormous amount of work on the coast; and it is not suggested for a moment that they were not well and strongly built and answered the purpose admirably. Still, with boats being constructed at so many places, proper supervision was a difficult matter. Several surveyors had to be employed to travel about from one building-yard to another to examine and pass the material and to report progress, which led to considerable expense both in salaries and in travelling. Delay took place when any special matter had to be referred to headquarters, and altogether it was not a very satisfactory

way of building any great number of boats. In the year 1899 the Committee of Management carefully considered this very important question, and with the advice of the late Mr. G. L. Watson, at that time the Institution's consulting naval architect, they approached the Thames Ironworks Shipbuilding Co., and after some negotiations an agreement was entered into between the Institution and that Company for building Life-boats of all classes. This arrangement has proved satisfactory to the Institution, and is based on purely business terms, which it is to be concluded are equally satisfactory to the firm. The advantages are many; one assistant-surveyor, with a clerk to assist him, does the whole work of supervision and spends all his time at the yard; a considerable quantity of well-seasoned wood is always kept in stock; all the necessary workshops are under one control; the building-yard is close to headquarters, and it is easy for the Chief Inspector or the Surveyor of Life-boats to run down at a moment's notice and consult the Manager about any special question. A body of boat-builders has gradually been collected by the Thames Ironworks Co. who are constantly employed on this special work, and who have gained such skill that it would be impossible to turn out boats more carefully built and finished in every detail than those built at Canning Town. Then again, as there is always a fair number of boats under construction, it is possible to hasten or delay the delivery of a boat by moving the workmen from one to another; and if it is urgently necessary to complete any boat as soon as possible, a large staff of men can be concentrated on that particular boat. Last, but not least, the Institution has the cordial co-operation of the Company, represented by the Manager of the ship-building department, who freely places at its disposal all his valuable experience gained by shipbuilding in all its branches. The Thames Ironworks

have now constructed between 160 and 170 Life-boats of all types and sizes for the Institution. Special sheds are devoted to the building of Life-boats, and there is ample space for the construction of about twenty boats at the same time. These sheds are most interesting places to visit for anyone who is fond of boat-building, and in them may be seen Life-boats in all stages of construction. Here you may see a wooden keel just laid down on the blocks with stem and stern post in place, and the moulds, shelves and ribs being fixed, for all the world like the skeleton of a huge fish. A few yards off there may be a boat further advanced, with most of the planking in place, and your ears will be deafened with the sound of clenching and riveting. A short distance off is a boat further on towards completion, with the interior fittings under weigh, including bulkheads, water-ballast tanks, decks, end air boxes, etc. At the same time the wale or fender, which is sometimes solid and sometimes hollow, is being constructed; and the air cases which fill up every portion of the boat below deck, excepting the space occupied by water ballast, are being made of all shapes and sizes, to correspond with the form of the boats and to fit into every hole and corner. There are often ten to fifteen boats being constructed in these sheds, and hours may be pleasantly passed watching the skilful workmen gradually building up the fabric of one of those small trim vessels which are stationed all round the coasts of the United Kingdom for the purpose of saving life, and which, thanks to the efforts of the gallant crews who man them, are so often successful in snatching many a brave sailor from the very jaws of death.

The time taken to build a Life-boat varies of course with its type and size. The smaller classes of self-righting and other pulling boats can be turned out in six to eight months, or even faster if they

are urgently required. The larger classes of sailing boats take longer to build, and about eight to twelve months is the average time of construction. The motor Life-boats take longest of all, for in addition to the time necessary to build the boat must be added the time to fix and tune up the motor, and with present experience of motor Life-boats this period is an unknown quantity. There is far more work in designing and building a Life-boat than in any ordinary boat of equal size because of the numerous special fittings which have to be provided to enable her to venture into heavy broken seas ; and people who think that a small boat like a Life-boat can be ordered and turned out ready for service in two or three months are very much mistaken.

Construction. — All Life-boats are either diagonal or clencher built. Ninety per cent. are diagonal, and the clencher-built boats are nearly all to be found on the coast of Norfolk and Suffolk, where, as also in some other places, there is an ancient belief that they are stiffer under sail than diagonal-built boats. Be that as it may, and this article does not profess to go into such a thorny subject scientifically, there is no doubt that for all general purposes the diagonal-built boat is the best, and size and weight being equal, the strongest and most able to bear the terrible blows of the sea, or the pounding about on the sands which every Life-boat has sooner or later to go through. Clencher-built boats may be popular on certain parts of the coast, but to get the same amount of strength as a diagonal boat a lot of additional material has to be put in, which roughly speaking makes the clencher-built boat about one-third heavier than the diagonal boat of the same dimensions. This should be borne in mind, as additional weight means more difficulty in transport and launching off an open beach on flat shores. Comparing the speed of boats built under these two methods, although

the clencher-built boat may roll and pitch an infinitesimal degree less than that diagonally built it seems to the writer of this article that she must require more power to force her through the water at an equal speed. The only real advantage in a clencher-built boat is that, if she is badly damaged and holed, repairs can be effected more easily, as there is not so much to open out to get at them. A comparison of cost is not necessary, as the Committee of Management, although of course they scrutinise every item of expenditure with the greatest care, always insist on having the best article that money can procure, and never grudge any expenditure that will provide the men who work the Life-boats with a boat in which they have fullest confidence.

The material put into a Life-boat is of the very best description and condition having regard to its particular appropriation, and no defects whatever are admitted. The wood used is the lightest possible of the respective kinds, compatible with strength and quality, the mahogany used not exceeding 35 lb. per cubic foot. It is of the greatest importance that all the wood built into Life-boats should be well seasoned, and one of the greatest advantages of having boats constructed by a Company like the Thames Ironworks Shipbuilding Co., or by any large firm, is that they keep a large stock of suitable timber, which is gradually seasoned and always available ; whereas small boat-building firms cannot do this, and would find the greatest difficulty in procuring material sufficiently good to conform with the specifications.

The following notes taken from the General Specification may be of interest to some of the readers of this Journal :—

The metal keel is generally of cast-iron and varies in weight according to the type and size of boat, the smaller classes having a weight of 9½ cwt. to 25 cwt., and the larger boats 2 tons to 3½ tons and even 4 tons on the keel ; it is secured to the wooden keel by strong

nut and screw bolts spaced about 2 ft. apart. No iron castings are allowed unless specified, excepting that the iron keels are usually cast, but these when less than 3 in. thick are made of wrought iron.

All iron forgings are from the highest-class scrap brands, either Lowmoor, Bowling, or Tudhoe.

Metal fastenings in general are of copper, and unless otherwise specified all nails and bolts are of copper; screws of brass; nut and screw bolts, except iron keel bolts, of rolled naval brass. Copper fastenings in bottom of wood keel are insulated from the iron keel. Sheet and rigging plates and various other deck fittings are of wrought iron.

The wood keel and keelson are made of Canada elm fastened together by copper clench bolts through hog, which is also of Canada elm.

The stem and post are English oak well grown to form, each in one piece, efficiently scarphed to keel and well fastened. *The aprons and deadwoods* are also English oak.

The floors or timbers are Canada elm except the fore-floor, which is English oak grown to form.

The gunwale is of Canada elm in one length each side.

The compartments and bulkheads athwartships are of Honduras mahogany.

Plank in diagonal-built boats is mild, tough, and clean Honduras mahogany, not grain cut, in two thicknesses, each about $\frac{3}{8}$ in. and 6 in. wide, worked diagonally across each other, making an angle of 45° with the keel amidships. Each plank extends in one length from gunwale to gunwale, except in wake of drop keels. Between the two skins is placed stout unbleached calico, well coated on both sides with a mixture of genuine white lead and raw linseed oil. The two skins are fastened together by copper clench nails.

Plank in clench-built boats is sometimes mahogany and sometimes (by

special request) oak, the latter of course being much heavier.

The bilge keelson or stringer is of mahogany in small boats, and Canada elm in large ones, secured to the skin by screws, and the bolts through the bilge, keel and keelson.

Bilge keels of Canada elm, one-half the length of boat and parallel to the centre line of boat; secured by nut and screw bolts of naval brass through the bilge stringer, well secured and nutted inside. They are generally shod with convex iron.

The wale or fender. When of solid wood the main piece is of Canada elm, or else it is of solid cork covered with canvas and protected by wood. Hollow fenders are made of yellow pine covered with cork and canvas, and are built in water-tight sections.

Deck shelf or stringer is of Canada elm, in one length each side from stem to post.

Deck is of Honduras mahogany, framed in hatches, and fastened by screws admitting of the easy removal of any one or more of the hatches, for the purpose of readily opening up any part of the boat for repair.

Thwart rising is of Canada elm.

Thwarts are of mahogany in smaller boats, and Canada elm in larger.

End boxes.—Fronts and top of Honduras mahogany in two thicknesses, with calico and white lead between, fastened with copper clench nails. The top is supported by bent timbers of straight-grained Canada elm, and by fore and afters of mahogany.

Air cases are made of best selected clean white pine deal board. Below the deck they are fitted in every available space except in the water-ballast tanks, from top of floors to under side of deck. Above deck they are fitted at sides between end boxes and under the thwarts. No case exceeds 15 to 16 cubic feet in volume; the sides are $\frac{3}{8}$ in., and ends $\frac{5}{8}$ in. thick, every joint covered with calico strips glued on,

and the whole covered outside with mastic solution and stout unbleached calico. After the calico is on, the cases are given three coats of white paint outside. They are tested at least 3 in. under water for not less than one hour.

Water ballast is fitted to all Life-boats when weight for transport has to be considered. It is confined to one, two, or more tanks in the centre line of boat, and each tank has a plug to admit the water, a pump to empty the tank, and an air valve or pipe for ventilation. The sides of the tanks and the divisional bulkheads are of mahogany, $\frac{7}{8}$ to 1 in. thick; bulkheads double thickness. The hatches on top are of Honduras mahogany in two thicknesses.

Drop keels are fitted in all sailing Life-boats, one in the smaller class and two in the larger; they pass through a slot in the main wood and iron keel and keelson. They are as a rule triangular, made of $\frac{5}{8}$ -in. mild steel plate, which works on the fore end on a cylindrical bearing formed in the fixed iron keel, and lowered or raised at the after end by a wire pendant which is shackled to it. They work in trunks made of mild steel plate. When housed they are kept in position by a strong pin, and

the bottom of the drop keel is flush with the keel of boat, and has a V-shaped flange or bulb which prevents sand or small stones working into the trunk and jamming the keel. If by any mischance a drop keel is bent so that it cannot be hauled up, it can be slipped and got rid of.

The fore-keel has a drop of 1 ft. 9 in. to 2 ft. 6 in., and the after keel a drop of 2 ft. 3 in. to 3 ft., according to class of boat.

Relieving valves and tubes or trunks are fitted on deck to get rid of water above the deck, in number according to size of boat from 8 to 12.

Rudder is of Canada elm, and fitted for an iron yoke and wood or iron tiller.

Towing bollards are made of clean straight Dantzic fir.

Quarter bollards are of English oak grown to form.

Masts, yards, and booms are of best selected Norway spars (Gottenburg or Christiania), sound, clean, and close-grained, and free from injurious knots; of straight growth.

The foregoing notes do not profess to be in any way complete; they only touch the fringe of the interesting details of the building of a Life-boat.

MY PILOT.

(A SAILOR'S HYMN.)

THERE'S a port beyond the sky-line,
Though its lights I cannot see,
But my Pilot's in the offing,
And He's watching there for me.

Though my bark be old and batter'd,
And is wanting many a spar,
Yet He'll smile upon her kindly,
As He cons her o'er the bar.

There are breakers on the lee-bow,
There are mines the foe hath laid,
But He sailed that course triumphant
When no hand could lend Him aid.

He's the Pilot true and trusty,
Who can calm the raging sea;
He's the same Who still'd the tempest
On far distant Galilee.

Oh, He loves His toil-worn sailors,
That are fainting and distress'd,
And He'll wipe out all their sorrows
When He steers them into rest.

There's a port beyond the sky-line,
And its lights I soon shall see,
For my Pilot's in the offing,
And He's waiting there for me.

J. SPARKE (Deal).

LIFE-BOAT SATURDAY FUND.

DURING the past year the difficulties—at all times serious—encountered by those endeavouring by personal effort to raise money for, and increase public interest in, deserving charities and institutions have been in evidence in a greater degree than usual. The general unrest which has prevailed in political affairs, bad trade producing unemployment and consequent distress, the lack of confidence which has been prevalent—these and other reasons have largely contributed to the troubles and anxiety of the benevolent and of the zealous philanthropist. The workers for the ROYAL NATIONAL LIFE-BOAT INSTITUTION, whether engaged in strengthening the financial position of the Branches or in strenuous efforts to popularize the Life-boat Saturday Fund with the “working classes,” experienced, one and all, decidedly trying times in the year 1908. A new year has now been entered upon, and it has brought

fresh hopes — perhaps fresh fears —but certainly an earnest desire to make up for the deficiencies of the past and to crown future efforts with success.

It must be borne in mind that a good result is rarely obtained without steady work backed by sincere enthusiasm and singleness of purpose; and we would, by every means in our power, encourage all those working for the cause, whether they be Life-boat Saturday friends or others, to go zealously on “conquering and to conquer,” undismayed by disappointment, cheered by success, however small, and determined whatever may come, whether comparative failure or otherwise, to secure from the British Public such sustained support as may enable the Committee of Management to maintain in the highest state of efficiency the great life-saving service of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

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THE WRECK REGISTER AND CHART FOR THE YEAR ENDED  
THE 30TH JUNE, 1907.

THE Board of Trade have recently issued their most interesting and well-arranged Annual Blue Book, furnishing abstracts of the returns relative to the many shipping casualties which occurred on or near the coasts of the United Kingdom during the year ended 30th June, 1907. In accordance with our usual practice we submit to our readers a digest of the “Abstracts” in question, and especially of those which more directly bear on the great life-saving work of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. In doing so, we feel sure that a comparison of the figures, supplied with the corresponding figures of the previous year, will prove interesting. Notwithstanding every-

thing that has been done of late years—and that “everything” includes much—to improve our ships and those who man them, as well as the lighting, etc., of our dangerous coasts, numerous serious shipping casualties continue and will we fear ever continue to take place, but it is the sole and important object of the Life-boat Institution to reduce the sad death-roll resulting from wrecks on our shores to the smallest dimensions possible and to provide succour and safety for the tempest-tossed mariner.

We will, in the first place, deal with the shipping casualties themselves, and then with the lives which were so sadly lost as a result of the casualties. The

total number of casualties in the year 1906-7 was 3,784, an unfortunate increase of 99 as compared with the previous year, and the total number of lives lost was 324, a somewhat large increase, namely, 55, as compared with the year 1905-6. The 3,784 casualties included shipping accidents of every description, such as foundering, strandings, collisions, missing vessels, etc., and the Board of Trade classifies the casualties as follows:—(1) Total loss; (2) Serious casualties; (3) Minor casualties. The cases of total loss and serious casualty show an increase of 99, the total number being 1,266. Curiously enough the number of minor casualties was the same as in the previous year, namely 2,518. As many as 105 casualties resulted in loss of life, an increase of 9 as compared with the preceding year.

A very considerable proportion of the 3,784 casualties were, as usual, collision cases, the total of such cases being 1,472, or 136 more than in the year 1905-6. The total losses, excluding collisions, increased from 216 to 220, but there was a slight falling off in the number of serious casualties, excluding collisions, the number being 611, a decrease of 17. There was also a decrease in the number of minor casualties, excluding collisions, the cases under this head numbering 1,481, as against 1,505 during the previous year.

Of the 3,784 casualties 3,331 befell British and Colonial vessels, and 453 Foreign vessels, the former being an unsatisfactory increase of 58 and the latter of 41 as compared with the year preceding.

The precise localities of the 3,784 casualties, excluding collisions, were:—East Coast of England, 643, an increase of 24; South Coast, 446, or 35 less than in the year 1905-6; West Coast of England and Scotland and East Coast of Ireland, 690, a good decrease of 76; North Coast of Scotland, 170, an increase of 21; East Coast of Scotland,

159, also an increase of 6 casualties; other parts, 204, or 23 more than the preceding year; total, 2,312, a net decrease for the year, 37.

The *loss of life* arising from the 3,784 casualties, *all* classes of casualties being included, and allocated as in the case of the casualties, was: East Coast of England, 112, a large increase of 61 over the previous year; South Coast of England, 69, or 26 more than the total for 1905-6; West Coast of England and Scotland and East Coast of Ireland, 48, a decrease of 22; North Coast of Scotland, 20, a decrease of 13; East Coast of Scotland only 3, a large decrease of 19; other parts, 72; total, 324.

On reference to the Chart of the United Kingdom, issued yearly, it will be seen that a black dot is placed against each spot on the coast where there was a *serious* shipping casualty during the year ended 30th June, 1907, and a red line is also placed against the exact position of the 280 Life-boat Stations of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Special care has been exercised in the placing of these Life-boats with a view to their rendering as expeditious assistance as possible to the crews of distressed vessels.

Between the year 1861 and the 30th June, 1907, 6,816 British, Foreign and Colonial vessels were wrecked on or near the coasts of the United Kingdom, and in *every one* of these cases life was lost, the total number being 29,017. The number of lives lost from British and Colonial vessels in the year 1906-7 was 257, and 67 from Foreign vessels; the total for the year in question being as stated above, 324. As regards the number of lives lost during the year from British and Colonial vessels, there was an increase of 51, and an increase of 4 as regards Foreign vessels. Of the 324 lives lost, 49 were in foundered vessels, 118 in collisions, 77 in stranded vessels, 37 in missing vessels, and 43 in explosions, washed overboard, etc. It







**WRECK CHART**  
OF THE  
**BRITISH ISLES**  
FOR THE YEAR  
**1906-1907.**  
Compiled from the Board of Trade Register.  
SHOWING ALSO THE PRESENT  
LIFE BOAT STATIONS  
OF THE  
ROYAL NATIONAL LIFE BOAT INSTITUTION.

● SIGNIFIES A TOTAL LOSS OR A SERIOUS CASUALTY.  
✕ REPRESENTS A LIFE BOAT.

Scale of Nautic Miles  
10 0 50 100

Standidge & Co. Ltd. 36, Old Jewry, E.C. (1871)

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*To accompany the Life Boat Journal.*

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Standidge & Co. Ltd. 36, Old Jewry, E.C. (1871)

TION, 22, CHARING CROSS ROAD, LONDON, W.C.



should be noted that of the total lives lost (324) *only* 15 were passengers, the remaining 309 being officers or members of the crews of the vessels shipwrecked.

The number of vessels incurring casualties on or near the coasts of the United Kingdom must of necessity vary considerably from year to year. The Statistics given below furnish the figures for rather more than the last half century:—1854 (last six months), 458; 1855, 1,141; 1856, 1,153; 1857, 1,143; 1858, 1,170; 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; 1863, 2,001; 1864, 1,741; 1865, 2,012; 1866, 2,289; 1867, 2,513; 1868, 2,131; 1869, 2,594; 1870, 1,865; 1871, 1,927; 1872, 2,381; 1873 (first six months), 1,206; 1873-4, 2,191; 1874-5, 4,259; 1875-6, 4,554; 1876-7, 5,017; 1877-8, 4,436; 1878-9, 3,716; 1879-80, 3,138; 1880-1, 4,297; 1881-2, 4,367; 1882-3, 4,363; 1883-4, 4,405; 1884-5, 3,764; 1885-6, 3,596; 1886-7, 4,224; 1887-8, 4,004; 1888-9, 4,272; 1889-90, 4,344; 1890-1, 4,198; 1891-2, 4,710; 1892-3, 3,499; 1893-4, 4,951; 1894-5, 4,917; 1895-6, 4,620; 1896-7, 5,277; 1897-8, 4,964; 1898-9, 5,040; 1899-1900, 4,067; 1900-1, 4,008; 1901-2, 4,124; 1902-3, 4,357; 1903-4, 4,668; 1904-5, 4,006; 1905-6, 3,685; 1906-7, 3,784. Total, 177,663.

The Board of Trade "Abstracts" for the last fifty-four years show that during those years as many as 32,856 lives were lost in shipwrecks on or near the coasts of the United Kingdom. During the same period, however, the number

of the lives saved by the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION and the other means employed and recognised by it *exceeded those lost by* 4,700, the total of the saved being 37,556.

It should be noted with satisfaction that a grand work in life-saving on our coasts is also energetically carried on by H.M. Coastguard, by means of the rocket apparatus, assisted by the rocket brigades, all being ably managed by the Board of Trade. There were in July last as many as 338 life-saving stations under their care; and the total number of lives saved by the life-saving apparatus during the year 1907-8 was 120, a decrease of 148 as compared with the total for the preceding year. We cannot but hope that the Coastguard may be employed for many years to come, not only in carrying on this important work, but also in ably co-operating in the future as in the past with the Life-boat service. Their help has been invaluable.

To maintain the Service of the ROYAL NATIONAL LIFE-BOAT INSTITUTION in thorough efficiency necessitates a very large annual income. Every effort is made to keep down expenses and unprofitable outlay, but efficiency is everything, and to ensure this the Committee of Management earnestly appeal to the British Public for liberal financial support. The fact that nearly 48,000 lives owe their safety to the Institution and to the means it adopts or rewards is alone a sufficient claim for unstinted recognition and help.

## NEW LIFE-BOATS.

ST. ANNE'S-ON-THE-SEA, LANCASHIRE.—The No. 1 Life-boat which has done duty at St. Anne's since 1886 has been replaced by a new boat of the Liverpool type, 36 feet long by 9 feet wide, fitted with two water-ballast tanks, and rowing twelve oars double banked. A new transporting carriage to the main wheels of which Tipping's platways have been attached has been provided for use with the new Life-boat to facilitate her transport over the difficult shore at St. Anne's. The cost of the new Life-boat has been met from the legacy bequeathed to the Institution by the late Mr. James Scarlett, of Bowdon, Cheshire, and in accordance with his wishes she is named the *James Scarlett*.

Glorious weather favoured the ceremony of publicly naming and launching the new Life-boat, which took place on Saturday, the 12th December last, when great interest was manifested in the proceedings and large crowds assembled.

The firing of a Life-boat rocket was the signal for the starting of the procession. First came a *posse* of police under Inspector Scott, with the St. Anne's Prize Band following playing a lively march. The members of the Fire Brigade in uniform were next in the procession, and then followed some of those tanned, weather-beaten heroes of the sea who command the Fylde Life-boats. These were Coxswain Superintendent N. Leadbetter and Second-Coxswain J. Levick, Fleetwood; Coxswain Superintendent W. G. Parkinson, Ex-Coxswain Superintendent T. Clarkson, and Ex-Second-Coxswain W. Anderson, Lytham; Coxswain Superintendent Richard Parr, and Second-Coxswain Henry Parr, Blackpool. Messrs. C. Myers and C. H. Turner, Honorary Secretaries of the Lytham and Blackpool branches respectively were present.

Then came the new Life-boat, drawn by six horses, and manned by the St. Anne's crew, under their Coxswain T. Rimmer. The crew wore their lifebelts and red caps and, carrying their oars upright, made a brave show.

Next in the order of procession were the invited guests, residents and others

who walked on foot, viz., the Rev. A. E. Howe, Messrs. Chas. Stansfield (Blackpool), F. Hughes, C. Birkett, J. Burslem, F. S. Eckersley, B. Brook, H. Gregson, J. Maude, W. Clegg, A. Duxbury, W. Proctor, J. W. Lawson, R. Hargreaves, J. Miller, R. V. Pye, W. Gregson, H. J. Carmont, T. Whalley, W. Seel, Rev. J. W. Varley, J. Duxbury, and Lieut. P. E. Maclean, R.N.R., District Inspector of Life-boats.

The St. Anne's Urban Council were represented by Councillors W. Thompson (chairman), J. E. Stonex, J. Hallam, T. Ferguson, R. H. Irving, W. Mackie, S. L. Stott, J.P., Edwin Cooper, H. D. Rothwell, W. H. Jackson, and Mr. T. Bradley (Clerk to the Council and honorary secretary of the Local Branch Life-boat Committee and Disaster Fund Committee).

The Life-boat Committee were represented by Mr. C. W. Macara, J.P. (chairman of the branch), Mrs. Macara (president of the ladies' committee), Mrs. Catterall (secretary of the ladies' committee), Mr. E. Stansfield, Rev. H. E. Butler, Rev. W. Elstub, Mr. J. Whiteside, and Mr. N. Walmsley.

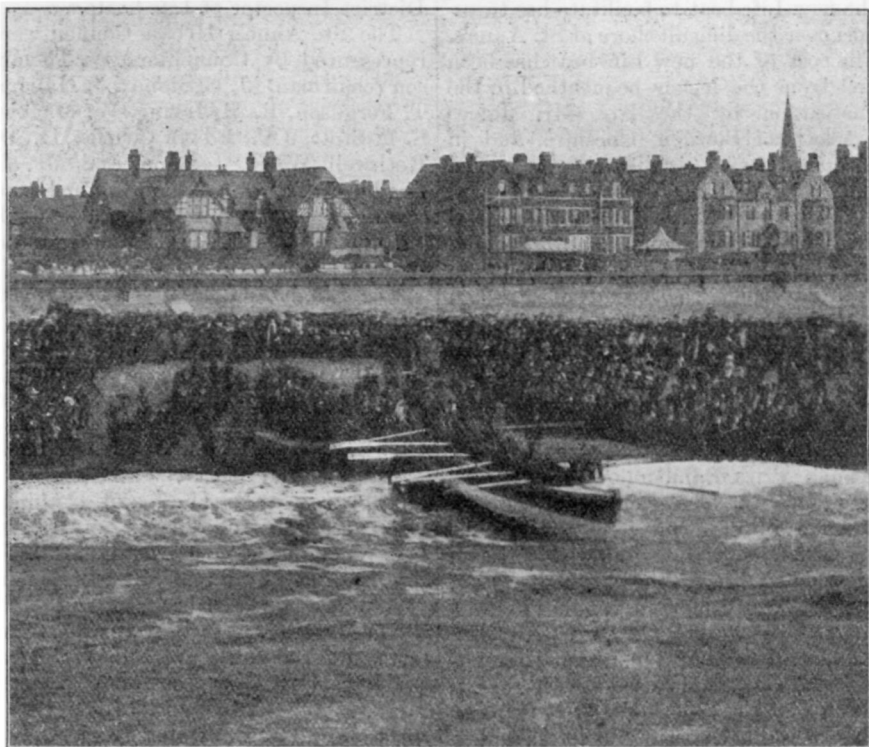
The St. Anne's Land and Building Company were represented by Messrs. G. Webb, J.P. (chairman), W. J. Porritt, and N. Morris (directors), and Mr. W. H. Nutter (secretary).

There were also several relatives and friends of the donor present—viz., Mrs. Scarlett, Miss Mary Rushforth Scarlett, Mr. J. W. Gilby and Miss Gilby (brother and sister of Mrs. Scarlett), the Misses Margaret and Katherine and Master James Scarlett, Mr. T. H. Rigby, of Southport (executor), and Mr. W. J. Faulkner, and accompanying the party were Mrs. and Miss Bradley.

The ceremony of formally presenting the Life-boat took place in the Pier Pavilion. Mr. MACARA, who presided, said that ceremony was not new to St. Anne's—he had been at no less than four. The first boat presented to the station was the *Laura Janet*, the donor being the late Mr. James Chadwick, a Manchester merchant. The boat was capsized in the disaster of 1886—a disaster which would ever be

memorable in the history of the Life-boat service and which had brought St. Anne's before the whole world. Twenty-seven Life-boatmen on that fatal night lost their lives on the Horse Bank and owing to that St. Anne's would ever occupy a prominent position in the record of Life-boat work. He was glad to say, however, that being associated with that terrible disaster led to the inauguration of the great popular movement known as the Life-boat

people who had provided Life-boats, but provision for the men who manned those Life-boats was very neglected. The next boat given to St. Anne's was the *Nora Royds*, the donor being Colonel, now Sir Clement, Royds. (Applause.) That boat, owing to the state of the tides and other circumstances, had done most of the life-saving on this station. She was rather a small boat, but the fact remained she had done most of the work. He remembered on the 22nd



Saturday movement. That movement was to help the ROYAL NATIONAL LIFE-BOAT INSTITUTION to provide for the men who man our Life-boats, for the widows and children of those who lose their lives in the service, and retiring allowances for the officers of the Life-boat crews after long and meritorious services. Until the inauguration of that popular movement that part of the Institution's work had not been sufficiently supported by the British nation. For years there had always been a considerable number of generous

December, 1894, the most furious storm that he thought had ever visited the British coasts, and this part of the coast—he could not explain why—seemed to get the full brunt of any storm. Three vessels were in distress, and the St. Anne's officials found on trying to acquaint the neighbouring stations that the telegraph and telephone wires were blown down and the railway lines sanded up. It was impossible for horses to be got to take the boat on the shore. The wind was so furious that people were knocked down and rolled along the sand.



However, by the assistance of 300 or 400 willing helpers and after great exertion the boat was launched at Nix's Hollow. Those men went out into the darkness, and he was sure there was not one of them but felt that he might share the fate of his comrades of 1886. They came back after an experience that had hardly ever been equalled in the history of the Life-boat service. He was told that the instrument for measuring the velocity of the wind at Fleetwood broke after registering 120 miles an hour. He had no doubt it was a gust, but it was one of the most terrible storms we had ever had. Their Life-boatmen were unfortunate in not being able to bring home the mariners to whose rescue they went. The wind had suddenly changed and the vessel was driven off that particular bank and managed to get into deep water. The Life-boatmen were out from five to ten, and he remembered meeting them at the Life-boat slip and their saying that they would never go out in the boat again. He took them to the St. Anne's Hotel and gave them a square meal. Before they had finished it the rocket was again fired, signalling them to go to another vessel in distress and every man of them went out again in the same boat—(applause)—without a moment's hesitation. They came in from the second expedition at five o'clock in the morning and refreshment was provided for them. The men were terribly tired, but when the rocket was again fired from the Morecambe Bay lightship they readily went a third time. (Applause.) That was one of the notable services of the St. Anne's Life-boat, and he could say that the St. Anne's Life-boatmen had always been ready to face anything. (Applause.) Proceeding, Mr. MACARA said that the third and fourth boats given to the station were two boats named *The Brothers*, the donors being anonymous. The fifth boat was the one given by the late Mr. James Scarlett, of Bowdon, and was to be publicly named that day. (Applause.) He hoped her record would be quite equal to those that had gone before. (Applause.)

The boat was then formally presented to the Institution by Mr. T. H. RIGBY

(on behalf of Mrs. Scarlett) for the donor. He said they would no doubt like to know something of the gentleman who had given that boat. He (the speaker) was an intimate friend of Mr. Scarlett for forty years, and knew his boundless generosity. Mr. Scarlett was a man of singularly modest and retiring disposition; he was one of those who habitually concealed the generous things he was always doing. He could best sum up Mr. Scarlett's acts in the words of Wordsworth—

"That best portion of a good man's life,  
His little nameless unremembered acts of  
kindness and of love."

Mr. James Scarlett had no family, and his residuary legatee and heir was Mr. Stephen Scarlett, who came to reside in St. Anne's, and it was his daughter—the grand-niece of Mr. James Scarlett—who would name the new boat. (Applause.) It was his privilege to ask the District Inspector, Lieut. Maclean, to accept that boat on behalf of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. (Applause.)

Lieut. MACLEAN, in accepting the boat, said great thanks were due for the handsome gift of the boat. Before it was decided to build a new boat for a station a deputation of the crew was sent to various parts of the coast to inspect the different classes of boats and see which type they preferred to have. The deputation from St. Anne's having seen two or three types decided to have such a boat as the one being launched that day, known as the "Liverpool" type. She was not a self-righting boat, but she had all the most recent improvements which could be put into a boat, and was a splendid craft. He had now great pleasure in handing over the boat to the St. Anne's branch of the Institution. (Applause.)

Mr. C. W. MACARA said that, as chairman of the St. Anne's branch, he had great pleasure in accepting that boat. As Lieut. Maclean had said, a great deal of trouble had been taken and anxious time spent on the part of the Parent Institution, the Local Committee and the Life-boatmen to secure the best type of boat for this part of the coast. Every part of the British coast had some peculiarity, and he was sorry to

say that the launching arrangements at this station under certain circumstances of the tide had not improved. The silting up of the channel was a very serious matter and other causes had made the problem of deciding upon the type of boat to be placed on the station a very difficult one. They hoped that the Life-boatmen would be thoroughly satisfied with her. Mr. Macara concluded by expressing appreciation of the generosity of the donor.

Prayers having been offered by the Vicar, the Rev. H. E. BUTLER, the hymn "Eternal Father, strong to save" was sung.

An adjournment was then made to the shore where, a few yards to the south of the pier the *James Scarlett* Life-boat was waiting to be named and launched. A great crowd of people had assembled in a semi-circle, the ends of which reached the water, the Life-boat and platform being in the centre. Large numbers of people also remained on the pier to get a better view of the ceremony.

When the crew, with Lieut. Maclean and Coxswain Rimmer, had manned the boat, Miss MARY RUSHFORTH SCARLETT broke a bottle of champagne over the stern of the boat, saying: "I name this boat the *James Scarlett*." The order to let go was given, and after a heave at the ropes the new Life-boat glided gracefully from her carriage on to the swelling surface of the sea amid hearty cheers. For some minutes her progress against the heavy sea and tide was watched with interest, until

she was lost to sight behind the pier jetty.

The CHAIRMAN said they should thank Miss Scarlett for having come to St. Anne's to name the new Life-boat. They were fortunate in having that young lady's services, and he thought she would remember that splendid ceremony as long as she lived.

Three hearty cheers were then given for Miss Scarlett.

Many of the guests and members of the procession afterwards sat down to an excellent cold collation at the Grand Hotel, and in the evening the Life-boatmen and the members of the St. Anne's Band were entertained to a hot supper and concert at the St. Anne's Hotel on the invitation of Mrs. Scarlett and Mr. Edwin Mansfield.

BLAKENEY, NORFOLK; AND WHITBY No. 1, YORKSHIRE.—The Life-boats placed by the Institution on these Stations, many years ago, have also recently been replaced by new ones. The Blakeney boat is named the *Caroline*, as desired by her donor, the late Miss Caroline Everard, of Laverstock, Wilts. The boat is of the Liverpool type, 38 ft. long by 10 ft. 9 in. wide, rows 14 oars, and is fitted with two drop-keels and two water-ballast tanks. The Whitby No. 1 Life-boat is of the self-righting type, 35 ft. long by 8½ ft. wide, rows 10 oars, and is fitted with one drop-keel and two water-ballast tanks. She bears the same name as her predecessor, the *Robert and Mary Ellis*, being the gift of the late Mrs. Ellis of Harrogate.

#### SERVICES OF THE LIFE-BOATS OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION.

LOWESTOFT, SUFFOLK.—Shortly before 8 P.M. on the 20th July a trawler, when trying to make Pakefield Gatway, struck on the N.E. part of the Newcome sands. The coxswain of the Life-boat observed the accident, assembled the crew, and at once proceeded in the No. 2 Life-boat *Stock Exchange* to her assistance. On arriving at the trawler, the coxswain asked the skipper if he required any help but he stated he only wanted

a tug. About this time a tug from Lowestoft came up, and could not get near the vessel on account of the shallowness of the water and the heavy sea running. The Life-boat remained by the trawler whilst attempts were made by the crew to get a line to the tug by means of their own small boat, but finding that they could not succeed, and that the wind was freshening, the skipper engaged the Life-boat to assist

in saving the craft. A rope was taken to the tug, and after a time the trawler was towed off and taken to Lowestoft.

The services of the Life-boat were watched with great interest by hundreds of visitors until the light failed. The Life-boat reached the harbour again with the trawler shortly before midnight.

The vessel was the *Integrity*, of Lowestoft, with six persons on board. She was homeward bound with fish.

**GORLESTON, SUFFOLK.**—The fishing smack *General Gordon*, of Lowestoft, grounded on the Cross Ridge shortly before 5.30 P.M. on the 1st August, and the St. Nicholas Light-vessel commenced to fire signals. The crews of the Nos. 2 and 3 Life-boats *Leicester* and *James Stevens* No. 3 assembled, and as it was seen that the No. 3 Life-boat would have to wait to get up steam, the *Leicester* proceeded. With the N.N.W. wind blowing, she was able to sail straight for the smack. On arrival the master declined any assistance, as he hoped to float his vessel on the flowing tide. A little later the steam Life-boat arrived, and both boats stood by the vessel until the master succeeded in getting her off the sands. When it was ascertained that she was not leaking the steam Life-boat took the other Life-boat in tow and they returned to Gorleston.

**CAHORE, CO. WEXFORD.**—The schooner *Helen Macgregor*, of Dublin, whilst bound from Scotland to Arklow, was lying at anchor off Cahore Point on the 20th August. Towards evening the wind increased to a fresh gale with a very rough and heavy sea, and at 8.30 P.M., in answer to distress signals from the schooner, the Life-boat *Willie and Arthur* was launched. On reaching the vessel it was found that both anchors were dragging; the Life-boat therefore rescued the crew of four hands, landing them in safety about 10 P.M. In performing the service, the Life-boat was damaged through being dashed against the schooner.

**HOYLAKE, CHESHIRE.**—On the 22nd August at 2.40 P.M. the Coastguard ob-

served a flat ashore on the East Hoyle Bank with a signal of distress flying. The crew of the Life-boat *Hannah Fawsett Bennett* were promptly assembled and the boat launched. They found that the vessel was the *Evening Star*, of Liverpool, bound from Liverpool to the River Dee with a cargo of steel billets. After the Life-boat had been standing by the flat for some time, a steam flat came upon the scene, and as soon as there was sufficient water she towed the stranded vessel clear. During this service the sea was rough and a strong N.W. wind was blowing.

**WALTON-ON-THE-NAZE, ESSEX.**—A few minutes after 5 on the morning of the 24th August, a telephone message from the Gunfleet Lighthouse reported that a vessel was on the sands. The crew were called, and with great promptness the motor Life-boat *James Stevens* No. 14 proceeded to her assistance. The vessel proved to be the barque *Barden*, of Mariehamn, but on the arrival of the Life-boat the master stated that he did not then require any assistance. As the vessel however was bumping on the sands, the Coxswain considered it advisable to stand by her. About three hours later the master engaged a tug to tow him clear of the sand, and as the services of the Life-boat were no longer required she returned to her station.

The motor was reported to have worked well.

**ALDEBURGH, SUFFOLK.**—On the night of the 23rd August the steamer *Lady Ann*, of Sunderland, whilst bound from that port to London with a cargo of coal, stranded on the Shipwash Sands. At about 7.30 next morning the Coastguard reported the vessel was ashore, and the No. 2 Life-boat *Edward Z. Dresden* was launched to assist her. On getting alongside the master engaged the Life-boatmen to save his vessel, his efforts having proved futile. As it was then nearing high water, anchors with wire cable attached were promptly run out, and with the assistance of the vessel's own steam-power she was eventually floated.

HOYLAKE, CHESHIRE. — The yacht *Mea*, of Hoylake, a cutter of about four tons, left Beaumaris at about 10 A.M. on the 24th August, but owing to darkness was unable to make Hoylake. Having no lights the two occupants cruised about all night. Next morning at 8 A.M. the weather became worse, the wind increasing to a gale with a heavy sea, and both men being thoroughly exhausted they made signals of distress.

The signals having been reported by the Coastguard, the Life-boat *Hannah Fawcett Bennett* was promptly launched and accompanied the yacht to a safe anchorage at New Brighton.

MARYPORT, CUMBERLAND. — During a moderate W.S.W. gale, accompanied by thunder, lightning and very heavy rain, on the 28th August, a vessel was proceeding up the Solway Firth, and she was kept under observation. About 8 P.M. it was seen that a signal of distress was flying in her rigging, and without loss of time the crew of the Life-boat *Civil Service No. 5* were assembled, and at about the same time the Solway Light-vessel commenced to fire rockets. On the arrival of the Life-boat at the vessel, it was found that she had been aground, but on the rising tide had bumped over the sand and was then riding to her anchors. The Captain stated that he required a pilot and assistance, to take his vessel into safety. A pilot and five Life-boatmen were therefore placed on board, and the Life-boat, being required no longer, ran for Silloth. When the tide slackened, the men on board the vessel attempted to weigh her anchors, but one cable parted. The other anchor and cable were then slipped, and with the assistance of the Life-boatmen, the vessel and her crew of five hands were taken into safety. The vessel was the schooner *Englebert*, of Barssel, and was bound from Morocco to Annan with a cargo of beans.

CEMLYN AND BULL BAY, ANGLESEY. — Shortly after 7 P.M. on the 31st August a telephone message was received,

stating that the schooner *Flower of Portsoy*, of Plymouth, was aground on the Platter Rocks, in Holyhead Bay. The Cemlyn Life-boat, *Anne Collin*, was at once despatched to her assistance, but on nearing her it was found that she was not on the rocks but drifting, no one being on board. The Life-boatmen boarded her, and as she drifted towards Bull Bay, the Coxswain found that he could not manage her. He therefore signalled for more assistance, and the Bull Bay Life-boat *James Cullen* was launched. Together the crews succeeded in saving the vessel, beaching her at Cemlyn at 10 o'clock the next morning. The vessel was bound at the time from Kilsale to Garston with a cargo of timber, and it was subsequently found out that the crew of four hands left the vessel in their own boat, owing to the anchor chains having parted and the sails having blown away.

PENMON, ANGLESEY. — About 8.15 P.M. on the 8th September, the schooner *Mary Jane*, of Lancaster, made signals of distress. For two days she had been lying at anchor near Puffin Island in an unsuitable berth, and on the 8th the S.W. wind increased to the force of a gale, causing the anchors to drag.

The Life-boat *Christopher Brown* was launched, but before she reached the schooner the anchors had caught in the rock of the Causeway and were holding. There was, however, the danger that the cables might part, and as it was known from her position at the head of the Causeway that she would bump heavily as the tide ebbed, the crew of four men were rescued from their dangerous position. When the men were taken off, the weather was so bad that the Life-boat could not get back to her station, nor could she beat up to Beaumaris against the tide. The Coxswain, therefore, anchored until 4.20 next morning, and then made for Beaumaris, arriving about 7 A.M. Three hours later the wind veered to the westward and moderated, and the Life-boat was able to regain her station.



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

THURSDAY, 8th OCTOBER, 1908.

Sir JOHN CAMERON LAMB, C.B., C.M.G.,  
in the Chair.

Colonel FITZROY CLAYTON, V.P., who for the last twenty-five years had been the Deputy Chairman, was unanimously appointed Chairman in succession to the late Sir Edward Birkbeck, Bart., K.C.V.O.; and the EARL OF HARDWICKE was appointed Deputy Chairman in succession to Colonel FitzRoy Clayton.

The Hon. W. F. D. SMITH, M.P., was unanimously elected a Trustee of the Institution in succession to the late Sir Edward Birkbeck.

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence and Wreck and Reward Sub-Committees and ordered that their recommendations be carried into effect.

Read the reports of the District Inspectors of Life-boats on their recent visits to the following Life-boat Stations:—

Eastern District.—Runswick, Staithes, Saltburn, Uppang, Whitby (two boats), Robin Hood's Bay, Redcar, Scarborough and Filey.

Southern District.—Poole, Swanage, Atherfield, Totland Bay, Brooke, Brighstone Grange, Hayling Island, Bembridge and Ryde.

Western District.—The Mumbles, Barry Dock, Weston-super-Mare, Looe, Cadgwith, Penzance, Coverack, Porthoustock, Porthleven and Sennen Cove.

Irish District.—Howth, Skerries, Kingstown (two boats), Wicklow, Blackrock and Courtown.

Reported the receipt of the following special contributions since the last meeting:—

|                                                                                                                               | £  | s. | d. |
|-------------------------------------------------------------------------------------------------------------------------------|----|----|----|
| Coast Development Corporation, Limited, proceeds of Concert on Clacton-on-Sea Pier in aid of Clacton-on-Sea Station . . . . . | 38 | 11 | 8  |
| "M. E. A." (annual subscription) . . . . .                                                                                    | 25 | -  | -  |
| Harrismith, O. R. C., South Africa, collection in Garrison Chapel, per the Rev. H. M. Webb-Peploe, M.A. . . . .               | 2  | 11 | 5  |
| H.M.S. <i>Highflyer</i> , part of balance of Benefit Club on paying off, per the Rev. A. A. Carter, M.A. . . . .              | 2  | 10 | -  |
| Readers of the <i>Christian</i> , per Messrs. Morgan and Scott, Ltd. . . . .                                                  | 2  | 5  | -  |
| —To be severally thanked.                                                                                                     |    |    |    |

Also the receipt of the following legacies:—

|                                                                        |       |    |    |
|------------------------------------------------------------------------|-------|----|----|
| The late Miss M. A. Cox, of Chepstow . . . . .                         | 2,000 | -  | -  |
| The late Mrs. ELIZA STEEDMAN, of Devonport . . . . .                   | 300   | -  | -  |
| The late Mrs. CAROLINE M. ARNOTT JONES, of Guildford, Surrey . . . . . | 102   | 14 | 10 |
| The late Mr. SAMUEL LEWIS, of Cork Street, W. (additional) . . . . .   | 20    | -  | -  |
| The late Miss MARGARET B. LAING, of Renfrew (on account) . . . . .     | -     | 19 | 1  |

Deep regret was expressed at the decease of Mr. WILLIAM J. POLLOCK and Captain

EVAN JONES, who had respectively for long periods been Honorary Secretaries of the Ayr and South Carnarvonshire Branches of the Institution, and it was decided to send letters of condolence to their families.

Paid 6,104*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 188*l.* 18*s.* to pay the expenses of the following Life-boat services:—

| Life-boat.           | Vessel.                                                                           | Lives saved. |
|----------------------|-----------------------------------------------------------------------------------|--------------|
| Berwick - on - Tweed | Yawl <i>Family Pride</i> , of Cockenzie. Stood by vessel.                         |              |
| Boulmer . . .        | S.S. <i>Kara</i> , of London. Stood by vessel.                                    |              |
| Cloughey . . .       | S.S. <i>Glassford</i> , of Glasgow. Landed 10.                                    |              |
| Cullercoats . .      | Coble <i>Olive Branch</i> , of Cullercoats. Stood by coble.                       |              |
| Llandudno . . .      | Schooner <i>Fanny</i> , of Beaumaris. Rendered assistance.                        |              |
| Margate No. 2 .      | S.S. <i>Lake Michigan</i> , of Liverpool. Stood by vessel.                        |              |
| Penmon . . .         | Schooner <i>Mary Jane</i> , of Lancaster . . . . .                                | 4            |
| Penmon . . .         | Schooner <i>Lady Fielding</i> , of Amlwch . . . . .                               | 6            |
| Skegness . . .       | Smack <i>Albert</i> , of Boston. Landed 2 and afterwards assisted to save vessel. |              |
| Whitby No. 1 .       | Coble <i>Salmo</i> , of Whitby. Saved coble and . . . . .                         | 3            |

The Harwich steam Life-boat assisted to save the barge *San Pedro*, of Rio de Janeiro and 5, and the Palling No. 1 Life-boat assisted to save the lighter *Lima*, of Stockton-on-Tees.

Voted 182*l.* 13*s.* 6*d.* to pay the expenses of the following Life-boat launches, assemblies of crews, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Atherfield, Berwick-on-Tweed, Burry Port, Gorleston No. 2, Holyhead (steam), Johnshaven, Llandudno, Mumbles, Newbiggin, Newburgh, Poolbeg, Runswick, Selsey and Winchelsea.

Reported that the Belgian Government had awarded each of the crew of the Kingsdowne and Walmer Life-boats the sum of 2*l.* and 1*l.* respectively for their services in saving the crew of the S.S. *Cap Lopez*, of Antwerp, wrecked on the Goodwin Sands on the 21st December, 1907.

Also that the International Conference on Life-saving, held at St. Nazaire and Nantes in August, 1908, had awarded eleven medals and diplomas to the crew and engine-room staff of the Harwich Steam Life-boat for rescuing the crew of the schooner *Notre Dame de Toutes Aides*, of Nantes, wrecked on the Kentish Knock on the 7th April, 1908.

Voted 5*l.* 10*s.* to men injured in the Life-boat service at Selsey and Tenby.

Voted 2*l*. 12*s*. 6*d*. to seven men for promptly putting off in a boat and rescuing two lads from a rock on which their boat had been damaged in a strong northerly gale and rough sea off Greencastle, on the 8th September.

Also allowed 5*s*. to defray the cost of replacing an oar which was broken.

Voted 10*s*. to two men for putting off in two boats and saving three persons from a coble which struck the East Scar rocks off Redcar and was stove in, in a strong westerly wind and choppy sea, on the 7th September.

Also 5*s*. to a man for his promptness in saving three persons whose boat was capsized and sunk in a strong N.N.W. breeze and moderate sea, off Pwllheli, on the 4th September.

Also 15*s*. to two men for saving, at slight risk to themselves, three of four men from a small boat belonging to the brigantine *David Rees*, of Dublin, in Dingle Harbour on the 26th September. The four men were laying out a stream anchor when the boat was damaged and sank, and one of the men was unfortunately drowned before help could reach them.

THURSDAY, 12th November, 1908.

The Right Hon. the EARL OF HARDWICKE  
in the Chair.

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence and Wreck and Reward Sub-Committees and ordered that their recommendations be carried into effect.

Also the report of the Chief Inspector of Life-boats on sea trials of new Motor Life-boats.

Also the reports of District Inspectors of Life-boats on their recent visits to the following Stations:—

Eastern District.—Skegness, Donna Nook, Sutton and Mablethorpe.

Southern District.—Winchelsea, Hastings, Shoreham, Eastbourne (two boats), Southsea, Selsey, Littlehampton. Hayling Island, Southend-on-Sea, Newhaven and Broadstairs.

Western District.—Littlehaven, Aberystwith, Aberdovey, Cemlyn, Moelfre, Rhosneigir, Cemaes, Rhoscolyn, Bull Bay, Penmon, Llandulas, Holyhead (two boats), Llandudno, Rhyl and Porthoustock.

Irish District.—Hilbre Island, Hoylake, Formby, New Brighton (two boats) Ramsey, Port St. Mary, Port Erin, Peel, Castletown, Douglas, Lytham, St. Anne's-on-Sea (two boats), Fleetwood, Blackpool, Piel (Barrow), Southport and Poolbeg.

Reported the receipt of the following special contributions since the last meeting:—

|                                                                             | £  | s. | d. |
|-----------------------------------------------------------------------------|----|----|----|
| Oldham Branch, for one year's maintenance of "Oldham" Life-boat at Abersoch | 70 | —  | —  |
| Newcastle-upon-Tyne Co-operative Society, Ltd. (additional)                 | 25 | —  | —  |
| "S.W.A." (annual subscription)                                              | 25 | —  | —  |
| The Worshipful Company of Pewterers                                         | 21 | —  | —  |
| Collected in Hadnall Church, Salop, per the Rev. BROOKE C. MORTIMER, M.A.   | 8  | 16 | 1  |

|                                                                                    |   |    |    |
|------------------------------------------------------------------------------------|---|----|----|
| H.M.S. <i>Charybdis</i> , from Ship's Company, per Paymaster ALFRED T. BABBS, R.N. | £ | s. | d. |
| Harvest Offertory at Aldringham, Suffolk, per the Rev. T. W. SEDGWICK              | 6 | 2  | 8  |
| —To be severally thanked.                                                          | 4 | 16 | 2  |

Also the receipt of a legacy of 1,800*l*., bequeathed to the Institution by the late Mr. CHARLES EDWARD GAEL, of Charlton Kings.

Voted the best thanks of the Committee to Mr. BENJAMIN HEAPE, of Rochdale, in recognition of his long and valuable services, extending over twenty years, as Honorary Secretary of the Rochdale Branch of the Institution, which office he had resigned owing to ill-health.

Reported that the International Jury of the Franco-British Exhibition had awarded a Diploma and Grand Prize for the model Life-boats, etc., exhibited by the Institution.

Paid 6,702*l*. for sundry charges in connection with various Life-boat Establishments.

Voted 418*l*. 3*s*. 7*d*. to pay the expenses of the following Life-boat services:—

| Life-boat.       | Vessel.                                                       | Lives saved. |
|------------------|---------------------------------------------------------------|--------------|
| Atherfield       | S.S. <i>Cayo Soto</i> , of London. Stood by vessel.           |              |
| Cromer           | Lugger <i>John Robert</i> , of Yarmouth. Rendered assistance. |              |
| Cullercoats      | Four cobses, of Cullercoats. Stood by cobses.                 |              |
| Ditto            | Coble <i>Edward</i> , of Cullercoats. Saved coble and         | 3            |
| Dungeness No. 1. | S.S. <i>Orlando</i> , of Sundsvall. Stood by vessel.          |              |
| Gorleston No. 1. | Steam drifter <i>Handy</i> , of Banff. Stood by vessel.       |              |
| Littlehampton    | Yacht <i>Swallow</i> , of Newhaven. Saved yacht and           | 1            |
| Lowestoft No. 2  | S.S. <i>Mietzing</i> , of Dantzic. Rendered assistance.       |              |
| Margate No. 1    | Ship <i>Walden Abbey</i> , of Liverpool. Stood by vessel.     |              |
| Ditto            | Schooner <i>Carl Mörk</i> , of Svendborg. Stood by vessel.    |              |
| Newbiggin        | Two cobses, of Newbiggin. Stood by cobses.                    |              |
| Palling No. 2    | Schooner <i>R.K.O.B. 6</i> , of Cronstadt. Stood by vessel.   |              |
| Poole            | Ketch <i>Conquest</i> , of Bridgwater                         | 5            |
| Queenstown       | S.S. <i>The Queen</i> , of Glasgow. Stood by vessel.          |              |
| Skateraw         | S.S. <i>Prosum</i> , of Christiania                           | 17           |

The North Deal and Walmer Life-boats assisted to save the schooner *Lizzie May*, of Chester, and 5; and the Ramsgate Life-boat assisted to save the S.S. *City of Oporto*, of Dublin, and rendered assistance to the S.S. *Concezione*, of Genoa.

Also voted 732l. 2s. 8d. to pay the expenses of the following Life-boat launches or assemblies of crews, &c., with the view of assisting persons on vessels in distress:—Aberdovey, Arbroath, Barry Dock, Boulmer, Broadstairs, Clacton-on-Sea, Cloughy, Donna Nook, Dunbar, Gorleston No. 1, Grimsby, Hasborough, Holy Island No. 1, Kingsdowne, Kingstown No. 2, Littlehampton, Lowestoft No. 2, Margate No. 2, Mumbles, Penzance, Peterhead, Point of Ayr, Poolbeg, Southend-on-Sea, Sunderland North Dock and Hendon Beach, Winterton No. 2, and Yarmouth.

The Ramsgate Life-boat was also launched on service.

Reported that the President of the French Republic had conferred Silver Medals upon the Honorary Secretary and the two Coxswains, and bronze medals upon the other members of the crew of the Southwold No. 1 Life-boat, in recognition of their good services in rescuing four of the crew of the smack *Joseph et Yvonne*, of Dunkirk, wrecked on the 27th November, 1905. Each of the medals was accompanied by a diploma.

Also reported that the King of Norway had conferred a Silver Medal "for noble deed" and a certificate on JAMES ROBSON, Coxswain of the North Sunderland Life-boat, in recognition of his gallant services in rescuing the crew of the S.S. *Geir*, of Bergen, wrecked on the Farne Islands on the 18th February, 1908.

Reported that 16l. had been allowed to men injured in the Life-boat service recently at Arbroath, Cardigan, Llandudno and North Deal.

Voted an aneroid barometer, mounted on a shield and bearing a suitable inscription, to Captain OWEN PRYDIE, Captain HARRY CARE, Mr. EVAN JENKINS, and Mr. CHARLES RUSSELL, for displaying conspicuous bravery on the occasion of the wreck of the barque *Amazon* on the Margam Sands, Port Talbot, during a W.S.W. hurricane on the 1st September.

Also voted 12l. to six men who went into the heavy surf up to their necks among a great deal of wreckage and rescued six men who had jumped overboard from the wreck.

Voted the Silver Medal to Mr. PATRICK MONAN, a binocular glass bearing an inscription to Mr. JOHN McCausland, and the sum of 2l. each to three other men; the award in each instance being accompanied by a vote of thanks inscribed on vellum and framed, for their gallant services in saving, at great risk to themselves, the crew of eleven hands of the barque *Trialis*, of Gothenburg, wrecked in a S.E. gale and very heavy sea, at Ballyquinton Point, co. Down, on the night of the 26th September.

Voted a binocular glass with an inscription to Captain J. SCOTT, of the tug *Marsden*, 2l. each to the Mate and two pilots, and 10s.

each to seven other men on board for their prompt and meritorious services in rescuing the crew of twenty-four hands of the S.S. *Abasoto*, of Bilbao, wrecked on the White-stone Rock, near Sunderland, in thick weather, a S.E. gale and heavy sea, on the 19th October.

Voted 1l. to two men for saving, at moderate risk, two men, whose boat had become unmanageable and was driven dangerously near to the South Pier, Penzance, in a strong S.S.E. breeze and rough sea, on the 17th October. The accident was caused through one of the oars breaking.

Voted 2l. 15s. to eleven men for saving, at moderate risk, the crew of thirteen hands of the steam trawler *Leipsig*, of Bremen, wrecked on the Farne Islands, in moderate weather, on the 18th September.

Also 15s. to three men for promptly putting off in two boats and saving two persons whose boat was capsized by a sudden squall near North Shields, on the 17th September.

Voted 4l. to four men for saving five persons whose boat was stove in on some piles and sunk at the eastern entrance of the Admiralty Harbour at Dover, in fine weather at 11 P.M., on the 3rd October.

Voted 10s. to a man for promptly saving another man whose boat was capsized and was on the point of sinking, in a strong S.W. breeze and moderate sea, off Yarmouth, on the 14th August.

Awarded 6l. 10s. to the crews of five shore-boats which were sent out to search for a missing boat containing two persons at Port Erin, on the 1st October. No trace of the boat could be found, and her occupants were not heard of.

THURSDAY, 10th December, 1908.

The Right Hon. the EARL OF HARDWICKE  
in the Chair.

Read and confirmed the minutes of the previous meeting.

Also read those of the Building, Finance and Correspondence and Wreck and Reward Sub-Committees, and ordered that their recommendations be carried into effect.

Read the report of the Deputy-Chief Inspector of Life-boats on his visits to Mumbles and Port Talbot.

Also the reports of the District Inspectors of Life-boats on their recent visits to the following Life-boat Stations:—

Eastern District.—Great Yarmouth, Caister (two boats), Lowestoft (two boats), Pakefield, Kessingland (two boats), and Gorleston (two boats).

Southern District.—Exmouth, Brixham, Torquay, Yealm River, Plymouth, Salcombe, Hope Cove, Lyme Regis, Sidmouth, Teignmouth, Littlehampton, Worthing and Brighton.

Western District.—Port Eynon, Padstow (two boats and a tug), Burnham and Watchet.

Irish District.—Carrickfergus, Cloughy, Killough, Newcastle, Culfadda, Greencastle, Aranmore, Portrush and Groomsport.

Reported the receipt of the following special contributions since the last meeting:—

|                                                                                          | £   | s. | d.   |
|------------------------------------------------------------------------------------------|-----|----|------|
| <i>Cornish Coast</i> (additional) . . .                                                  | 500 | 0  | 0    |
| Independent Order of<br>Odd Fellows (Manchester Unity), annual<br>subscription . . . . . | 50  | —  | —    |
| Donation . . . . .                                                                       | 5   | 10 | 6    |
|                                                                                          |     | 55 | 10 6 |

Collected on board the S.S. *Caledonia*, per Captain Walter Baxter (additional) . . . . . 40 — —

Mr. F. O. Brown (contents of Life-boat contribution box). . . . . 25 — —

—To be severally thanked.

Also the receipt of the following legacies:—

|                                                                        |     |    |    |
|------------------------------------------------------------------------|-----|----|----|
| The late Miss HESTER SMITH, of<br>Nunhead, S.E. . . . .                | 500 | —  | —  |
| The late Mr. ALFRED BOYD, of<br>St. George's Square, S.W. . . . .      | 200 | —  | —  |
| The late Lady LOUISA LOPES . . . . .                                   | 200 | —  | —  |
| The late Commander ALEXANDER<br>MARSHALL, R.N.R., of Glasgow . . . . . | 180 | —  | —  |
| The late Mr. STEWART CLARK, of<br>Glasgow . . . . .                    | 100 | —  | —  |
| The late Mr. JOHN EYTON WILLIAMS,<br>of Chester . . . . .              | 70  | 17 | 5  |
| The late Mr. WILLIAM RYLAND, of<br>Sheffield . . . . .                 | 35  | 8  | 3  |
| The late Mr. SAMUEL LEWIS, of<br>CORK Street, W. (additional). . . . . | 20  | —  | —  |
| The late Miss MARGARET B. LANG,<br>of RENFREW . . . . .                | 9   | 8  | 11 |

Reported the transmission to their Stations of the Blakeney and St. Anne's No. 1 new Life-boats.

Voted the best thanks of the Committee of Management to Mr. A. F. CLOWES, in recognition of his long and valuable services as Honorary Secretary of the Great Yarmouth and Caister Branch of the Institution, which office he had resigned on account of ill-health.

Paid 3,374*l.* for sundry charges in connection with various Life-boat Establishments.

Voted 181*l.* —s. 6*d.* to pay the expenses of the following Life-boat services:—

| Life-boat.   | Vessel.                            | Lives saved. |
|--------------|------------------------------------|--------------|
| Cloughy . .  | Barque <i>Croisset</i> , of Rouen  | 26           |
| Clovelly . . | Ketch <i>Spirit</i> , of Bideford. |              |
|              | Assisted to save vessel.           |              |
| Gorleston    | S.S. <i>Sirius</i> , of Stavanger. |              |
| No. 1        | Stood by vessel.                   |              |
| Holyhead     | Schooner <i>Sarah Ellen</i> ,      |              |
| No. 2        | of Swansea . . . . .               | 4            |
| Newbiggin .  | A coble, of Newbiggin.             |              |
|              | Attended coble.                    |              |
| Staithe . .  | Cobles, of Staithe. As-            |              |
|              | sisted cobles.                     |              |
| Wexford . .  | Yawl <i>Rose</i> , of Wexford . .  | 4            |

| Life-boat.   | Vessel.                 | Lives saved. |
|--------------|-------------------------|--------------|
| Whitby No. 1 | Nine cibles, of Whitby. |              |
|              | Remained in attendance. |              |

Broadstairs Life-boat assisted to save the barge *Audrey*, of London, and 3; Ramsgate Life-boat assisted to save the schooners *Dora*, of Carnarvon, and *Ezel*, of Cardigan; and Redcar Life-boat saved the steam drifter *Tantallon Castle*, of Leith.

Also voted 792*l.* 8*s.* 11*d.* to pay the expenses of the following Life-boat launches, etc., with the view of assisting persons on vessels in distress:—Aldeburgh No. 2, Ballycotton, Broadstairs, Buckie, Caister No. 1, Courtmacsherry, Clovelly, Donna Nook, Dungeness No. 2, Gorleston Nos. 1 and 2, Kilmore, Kingsdowne, North Deal, Pakefield, Palling No. 2, Point of Ayr, Port Erroll, Port Patrick, St. David's, Winterton No. 2, and Yarmouth.

Reported that the Portuguese Life-boat Society, of which Queen Amelia is President, had written expressing its grateful thanks to the Institution and to the Padstow Local Committee for the valuable services rendered to the barque *Europa*, of Oporto, by the Padstow No. 2 Life-boat, on the 8th January, 1908. They also conferred a medal on the Chairman of the Branch (Mr. Sussex Langford), and forwarded 10*l.* to be divided amongst the crew.

Granted 9*l.* 15*s.* for injuries to men in the Life-boat service at Littlehampton and North Deal.

Granted an additional 2*l.* 5*s.* to three men in connection with a shore-boat rescue off Lowestoft on the 27th November, 1907.

Also 1*l.* 10*s.* to two men for saving two fellow-fishermen whose boat—the *Catherine*—capsized in a stormy N.N.W. wind and high sea off Clovelly, on the 19th November, 1908.

Also 10*l.* 15*s.* to the Life-boat crew for launching the skiff *Moss Rose* and searching for a man missing from a boat belonging to the S.S. *T. W. Stuart*, which capsized in a S.W. moderate gale and choppy sea, off Margate, on the 24th November, 1908.

Awarded 3*l.* 10*s.* to five men for putting off in a boat to assist the schooner *Flower of Portsoy* in very bad weather off Holyhead on the 22nd and 23rd November. On the first occasion the weather was so unusually severe that they were unable to reach the vessel. Next morning the weather moderated a little and they again went off, when the master of the vessel declined any assistance.

Voted 5*l.* to ten men for putting off in the private surf-boat at Arbroath and at moderate risk saving the fishing-boat *Hesperus* and her crew of five hands, in a S.W. gale and rough sea, on the 24th November. The fishing-boat had been driven on to the rocks near the harbour.

The crew of the Caister No. 1, after assembling for service on the 10th December, during a strong S. gale and heavy sea, found it was unnecessary to launch the Life-boat, as the vessel—the barge *Ernest Piper*, of London—drove up on to the shore. They therefore got into communication with the vessel and saved the crew of three men by means of lines.



*Services of the Life-boats of the Institution during 1908.*

| 1908.     | Time of Launching. |                                                                                                                  | Lives saved. |
|-----------|--------------------|------------------------------------------------------------------------------------------------------------------|--------------|
| Jan. 1.   | 10. - a.m.         | Schooner <i>William Thompson</i> , of Wexford. Rosslare Harbour Life-boat rendered assistance.                   |              |
| ,, 6.     | 8.40 a.m.          | Smack <i>Young Bert</i> , of Lowestoft. Kessingland No. 1 Life-boat assisted to save vessel.                     |              |
| ,, 6.     | 11.30 a.m.         | Fishing boat <i>Caledonia</i> , of Ferryden. Montrose No. 1 Life-boat stood by boat.                             |              |
| ,, 7.     | midnight.          | Schooner <i>Maggie Brocklebank</i> , of Barrow. Penmon Life-boat rendered assistance.                            |              |
| ,, 7.     | 9.30 p.m.          | Schooner <i>Lizzie R. Wilce</i> , of Falmouth. St. Ives Life-boat saved .                                        | 5            |
| ,, 8.     | 4.40 a.m.          | Schooner <i>Mary Barrow</i> , of Barrow. St. Ives Life-boat saved .                                              | 5            |
| ,, 8.     | 9. - a.m.          | Ketch <i>Margaret Elizabeth</i> , of Beaumaris. Moelfre Life-boat saved .                                        | 2            |
| ,, 8.     | 9.25 a.m.          | Barge <i>Dorethea</i> , of Harwich. Southend-on-Sea Life-boat saved barge and .                                  | 2            |
| ,, 8.     | 11.40 a.m.         | Barque <i>Europa</i> , of Oporto. Padstow No. 2 Life-boat saved .                                                | 7            |
| ,, 8.     | 6.45 p.m.          | Schooner <i>Ethel</i> , of Drogheda. Giles Quay Life-boat rendered assistance.                                   |              |
| ,, 10.    | 11.15 a.m.         | Schooner <i>Janet</i> , of Carnarvon. Lowestoft No. 1 Life-boat assisted to save vessel.                         |              |
| ,, 11.    | 8.30 p.m.          | Schooner <i>Navigator</i> , of Arklow. Rosslare Harbour Life-boat rescued                                        | 6            |
| ,, 15-16. | 10.30 p.m.         | S.S. <i>Briton</i> , of Stettin. Kessingland Nos. 1 and 2 Life-boats assisted to save vessel.                    |              |
| ,, 16.    | 11. - a.m.         | Fifteen fishing cobbles of Newbiggin. Newbiggin Life-boat attended cobbles.                                      |              |
| ,, 16.    | 9.50 a.m.          | S.S. <i>Excellent</i> , of Sunderland. Palling No. 2 and Winterton No. 2 Lifeboats assisted to save vessel and . | 19           |
| ,, 17.    | 1.15 p.m.          | Four-masted barque <i>Lisbeth</i> , of Hamburg. Walmer Life-boat stood by vessel.                                |              |
| ,, 27.    | 4.50 a.m.          | S.S. <i>Huddersfield</i> , of Cardiff. Clovelly Life-boat rescued .                                              | 12           |
| ,, 27.    | 11.25 a.m.         | Coble <i>Sea Nymph</i> , of Beadnell. North Sunderland Life-boat attended coble.                                 |              |
| ,, 28.    | 1. 9 p.m.          | Brig <i>Fleetwing</i> , of Carnarvon. Yarmouth Life-boat rendered assistance.                                    |              |
| ,, 28.    | 8.20 p.m.          | Ketch <i>Ystwith</i> , of Padstow. St. Ives Life-boat rescued .                                                  | 3            |
|           |                    | Trawler <i>Victor</i> , of Brixham. St. Ives Life-boat rescued .                                                 | 4            |
|           |                    | Afterwards rendered assistance to trawler.                                                                       |              |
| ,, 28.    | 8.45 p.m.          | Schooner <i>Guiding Star</i> , of Runcorn. Ramsey Life-boat rescued .                                            | 4            |
| ,, 30.    | 9.10 a.m.          | Schooner <i>John Pickard</i> , of Goole. Yarmouth Life-boat rendered assistance.                                 |              |
| ,, 31.    | 12.15 p.m.         | Fishing boat <i>Regalia</i> , of Douglas. Douglas Life-boat stood by vessel.                                     |              |

| 1908.   | Time of<br>Launching. |                                                                                                           | Lives<br>saved. |
|---------|-----------------------|-----------------------------------------------------------------------------------------------------------|-----------------|
| Feb. 4. | 6.20 a.m.             | Ketch <i>Princess May</i> , of Littlehampton. Flamboro' No. 2 Life-boat stood by vessel.                  |                 |
| " 7.    | 1. - p.m.             | Fishing cobsles, of Runswick and Whitby. Runswick Life-boat attended cobsles.                             |                 |
| " 8.    | noon.                 | Fishing vessel <i>Volunteer</i> , of Colchester. Newhaven (Motor) Life-boat stood by vessel.              |                 |
| " 10.   | 2. - p.m.             | Coble <i>Robert and Mary</i> , of Whitby. Whitby No. 1 Life-boat stood by coble.                          |                 |
| " 15.   | 1.27 a.m.             | Schooner <i>Truthseeker</i> , of Runcorn. Kingstown No. 2 Life-boat stood by vessel.                      |                 |
| " 18.   | 7. - p.m.             | S.S. <i>Geir</i> , of Bergen. North Sunderland Life-boat saved . . .                                      | 14              |
| " 22.   | 11.15 a.m.            | Six cobsles, of Filey. Filey Life-boat attended cobsles.                                                  |                 |
| " 22.   | 12.40 p.m.            | S.S. <i>Bencroy</i> , of Liverpool. Holyhead (Steam) Life-boat rendered assistance.                       |                 |
| " 22.   | 2.55 p.m.             | S.S. <i>Harold</i> , of Liverpool. Holyhead (Steam) Life-boat saved . . .                                 | 9               |
| " 22.   | 3.30 p.m.             | Ketch <i>Jane</i> , of Belfast. Port Logan Life-boat landed 3.                                            |                 |
| " 22.   | 5.20 p.m.             | Schooner <i>Barbara</i> , of Wick. Thurso Life-boat landed 4.                                             |                 |
| " 22.   | 5.25 p.m.             | Schooner <i>Mary Smethurst</i> , of Wick. Thurso Life-boat landed 4.                                      |                 |
| " 22.   | 5.25 p.m.             | Brigantine <i>Alroyd</i> , of London. Pakefield Life-boat rendered assistance.                            |                 |
| " 22.   | 5.50 p.m.             | Schooner <i>Lord March</i> , of Faversham. Palling No. 2 Life-boat saved vessel and                       | 7               |
| " 22.   | 7. - p.m.             | Trawler <i>Arizona</i> , of Lowestoft. Lowestoft No. 1 Life-boat stood by vessel.                         |                 |
| " 25.   | 10.10 a.m.            | Lugger <i>Golden Hope</i> , of Newry. Greenore Life-boat stood by vessel.                                 |                 |
| " 25.   | 11.30 a.m.            | Fishing-boat <i>Renown</i> , of Girvan. Girvan Life-boat landed 4.                                        |                 |
| " 25.   | 10.20 a.m.            | Three fishing cobsles, of Douglas. Douglas Life-boat saved boats and                                      | 9               |
| "       | 1.20 p.m.             | Fishing-vessels <i>Marguerite</i> and <i>Regalia</i> , of Douglas. Douglas Life-boat stood by vessels.    |                 |
| Mar. 1. | 7.30 p.m.             | Barque <i>Ladore</i> , of Liverpool. Cromer Life-boat stood by vessel.                                    |                 |
| " 3.    | 2.57 p.m.             | Schooner <i>Henny</i> , of Brake. Yarmouth Life-boat stood by vessel.                                     |                 |
| " 4.    | 9.40 p.m.             | Steam trawler <i>Begonia</i> , of Grimsby. Blyth Life-boat saved . . .                                    | 14              |
| " 6.    | 1. - a.m.             | Schooner <i>J. H. Barrow</i> , of Lancaster. Wicklow Life-boat saved .                                    | 4               |
| " 6.    | 2.50 a.m.             | Ketch <i>Charles Francis</i> , of Scilly. St. Ives Life-boat saved . . .                                  | 3               |
| " 6.    | 8.45 a.m.             | S.S. <i>Trouville</i> , of Newhaven. Newhaven (Motor) Life-boat rendered assistance.                      |                 |
| " 6.    | 9.20 a.m.             | Schooner <i>Aeron Belle</i> , of Aberystwith. Wicklow Life-boat saved vessel and . . .                    | 3               |
| " 6.    | 5.20 p.m.             | Ditto ditto ditto Wicklow Life-boat landed 7 persons at Arklow.                                           |                 |
| " 6.    | 9.25 a.m.             | Brigantine <i>Walter J. Cummins</i> , of Irvine. Skerries Life-boat saved                                 | 5               |
| " 6.    | 3. - p.m.             | Ketch <i>Sultan</i> , of Barnstaple. Tenby Life-boat saved . . .                                          | 3               |
| " 6.    | 3.30 p.m.             | Schooner <i>Pet</i> , of Chester. Tenby Life-boat saved . . .                                             | 4               |
| " 6.    | 3.30 p.m.             | Schooner <i>Caecilie</i> , of Hamburg. Boulmer Life-boat saved . . .                                      | 3               |
| " 6.    | 7.15 p.m.             | Ketch <i>John Rees</i> , of Plymouth. Brixham Life-boat saved vessel and                                  | 4               |
| " 6-7.  | 9.30 p.m.             | S.S. <i>Fjordheim</i> , of Christiania. Padstow No. 2 Life-boat and tug assisted to save vessel and . . . | 22              |
| " 7.    | 5.15 a.m.             | Barge <i>Teazer</i> , of Rochester. Margate No. 2 Life-boat saved barge and                               | 3               |
| " 7.    | 8.30 a.m.             | Barge <i>Birthday</i> , of London. Margate No. 2 Life-boat saved barge and                                | 3               |
| " 7.    | 8.30 a.m.             | Schooner <i>Gracieuse</i> , of Granville. Ilfracombe Life-boat landed 4.                                  |                 |
| " 8.    | 9.10 a.m.             | S.S. <i>Carlston</i> , of Glasgow. Formby Life-boat stood by vessel.                                      |                 |
| " 8.    | 5.30 p.m.             | Ketch <i>Syren</i> , of Beaumaris. Pwllheli Life-boat stood by vessel and landed 2.                       |                 |
| " 8.    | 7.30 p.m.             | Ketch <i>Charles Yvonne</i> , of Ostend. Southwold No. 2 Life-boat saved vessel and . . .                 | 5               |
| " 11.   | 4. - a.m.             | Smack <i>Flora Bell</i> , of Lowestoft. Kessingland No. 1 Life-boat assisted to save vessel and . . .     | 5               |
| " 11.   | 5. 5 p.m.             | Schooner <i>Terrier</i> , of Dartmouth. Eyemouth Life-boat stood by vessel.                               |                 |
| " 25.   | 10.30 a.m.            | Sloop <i>Pioneer</i> , of Lynn. Blakeney Life-boat landed 2.                                              |                 |
| " 26.   | 3. - p.m.             | Three cobsles of Newbiggin. Newbiggin Life-boat stood by cobsles.                                         |                 |
| " 27.   | 10. - p.m.            | Ketch <i>Pioneer</i> , of Milford. Littlehaven Life-boat rescued . . .                                    | 2               |
| Apr. 2. | 8.30 a.m.             | Fifteen fishing cobsles of Whitby. Whitby No. 1 Life-boat remained in attendance.                         |                 |

| 1908.    | Time of Launching. |                                                                                                           | Lives saved. |
|----------|--------------------|-----------------------------------------------------------------------------------------------------------|--------------|
| Apr. 3.  | 7.10 a.m.          | Schooner <i>James O'Neil</i> , of Kinsale. New Brighton (Steam) Life-boat stood by vessel.                |              |
| " 7.     | 8.42 a.m.          | Schooner <i>Notre Dame de Toutes Aides</i> , of Nantes. Harwich (Steam) Life-boat saved . . . . .         | 9            |
| " 10.    | 2. - a.m.          | S.S. <i>Dresden</i> , of Hartlepool. Hartlepool No. 2 Life-boat landed 2.                                 |              |
| " 15.    | 9. - a.m.          | Fishing-boats of Gourdon. Gourdon Life-boat remained in attendance.                                       |              |
| " 15.    | 10. - a.m.         | Ditto ditto Johnshaven Life-boat remained in attendance.                                                  |              |
| " 21.    | 6.10 a.m.          | Steam lighter <i>Griffon</i> , of Glasgow. Southend (Cantyre) Life-boat rendered assistance.              |              |
| " 21.    | 10.10 a.m.         | Two fishing cibles of Sunderland. Sunderland (South Outlet) Life-boat attended cibles.                    |              |
| " 22.    | 1. - p.m.          | Five fishing cibles of Whitby. Whitby No. 1 Life-boat attended cibles.                                    |              |
| " 24.    | 8.30 a.m.          | Two fishing cibles of Staithes. Staithes Life-boat assisted cibles.                                       |              |
| " 25.    | 9. - a.m.          | Smack <i>Alice</i> , of Rye. Dungeness No. 2 Life-boat stood by vessel.                                   |              |
| " 25-26  | 2. - p.m.          | Barge <i>Amy</i> , of London. Hastings Life-boat saved barge and . . .                                    | 3            |
| June 2.  | 6.10 a.m.          | S.S. <i>Louisiana</i> , of Copenhagen. Blyth Life-boat rendered assistance.                               |              |
| " 11.    | 7.10 p.m.          | Schooner <i>William Edward</i> , of Garston. New Brighton (Steam) Life-boat assisted to save vessel.      |              |
| " 15.    | 2.15 p.m.          | Schooner <i>James Postlethwaite</i> , of Barrow. Aranmore Life-boat landed 2.                             |              |
| " 24.    | 7.35 a.m.          | S.S. <i>Goole</i> , of Goole. Palling No. 1 Life-boat stood by vessel.                                    |              |
| " 27.    | 1.27 p.m.          | Smack <i>Shamrock</i> , of Lowestoft. Gorleston No. 1 Life-boat assisted to save vessel and . . . . .     | 5            |
| July 10. | 4.30 p.m.          | Four-masted barque <i>Crown of Germany</i> , of London. Fenit Life-boat landed 1 and rendered assistance. |              |
| " 15.    | 9.40 a.m.          | Fishing cibles of Whitby. Whitby No. 1. Life-boat landed 3 and stood by cibles.                           |              |
| " 16.    | 4.45 a.m.          | Steamer <i>L. 26A</i> , of Constantinople. Newhaven (Motor) Life-boat saved. . . . .                      | 4            |
| " 17.    | 2.15 p.m.          | Dandy <i>Elate</i> , of Port St. Mary. Port St. Mary Life-boat saved. . .                                 | 13           |
| " 20.    | 8. - p.m.          | Trawler <i>Integrity</i> , of Lowestoft. Lowestoft No. 2 Life-boat assisted to save vessel and . . . . .  | 6            |
| Aug. 1.  | 5.39 p.m.          | Smack <i>General Gordon</i> , of Lowestoft. Gorleston Nos. 2 and 3 Life-boats stood by vessel.            |              |
| " 6.     | 4.50 a.m.          | Barge <i>Caleb</i> , of Rochester. Margate No. 1 Life-boat saved . . .                                    | 3            |
| " 20.    | 8.30 p.m.          | Schooner <i>Helen McGregor</i> , of Dublin. Cahore Life-boat rescued . .                                  | 4            |
| " 22.    | 3.33 p.m.          | Flat <i>Evening Star</i> , of Liverpool. Hoylake Life-boat stood by vessel.                               |              |
| " 24.    | 5.30 a.m.          | Barque <i>Barden</i> , of Mariehamn. Walton-on-Naze (Motor) Life-boat stood by vessel.                    |              |
| " 24.    | 7.40 a.m.          | S.S. <i>Lady Ann</i> , of Sunderland. Aldeburgh No. 2 Life-boat assisted to save vessel.                  |              |
| " 25.    | 9.25 a.m.          | Yacht <i>Mea</i> , of Hoylake. Hoylake Life-boat stood by vessel.                                         |              |
| " 28.    | 8.42 p.m.          | Schooner <i>Englebert</i> , of Barssel. Maryport Life-boat assisted to save vessel and . . . . .          | 5            |
| " 31.    | 5.5 p.m.           | Ketch <i>Trebiskin</i> , of Padstow. Barry Dock Life-boat stood by vessel.                                |              |
| " 31.    | 7.15 p.m.          | Schooner <i>Flower of Portsoy</i> , of Plymouth. Cemlyn and Bull Bay Life-boats assisted to save vessel.  |              |
| " 31.    | 9.50 p.m.          | Coble <i>Olive Branch</i> , of Cullercoats. Cullercoats Life-boat stood by cable.                         |              |
| " 31.    | 11. - p.m.         | Passenger steamer <i>Queen</i> , of Southampton. Selsey Life-boat landed 32.                              |              |
| Sept. 1. | 8. - a.m.          | Passenger steamer <i>Queen</i> , of Southampton. Selsey Life-boat landed 27.                              |              |
| " 1.     | 11.15 a.m.         | Helwick Light-vessel. Tenby Life-boat saved . . . . .                                                     | 7            |
| " 1-2.   | 11.50 a.m.         | Ship <i>Talus</i> , of Greenock. Padstow No. 2 Life-boat stood by vessel.                                 |              |
| " 1.     | 12.10 p.m.         | Schooner <i>Agenoria</i> , of Chester. Bembridge Life-boat stood by vessel.                               |              |
| " 8.     | 9.30 p.m.          | Schooner <i>Mary Jane</i> , of Lancaster. Penmon Life-boat rescued . .                                    | 4            |
| " 9.     | 10. - a.m.         | Schooner <i>Albert</i> , of Boston. Skegness Life-boat landed 2 and afterwards assisted to save vessel.   |              |

| 1908.       | Time of<br>Launching. |                                                                                                                 | Lives<br>saved. |
|-------------|-----------------------|-----------------------------------------------------------------------------------------------------------------|-----------------|
| Sept. 9.    | 10.54 a.m.            | Schooner <i>Fanny</i> , of Beaumaris. Llandudno Life-boat rendered assistance.                                  |                 |
| " 9.        | 4. 7 p.m.             | Barge <i>San Pedro</i> , of Rio de Janeiro. Harwich (Steam) Life-boat saved vessel and . . . . .                | 5               |
| " 9.        | 6.30 p.m.             | Yawl <i>Family Pride</i> , of Cockenzie. Berwick-on-Tweed Life-boat stood by vessel.                            |                 |
| " 9.        | 7.35 p.m.             | Lighter <i>Lima</i> , of Stockton-on-Tees. Palling No. 1 Life-boat assisted to save vessel.                     |                 |
| " 9.        | 7.45 p.m.             | Coble <i>Salmo</i> , of Whitby. Whitby No. 1 Life-boat saved coble and . . . . .                                | 3               |
| " 10.       | 2. - p.m.             | S.S. <i>Lake Michigan</i> , of Liverpool. Margate No. 2 Life-boat stood by vessel.                              |                 |
| " 16.       | 5. - p.m.             | Schooner <i>Lady Fielding</i> , of Amlwch. Penmon Life-boat saved . . . . .                                     | 6               |
| " 22.       | 8. - a.m.             | S.S. <i>Kara</i> , of London. Boulmer Life-boat stood by vessel.                                                |                 |
| " 23.       | 4.30 p.m.             | Ketch <i>Alford</i> , of Bideford. Bude Life-boat rendered assistance.                                          |                 |
| " 30.       | 8.10 a.m.             | S.S. <i>Glassford</i> , of Glasgow. Cloughy Life-boat landed 10.                                                |                 |
| Oct. 13-14. | 12.5 a.m.             | Steam drifter <i>Handy</i> , of Banff. Gorleston No. 2 Life-boat stood by vessel.                               |                 |
| " 18.       | 8.10 a.m.             | Schooner R.K.O.B. 6, of Cronstadt. Palling No. 2 Life-boat stood by vessel.                                     |                 |
| " 18-19.    | 10.45 a.m.            | S.S. <i>City of Oporto</i> , of Dublin. Ramsgate Life-boat assisted to save vessel.                             |                 |
| " 19.       | 8.45 p.m.             | Motor yacht <i>Swallow</i> , of Newhaven. Littlehampton Life-boat saved yacht and . . . . .                     | 1               |
| " 20-21.    | 6.10 a.m.             | Ship <i>Walden Abbey</i> , of Liverpool. Margate No. 1 Life-boat stood by vessel.                               |                 |
|             |                       | Schooner <i>Carl Mørk</i> , of Svendborg. Margate No. 1 Life-boat stood by vessel.                              |                 |
| " 21.       | 11.25 a.m.            | Ketch <i>Conquest</i> , of Bridgwater. Poole Life-boat saved . . . . .                                          | 5               |
| " 22.       | 7.15 p.m.             | S.S. <i>Mietzing</i> , of Dantzig. Lowestoft No. 2 Life-boat rendered assistance.                               |                 |
| " 24.       | 3.30 a.m.             | Schooner <i>Lizzie May</i> , of Chester. North Deal and Walmer Life-boats assisted to save vessel and . . . . . | 5               |
| " 24.       | 3.47 a.m.             | S.S. <i>Prosum</i> , of Christiania. Skateraw Life-boat saved . . . . .                                         | 17              |
| " 24.       | 5.40 a.m.             | S.S. <i>Cayo Soto</i> , of London. Atherfield Life-boat stood by vessel.                                        |                 |
| " 24.       | 6.55 a.m.             | Lugger <i>John Robert</i> , of Yarmouth. Cromer Life-boat rendered assistance.                                  |                 |
| " 24.       | 7.45 a.m.             | Four cobsles of Cullercoats. Cullercoats Life-boat stood by cobsles.                                            |                 |
|             |                       | Coble <i>Edward</i> , of Cullercoats. Cullercoats Life-boat saved coble and . . . . .                           | 3               |
| " 24.       | 9. - a.m.             | Two cobsles of Newbiggin. Newbiggin Life-boat stood by cobsles.                                                 |                 |
| " 31.       | 7. 5 a.m.             | S.S. <i>Concezione</i> , of Genoa. Ramsgate Life-boat rendered assistance.                                      |                 |
| Nov. 3.     | 9.20 p.m.             | S.S. <i>Orlando</i> , of Sundsvall. Dungeness No. 1 Life-boat stood by vessel.                                  |                 |
| " 8.        | 7.15 a.m.             | S.S. <i>The Queen</i> , of Glasgow. Queenstown Life-boat stood by vessel.                                       |                 |
| " 11.       | 8.45 a.m.             | Schooner <i>Dora</i> , of Carnarvon. Ramsgate Life-boat assisted to save vessel.                                |                 |
| " 14.       | 1.30 a.m.             | Barque <i>Croisset</i> , of Rouen. Cloughy Life-boat saved . . . . . (also a dog.)                              | 26              |
| " 14.       | 6.45 a.m.             | Ketch <i>Spirit</i> , of Bideford. Clovelly Life-boat assisted to save vessel.                                  |                 |
| " 16.       | 3. 5 a.m.             | Schooner <i>Ezel</i> , of Cardigan. Ramsgate Life-boat assisted to save vessel.                                 |                 |
| " 19.       | 9. - a.m.             | A coble, of Newbiggin. Newbiggin Life-boat attended coble.                                                      |                 |
| " 21.       | 10.15 p.m.            | Steam drifter <i>Tantallon Castle</i> , of Leith. Redcar Life-boat saved vessel.                                |                 |
| " 22.       | 8.35 p.m.             | Schooner <i>Sarah Ellen</i> , of Swansea. Holyhead No. 2 Life-boat saved . . . . .                              | 4               |
| " 23.       | 6.50 a.m.             | Barge <i>Audrey</i> , of London. Broadstairs Life-boat assisted to save vessel and . . . . .                    | 3               |
| " 27.       | 12.30 p.m.            | Nine cobsles of Whitby. Whitby No. 1 Life-boat attended cobsles.                                                |                 |
| Dec. 1.     | 10. 8 a.m.            | S.S. <i>Sirius</i> , of Stavanger. Gorleston No. 1 Life-boat stood by vessel.                                   |                 |
| " 2.        | 1. - p.m.             | Fishing cobsles of Staithes. Staithes Life-boat stood by cobsles.                                               |                 |
| " 3.        | 11.30 a.m.            | S.S. <i>Marion</i> , of Dundee. Staithes Life-boat rendered assistance.                                         |                 |
| " 4.        | 11.30 a.m.            | Yawl <i>Rose</i> , of Wexford. Wexford Life-boat saved . . . . .                                                | 4               |
| " 8.        | 4. - p.m.             | Barge <i>Maria</i> , of Rochester. Southwold No. 1 Life-boat saved . . . . .                                    | 2               |



| 1908.    | Time of<br>Launching. |                                                                                                     | Lives<br>saved. |
|----------|-----------------------|-----------------------------------------------------------------------------------------------------|-----------------|
| Dec. 9.  | 1. - p.m.             | Steam drifter <i>Primrose</i> , of Wick. Yarmouth Life-boat assisted to save vessel and . . . . .   | 10              |
| „ 10.    | 10.30 a.m.            | Four cobs, of Flamborough. Flamborough No. 1 Life-boat remained in attendance.                      |                 |
| „ 10.    | 10.40 a.m.            | Ketch <i>Canterbury Bell</i> , of Plymouth. Southend-on-Sea Life-boat saved vessel and . . . . .    | 4               |
| „ 10.    | 9. - p.m.             | Barge <i>Ernest Piper</i> , of London. Caister No. 1 Life-boat saved vessel.                        |                 |
| „ 11.    | 1.10 a.m.             | Pilot schooner No. 2, of Dunkirk. Ramsgate Life-boat saved . . . . .                                | 10              |
| „ 11-12. | 5.20 p.m.             | S.S. <i>Martha</i> , of Horton. Padstow No. 2 Life-boat landed 7.                                   |                 |
| „ 16.    | 9.20 p.m.             | H.M. Torpedo Boat No. 059. Bembridge Life-boat saved . . . . .                                      | 14              |
| „ 17.    | 4. - a.m.             | S.S. <i>Tillydrine</i> , of Dundee. Newburgh Life-boat saved . . . . .                              | 8               |
| „ 19.    | 7.55 a.m.             | S.S. <i>Tay</i> , of Hull. Palling No. 2 Life-boat stood by vessel.                                 |                 |
| „ 19-20. | 9.30 p.m.             | Smack <i>Marcus</i> , of Lowestoft. Palling No. 2 Life-boat landed 5.                               |                 |
| „ 22.    | 6. - p.m.             | Steam trawler <i>Sailor Prince</i> , of North Shields. Holy Island No. 1 Life-boat stood by vessel. |                 |
| „ 26.    | 2. - p.m.             | Three fishing-boats of Johnshaven. Johnshaven Life-boat stood by boats.                             |                 |
| „ 26.    | 2. - p.m.             | Fishing-boats of Stonehaven. Stonehaven Life-boat remained in attendance.                           |                 |
| „ 26.    | 3.45 p.m.             | Coble <i>Robert and Mary</i> , of Whitby. Whitby No. 2 Life-boat stood by coble.                    |                 |
| „ 27-28. | 7. - a.m.             | S.S. <i>Buteshire</i> , of Glasgow. Margate No. 1 Life-boat rendered assistance.                    |                 |
| „ 27-28. | 1.10 p.m.             | Ditto ditto Ramsgate Life-boat assisted to save vessel and . . . . .                                | 53              |
| „ 28.    | 8. - a.m.             | Barque <i>Kappa</i> , of Brevik. Southend-on-Sea Life-boat assisted to save vessel.                 |                 |
| „ 28.    | 2.30 p.m.             | Ship <i>Clan Macpherson</i> , of Glasgow. Newlyn Life-boat saved . . . . .                          | 20              |
|          |                       | Schooner <i>Titania</i> , of Salcombe. Newlyn Life-boat rendered assistance.                        |                 |
| „ 29.    | 3. - a.m.             | Ship <i>Fairport</i> , of Liverpool. Sennen Cove Life-boat assisted to save vessel and . . . . .    | 20              |
| „ 29.    | 7.20 a.m.             | Ketch <i>Margaret Wotherspoon</i> . Campbeltown Life-boat landed 3.                                 |                 |
| „ 29.    | 8. - a.m.             | S.S. <i>Galtee More</i> , of Dublin. Killough Life-boat rendered assistance.                        |                 |
| „ 29.    | 10. - a.m.            | Steam trawler <i>Reperio</i> , of Grimsby. Robin Hood's Bay Life-boats saved . . . . .              | 9               |
| „ 31.    | 10.35 a.m.            | Trawler <i>Boy Nicholas</i> , of Lowestoft. Pakefield Life-boat stood by vessel.                    |                 |

**Total lives saved by the Life-boats in 1908, in addition to 42 vessels and boats . . . . .** 486

**Life-boats also landed 124 persons, some of whom had taken refuge on light-vessels, whilst others were brought ashore in the Life-boats as a precautionary measure.**

**Rewards were also granted by the Institution in the same period for saving by means of Fishing and other Boats, etc. . . . .** 152

**Total for 1908 . . . . .** 638

## NOTICE.

*The next number of the LIFE-BOAT JOURNAL, containing the Annual Report, &c., will be published on the 1st May.*

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patron—His Most Gracious Majesty the King.

President—His Royal Highness THE PRINCE OF WALES, K.G.

Chairman—  
COLONEL FITZROY CLAYTON.

Deputy-Chairman—  
THE RIGHT HON. THE EARL OF HARDWICKE.

Secretary—CHARLES DIBDIN, ESQ., F.R.G.S.

Telegraphic Address:

"LIFE-BOAT  
INSTITUTION  
LONDON."



Telephone:

No. 2964  
("GERRARD  
EXCHANGE.")

## APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1908) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £72,222 on its Life-boat Establishments.

### GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1908.

|                                                                                                                                                                   | £   | s.    | d.         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-------|------------|
| Number of Lives rescued by Life-boats, in addition to 42 Vessels and Boats saved by them and 124 persons landed from vessels in distress and lightships . . . . . | 486 | ...   | ...        |
| Number of Lives saved by Shore-boats, &c. . . . .                                                                                                                 | 152 | ...   | ...        |
| Amount of Rewards granted during the Year . . . . .                                                                                                               | ... | 9,696 | 3 6        |
| Honorary Rewards:—Gold Medal . . . . .                                                                                                                            | 1   | ...   | ...        |
| Silver Medals and Clasps . . . . .                                                                                                                                | 14  | ...   | ...        |
| Decorations . . . . .                                                                                                                                             | 2   | ...   | ...        |
| Binocular Glasses . . . . .                                                                                                                                       | 10  | ...   | ...        |
| Aneroid Barometers . . . . .                                                                                                                                      | 9   | ...   | ...        |
| Votes of Thanks on Vellum . . . . .                                                                                                                               | 35  | ...   | ...        |
| Certificates of Service . . . . .                                                                                                                                 | 10  | ...   | ...        |
| Total . . . . .                                                                                                                                                   | 81  | 638   | £9,696 3 6 |

The number of Lives saved either by the Life-boats of the Society, or by special exertions for which it has granted rewards since its formation in 1824 (to 31st Dec., 1908), is 47,983. The rewards and recognitions granted by the Institution in the same period comprise 101 Gold Medals and Clasps, 1,261 Silver Medals and Clasps, 68 Decorations, 397 Binocular Glasses, 15 Telescopes, 86 Aneroid Barometers, 1,893 Votes of Thanks, inscribed on vellum and framed, 206 Certificates of Service framed, and £286,182 in money.

The Committee of Management earnestly appeal to the British Public for Funds to enable them to maintain their 280 Life-boats now on the Coast and their Crews in the most perfect state of efficiency. This can only be effected by a large and *permanent annual income*. The Annual Subscriptions, Donations and Dividends are quite inadequate for the purpose. The Committee are confident that in their endeavour to provide the brave Life-boatmen, who nobly hazard their lives in order that they may save others, with the best possible means for carrying on their great work, they will meet with the entire approval of the people of this the greatest maritime country in the world, and that their appeal will not be made in vain, so that the scope and efficiency of our great Life-saving Service, of which the Nation has always been so proud, may not have to be curtailed.

*Annual Subscriptions and Donations* are earnestly solicited, and will be thankfully received by the Secretary, CHARLES DIBDIN, Esq., at the Institution, 22, CHARING CROSS ROAD, London, W.C.; by the Bankers of the Institution, Messrs. COUTTS AND CO., 440, Strand, London, W.C.; and by all the other Bankers in the United Kingdom.—February, 1909.