

# THE LIFEBOAT

THE YEAR OF THE LIFEBOAT



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# THE LIFEBOAT

Winter 1973/74

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*Chairman:*  
COMMANDER F. R. H. SWANN, OBE, RNVR

*Secretary:*  
CAPTAIN NIGEL DIXON, RN

**THE YEAR**

**OF THE**

**LIFEBOAT**

**1824-1974**

**Lives Saved:**

**98,500**

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All editorial material submitted for consideration with a view to publication in the journal should be addressed to the Editor, THE LIFEBOAT, 42 Grosvenor Gardens, London, SW1W 0EF (Telephone 01-730 0031).

Photographs intended for return should be accompanied by a stamped and addressed envelope.

All advertising enquiries should be addressed to Dyson Advertising Services, PO Box 9, Godalming, Surrey (Telephone Godalming (04868) 23675).

A year's subscription of four issues costs 88p, including postage, but those who are entitled to receive THE LIFEBOAT free of charge will continue to do so.

The next issue of THE LIFEBOAT will appear in April and news items should be sent by early February.



## NOTES OF THE QUARTER

by the Editor

'THE Year of the Lifeboat', as 1974 is to be known, will be an occasion for everyone connected with the lifeboat service to feel both pride and humility.

A record of 150 years of voluntary service, as a result of which the lives of nearly 100,000 people have been saved from death at sea, offers every justification for a feeling of pride. Pride too may be felt in the individual qualities of those who have helped to mould the service.

It was a singular combination of imagination, foresight and understanding of how a new service could be administered which led Sir William Hillary to publish the pamphlet which was in effect the origin of the RNLI. The qualities Hillary showed as pamphleteer and administrator were supported by first-hand experience of saving life at sea, in which he displayed outstanding courage and devotion to duty. In 1830 the mail steamer *St. George* was wrecked in a November gale. The Douglas lifeboat put out to the rescue, and conditions were such that Hillary himself was washed overboard and six of his ribs were fractured. Nevertheless he carried on with the work of rescue, and the whole of the *St. George's* crew of 22 were saved.

### They Manned Open Rowing Boats

Others in whom we readily take pride were the men who manned the open rowing boats for many hours in appalling conditions; the men and women who took part in the extraordinary overland journeys which were sometimes required to enable lifeboats to be successfully

launched; the numerous volunteer workers, in particular those who over the years formed the controlling body; and the full time staff who enabled continuity to be maintained and provided those professional skills through which the lifeboat service kept abreast of new developments in design, construction and equipment. The labours of all combined to create a service which has been admired and emulated in many countries and which today provides the central secretariat for lifeboat organisations throughout the world. Humility may be felt by those of us who continue in the work and who wonder to what extent we are worthy of our predecessors.

### Archbishops' Tradition

On page 76 a summary appears of events planned for the celebration of the RNLI's 150th anniversary during 'The Year of the Lifeboat'. A happy link with the past is provided by the fact that the Archbishop of Canterbury has agreed to preach the sermon in St Paul's Cathedral on March 4, for it was an earlier Archbishop of Canterbury, Dr Manners Sutton, who presided over the meeting at which the RNLI was founded in 1824. The fact that the lifeboat service belongs to the people as a whole and is available to all will be pleasingly demonstrated by the ecumenical nature of the service, for in addition to participation by Roman Catholic and Free Church leaders a lesson from the Old Testament is being read by a rabbi of the Jewish faith.

Those readers of THE LIFEBOAT who live in London or who have reasonable access to the capital will find an insertion in this number giving details of a midnight matinee being held at the Victoria Palace on Friday, March 8. At the time of going to press the names of all those taking part are not known, but there is little doubt that there will be an all star cast worthy of this important occasion.

On pages 76-77 photographs appear of some of the commemorative items produced to mark 'The Year of the Lifeboat'.

### COVER PICTURE

The cover for the first issue of THE LIFEBOAT for 1974—the RNLI's 150th year—is reproduced from an old coloured lantern slide believed to have formed part of 'the first advertising campaign for RNLI on magic lantern sign' mounted in 1904-5. The lantern slide was found in Somerset and was passed to the RNLI for preservation by the South West Office of the Institution at Bristol. Certainly just before World War I in 1914 2½" square lantern slides with appropriate readings were available to the public covering almost every subject. One set consisting of 60 slides was called 'Lifeboat and its Heroic Work'.

### The Modern Lifeboat

The first of the major events in the RNLI programme of celebrations will be an important exhibition entitled 'The modern lifeboat' to be held in the Science Museum in Kensington, for two months beginning on February 21. Voluntary workers of the RNLI who feel able and willing to give up some of their time to be present at this exhibition are cordially invited to send their names to the editor. Similar voluntary help will be most welcome during the international lifeboat exhibition at Plymouth which will begin on July 19 and will last for four weeks.

It is already known that the BBC will be marking the RNLI's 150th anniversary by a special television programme on BBC 1 in 'Tuesday's Documentary'. This will begin at 9.25 p.m. and will last for 50 minutes. An appeal on behalf of the RNLI will be made on Sunday March 10, by Mr Michael Bentine on independent television wavelengths in England and Wales.

### International Publication

When the RNLI celebrated its 100th anniversary in 1924 one of the principal events was the staging of the first international lifeboat conference, which was held in London. Since then, apart from a gap caused by the war from 1939 to 1945, such conferences have been held at four-yearly intervals.

At the last conference, held in 1971, the RNLI delegation presented a paper outlining the need for an international

For Classified  
Advertisements  
See page 112

publication devoted wholly to technical developments in lifeboats and their equipment, which could serve to bridge the gap of four years between the holding of conferences. The paper was enthusiastically welcomed by a number of delegates present, and an editorial board with representatives from France, the Netherlands, Sweden and the U.S.A., as well as from the RNLI, was formed.

It was hoped at first that some international trust or foundation would be found willing to finance the enterprise, but all efforts to attract the necessary funds have hitherto failed. As a result the RNLI has undertaken to produce the new international publication on its own machines, and Mr Grahame Farr, the lifeboat historian, has undertaken to act as editor. Costs will be met by contributions from the lifeboat societies interested.



The Executive Committee of the RNLI meeting in the old committee room at 42 Grosvenor Gardens, London, where the lifeboat service has had its headquarters since the early 1930's. Fairly shortly the RNLI will be controlled from its new headquarters at Poole, Dorset. From left to right: Lt-Comdr The Hon. Greville Howard, VRD, RNR, Vice-Admiral Sir Arthur Hezlet, KBE, CB, DSO, DSC, Lt-Comdr P. E. C. Pickles, MBE, RNVR, Maj.-General Ralph H. Farrant, CB, Rear-Admiral Sir Edmund Irving, KBE, CB, Cmdr. F. R. H. Swann, OBE, RNVR, Chairman of the RNLI; Dr Geoffrey Hale, MBE, MB, BCh, Capt. Nigel Dixon, RN, Director and Secretary; Mr J. R. Atterton, MBE, Deputy Director; Lt-Comdr W. L. G. Dutton, OBE, RD, RNR, Chief Inspector of Lifeboats; Mr E. G. E. Rayner, Mr William T. Bishop, CBE, FRICS, and Admiral Sir Wilfrid Woods, CBE, KCB, DSO.

by courtesy of Margaret Murray

## Edwin Distin

The death occurred in October of ex-Coxswain Edwin Distin, aged 82, the last surviving member of the crew of the Salcombe, Devon, lifeboat disaster of 1916. He held the RNLI's silver and bronze medals. His son, Coxswain Hubert Distin, died some months before him.

In the September, 1966, issue of THE LIFEBOAT, the Salcombe lifeboat station was described and details given of an interview with Mr Edwin Distin in which he gave a first-hand account, and drew a sketch, of what happened when the lifeboat went over in 1916.

He said: 'We had our drogue out at

the time and I found my way on to the upturned hull by gripping the line. There were several of us on the hull, during those first moments after the accident, but very shortly we were all swept off. With William Johnson I was hurled on to a rock under Prawle Point from where we were eventually rescued from the

shore. I have yet to see a sea like it.'

Edwin Distin and William Johnson, battered black and blue by the sea, were taken up the cliffs to the home of a Mr and Mrs Michelmore. There the two survivors lay, unfit to be moved, for a month. Their only visitors were their families.



RNLI picture

### New Year Message from the Chairman, Commander F. R. H. Swann, OBE, RNVR...

● One hundred and fifty years ago Sir William Hillary laid down six rules for his new Society of which the first and most important was the preservation of life from shipwreck. I am sure he would be proud of the way the RNLI has discharged this responsibility and is continuing to do so. The record of lives saved and the high standing of the Institution at home and abroad are witness to past achievements. For the future we have new boats of improved design and are well tuned to progressive ideas. The gallantry and devotion to duty of our lifeboatmen is as great as ever and so is the dedication and enthusiasm of our supporters throughout the country. I am most grateful to all of them and send them my best wishes for 1974. Our major problem, as always, is the financial one but I feel confident that the support from the public which the Institution needs will be forthcoming in the future as it has been in the past.

# 'THE YEAR OF THE LIFEBOAT'

## Commemorative Items and Events during 1974

by Joan Davies

ON MARCH 4, 1824, a meeting was held in the City of London Tavern, presided over by Dr Manners Sutton, Archbishop of Canterbury, at which it was resolved to form the body which has since come to be known as the Royal National Lifeboat Institution: on March 4, 1974, 150 years later, two services of thanksgiving will be held to commemorate this anniversary—an interdenominational service at St Paul's Cathedral, London, and a service at St George's, Douglas, Isle of Man, where the founder of the RNLI, Sir William Hillary, is buried.

By March 4, however, 'The Year of the Lifeboat', as 1974 is to be called, will already be well under way: a year when, in their celebrations, the RNLI and its friends, while remembering past achievement, will be equally concerned with plans for the future, for how better to honour men of the past than by working to provide today's crews with the best designed, built and equipped fleet possible? The lifeboat service in Britain and Ireland is embarking on the biggest and by far the costliest new boat

building programme in its history and 'The Year of the Lifeboat' is providing an opportunity for the support so willingly given to the service to be demonstrated in a variety of ways. Here are just some of the activities planned for the year:

SERVICES OF THANKSGIVING will be held up and down the country and will include, amongst a number of others on March 10, a service at St Patrick's National Cathedral, Dublin, and, on June 23, one at St Mary's Church, Swansea, at which the Archbishop of Wales will preach.

COMMEMORATIVE ITEMS of various kinds, some in limited editions, will be on sale throughout 1974. One or two are illustrated on this page, and in addition to these there will be: a prestige work in precious metal by Aurum Designs Ltd; a covered vase, 10" plate and ash tray by Worcester Royal Porcelain Co. Ltd; a lifeboat glass paperweight by Strathearn Glass Ltd; an engraved chalice and a pair of engraved wine glasses by Caithness Glass Ltd, to be marketed in Scotland; and a set of six goblets, each with a different RNLI design, by Cavan Glass Ltd, details of which can be obtained from the RNLI Dublin Office. The House of Seagram

Ltd are to donate £10,000 to the RNLI through a promotion for Captain Morgan rum, with lifeboat medals on every bottle, and pottery statuettes of Grace Darling, in a limited edition, will be on offer.

POSTAGE STAMPS commemorating the 150th anniversary of the RNLI (with special covers by Pilgrim Philatelics Ltd) will be issued by the Republic of Ireland, Isle of Man, the Bailiwick of Guernsey and States of Jersey, as well as commemorative stamps from the Isle of Lundy. First day of issue for the Guernsey stamps will be January 15, and these stamps will be on show in the Stampex exhibition at the Royal Horticultural Hall, Westminster, February 25 to March 2.

HOUSES AND GARDENS of stately homes in Scotland, Wales and England will be opened to the public by their owners for the benefit of the RNLI on days scattered throughout the summer.

DINNERS, BALLS AND DANCES are already in full swing, and the programme will include a dinner given by the City of London Corporation at the Guildhall on April 26, a Lifeboat Ball celebrating



*Stuart Crystal chalice made for RNLI 150th Anniversary in limited numbered edition of 150. One panel, etched and engraved, depicts Henry Greathead's Original lifeboat, with, on reverse, the RNLI crest and dates 1824-1974. Price £128, inclusive of postage and insurance, from Mulberry Hall, Stonegate, York YO1 2AW.*

*'Year of the Lifeboat' 1 pint Queen's Ware mug by Wedgwood is illustrated (black on cream) with portrait of Sir William Hillary, founder of RNLI, and reproduction of painting of a lifeboat attending a wreck at the mouth of the Tyne, 1837. Price £4.20 (postage and packing 25p) from Wedgwood Shop, Oxford Circus, 249 Oxford Street, London W1R 5DA*



the prize-winning in the *Daily Telegraph* and B.P. Round Britain Power Boat Race on August 2, and a 150th Anniversary Dinner in the Painted Hall, Royal Naval College, Greenwich, on October 11. There will also be such varied events as a State Reception for the RNLI in Ireland, an antique auction, a pageant, garden parties, concerts, bridge afternoons and a midnight matinee.

SPORTING AND COMPETITIVE events will embrace boxing, darts, fishing, car rallying, sailing, riding, athletics, golf and cricket, as well as sponsored walks. A number of BOOKS will be published during the year. **Let not the Deep...** by A. D. Farr has already appeared and among those still to come are **The Lifeboat Service—a history of the RNLI 1824-1974** by Oliver Warner, and **Lifeboats and Life-boat People** by Patrick Howarth.

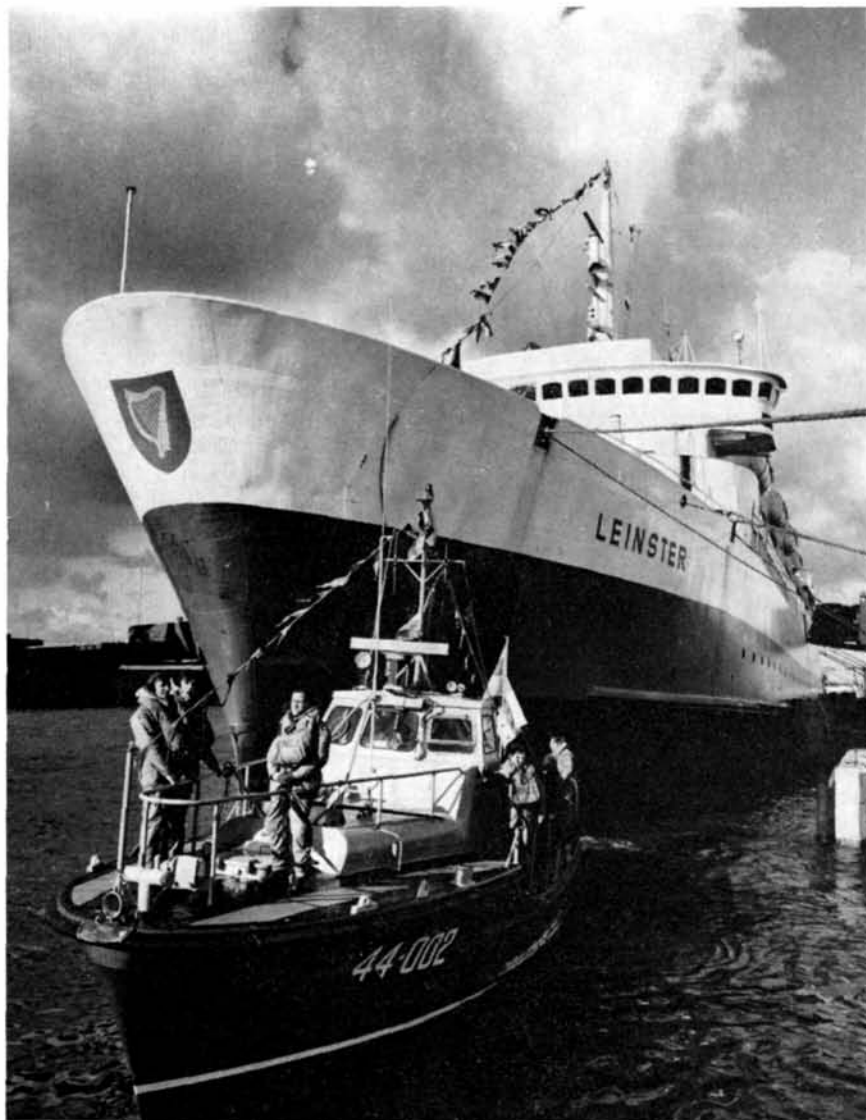
NEW LIFEBOATS, which will be welcomed with NAMING CEREMONIES, are expected at Sennen Cove, Falmouth, Eyemouth, Sheerness, Hoylake, Whitby, Fleetwood, Plymouth, St Helier and Dunmore East.

AN EXHIBITION covering the technical development of the lifeboat will be staged at the Science Museum, London, from February 21 to April 20, and, at the Guildhall, London, from April 17 to 30, there will be an exhibition of lifeboat paintings supported by models. A MAJOR INTERNATIONAL LIFEBOAT EXHIBITION will be held at Plymouth from July 19 to August 17, during which period (over the weekend of July 19 to 21) a Yacht Rally, also at Plymouth, has been planned by the Royal Yachting Association and the RNLI.

It is hoped to organise a RALLY OF FORMER RNLI LIFEBOATS, sold out of the service, at Plymouth at the Exhibition beginning on July 19. Owners of these boats interested in taking part are invited to write to Commander Peter Sturdee, OBE, RN (RETD), RNLI Exhibition Office, 30 George Place, Stonehouse, Plymouth PL1 3NY.

To round off the year, the central feature of the January 1975 INTERNATIONAL BOAT SHOW at Earls Court will be a lifeboat village and station.

That is just a brief outline: the provisional programme, giving details of these and many other events, is available from: RNLI Head Office, Lifeboat House, 42 Grosvenor Gardens, London SW1 0EF.



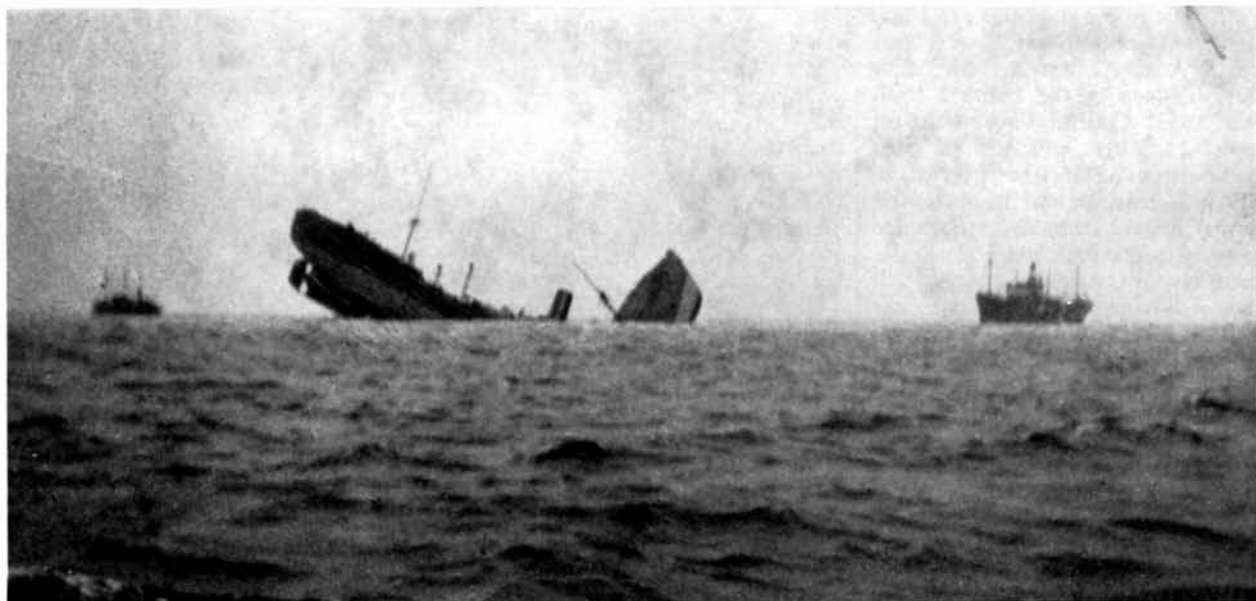
The Republic of Ireland launched its 'Year of the Lifeboat' celebrations on October 16, 1973, with a reception at which Ireland's target for the year was announced: £100,000 above normal revenue to offset cost of new 44' steel lifeboat for Dunmore East. Reception was held on board B. & I. Shipping Co.'s Dublin-Liverpool ferry *Leinster*, seen here with Dun Laoghaire lifeboat, John F. Kennedy, and her crew.

by courtesy of Tony Kelly

Set of three medals in gold, sterling silver and bronze, all bearing RNLI flag on reverse with, on three obverses, the first lifeboat, the head of Sir William Hillary and a modern lifeboat, produced by Slade, Hampton & Son Ltd, 109 Bolsover Street, London, W1. The Sir William Hillary medal is also available as a single issue.



(Left) 'Lifeboat Jubilee', a new rose grown by John Sanday (Roses) Ltd, will be on show at the Royal National Rose Society's Summer Show at the Horticultural Hall, Vincent Square, London, SW1, on July 28 and 29.



The British steamer *Magdapur* sunk by enemy action off Aldeburgh, Suffolk, on September 10, 1939. It was the first wartime service carried out by the RNLI. The photograph was taken by the then motor mechanic of the local lifeboat.

THE Royal National Lifeboat Institution, which depends entirely on voluntary contributions, was founded in 1824 and has now saved over 98,500 lives in peace and war. Sir William Hillary, the founder, built the lifeboat service on sound principles, and the purposes he listed all those years back remain in being today:

*The preservation of human life from shipwreck, help to ships in distress, the succour and support of the rescued, regardless of nationality, rewards to those carrying out rescues and provision for the widows and families of those losing their lives in attempts to help others.*

In the two world wars of this century (1914-1918, 1939-1945) the RNLI, despite many pressures, maintained a splendid record of impartiality on the

## THE LIFEBOAT SERVICE IN TWO WORLD WARS

lines of Sir William Hillary's principles of 1824. Indeed, during the early months of World War II, the RNLI faced criticism from those who felt that enemies should be left to drown. In 1940, when it was feared that German airmen might attempt to overpower lifeboat crews, rifles were carried for a time but were eventually withdrawn. Steel helmets, on the other hand, were a necessity. The following summaries suggest why.

On October 4, 1940, the Lowestoft, Suffolk, lifeboat was launched to a

Junkers 88 which had been shot down by British fighters east of Southwold, but only oil patches were found. A naval motor vessel which helped in the search was machine gunned by another German aeroplane, but the lifeboat was unharmed.

Then, when an American Fortress bomber was reported down, the Wells, Norfolk, lifeboat was called out on November 29, 1943. While the lifeboat was out, batteries on shore twice fired machine guns. But the fire was not directed at the lifeboat: it probably came from troops at exercise who could not be forewarned that the lifeboat was in the neighbourhood.

An attempt by escaped German prisoners of war to steal a housed east coast lifeboat was, in fact, the nearest the enemy came to taking over an operational RNLI craft—but it failed.

During the period 1914-1918 lifeboats belonging to the RNLI saved nearly 5,000 lives, and of this number over 1,600 were rescued from casualties directly attributable to the war, lifeboats having launched over 500 times to such casualties alone. The record during the period 1939-1945 was equally impressive: 3,760 calls of which 2,212 were to ships and aircraft in distress or danger on account of the war. The weekly average of lives saved in World War I was 18; in World War II it was 21.

The sinking off Aldeburgh on Sunday, September 10, 1939, of the steamship *Magdapur* of 8,640 tons saw the RNLI's first war service. It was the second Sunday of the war and apparently thousands of holidaymakers saw the



The old Wells lifeboat Royal Silver Jubilee 1910-1935 taking local RAF pilots for a trip in March 1940.

by courtesy of Planet News Ltd



sinking, which was due to a U-boat, after a loud explosion about five miles off the coast. When the explosion occurred a column of water shot into the air alongside the steamer, and she began to go down rapidly. Her crew numbered between 80 and 90, mostly Lascars, but there were 18 Englishmen aboard. Other ships went to the assistance of the *Magdapur*, owned by P. and J. Brocklebank, of Liverpool, and built in 1921, and two of them took off her crew soon after 3.20 p.m.

Finally the Aldeburgh lifeboat brought the 18 white men and 56 Lascars ashore. The local ARP services were mobilised to deal with the injured, several of whom were in a serious condition. Nine had to be brought ashore on stretchers. The others, though much exhausted, were able to walk. All were smothered from head to foot in black oil.

The lifeboat *Abdy Beauclerk* was covered with oil and blood, but she was cleaned, refuelled and ready for service by 8 p.m. that day. As the lifeboat crew's clothes were badly damaged by oil, an increase in the usual money award was granted to the men.

The terse wartime reports of lifeboat services preserved in the RNLI archives give little evidence of what lay behind many of the incidents.

Take, for example, the following summary for December 18, 1939: 'Cromer, Sheringham, and Wells, Norfolk. An aeroplane had been reported down in the sea, but she could not be found.—Rewards: Cromer, £39 13s. 6d.; Sheringham, £37 14s.; Wells, £30 9s. 6d.'

On that day a raid mounted from East Anglia proved disastrous. Ten Wellingtons crashed in the sea or were seen on fire heading for the Dutch coast, two more 'ditched' on the way home, and three more were so badly damaged that they forced landed away from the base. Altogether 15 bombers were lost, and December 18, 1939, was long remembered as one of the blackest days in the annals of Bomber Command.

Squadron Leader Harris, leader of 149 Squadron from Mildenhall, Suffolk, returning in the same direction and anxious for the safety of the battered survivors, saw Flying Officer Briden's Wellington land in the sea in the Cromer Knoll area. He saw three of the crew clinging to the bomber's dinghy, which may not have inflated properly, so the squadron leader, although still over the sea, attempted to drop his own dinghy on to the wreck, but it did not drop clear, fouling the tail plane.

Squadron Leader Harris at once transmitted the position of the 'ditched' Wellington, which was last seen at an acute angle, with the rear part of its fuselage only above the water. His SOS for the trio in the sea without a dinghy brought out a high speed launch, RNLI lifeboats from Cromer, Shering-



A painting by L. F. Gilding showing a lifeboat of the RNLI and an RAF Lysander aircraft arriving to rescue a 'ditched' bomber crew.

ham and Wells, and a destroyer. Squadron Leader Harris, his fuel nearly exhausted, then made for Norwich where he landed. Next day the search continued but Flying Officer Briden and his comrades had disappeared.

The total of 6,376 lives rescued by lifeboats in World War II does not include the men of the British Expeditionary Force brought off from the beaches of Dunkirk. Nineteen lifeboats of the Institution took part in that operation, 17 of them manned by naval men, and two, the Ramsgate and Margate lifeboats, manned by their own crews. Between them Ramsgate and Margate brought off some 3,400 men and both coxswains were awarded the D.S.M.

It was at 1.15 on the afternoon of May

30, 1940, that the Ministry of Shipping called up the Institution on the telephone and asked it to send to Dover as many of its lifeboats as possible. When the

by courtesy of Derek Wordley



Riddled ventilating pipe from the Eastbourne lifeboat Jane Holland after visiting Dunkirk in 1940, and (below) special war artist Bryan de Grineau's impression of the Dunkirk evacuation in full swing. An RNLI lifeboat is arrowed.

by courtesy of Illustrated London News

# Royal National Life-boat Institution.

Report of Service on the 3<sup>rd</sup> day of September 1940  
 LIFE-BOAT J.B. Broadfoot Relinquished at Margate  
 Case of the British Airman of Normchurch.

Please give here an ACCOUNT OF THE SERVICE from the time of receiving first news of vessel in distress to Life-boat's return to Station.

(If convenient the account may be typewritten on a separate sheet.)

About 10.15 am a telephone message was received by the Coxswain from the Coastguard Station saying a Parachutist was down in the sea 7 miles N.E. Reculver. The lifeboat was at once launched & proceeded to the position given a very extensive search was made visibility being bad and at 11.45 am the Airman was found 3 1/2 miles N.N.W. of Reculver. He was very badly burned, (most of his clothes having caught fire) & on the point of collapse having been in the sea over an hour, he was at once taken aboard & with the help of the Hon Sec. bandaged & made comfortable, owing to his state the Hon Sec administered Brandy occasionally with wonderful results. The lifeboat was then approached by a Special Boat from Sheerness & the Hon Sec asked them to Radio a message to Margate for an Ambulance & after a journey at full speed the lifeboat arrived at the Stone Pier at 1 pm & the Airman handed over to the Doctor and officials awaiting.

## ROYAL NATIONAL LIFE-BOAT INSTITUTION. INFORMATION REGARDING CASUALTIES, ETC.

Name of Vessel (S.S.V. or A.V.) Coastguard Station. (PARACHUTE) Date 3rd September 1940  
 Copy of all the Messages, concerning Life-boat Authorities, received and sent.

From whom Received	Time Received	To whom Sent	Time Sent	Means by which Received or Sent	Message and Reply, if any
		<u>Cox.</u>	<u>10.17</u>	<u>Phon</u>	<u>On S.S.S. Parachute descending approx. 7 miles N.E. of Reculver. Reply launching</u>
<u>Hon Sec.</u>	<u>1.20</u>				<u>Lifeboat landed one <u>British Airman</u>.</u>
TIDE <u>2 hrs. flood</u>		WIND <u>W. N.W. 2</u>		REMARKS	
WEATHER <u>B. C. H.</u>		SEA <u>1</u>		Receiver and Sender <u>Wholon</u> Station Officer	

Original reports held by the RNLI referring to the rescue on September 3, 1940, of Pilot Officer Richard Hillary of the family of the RNLI's founder, Sir William Hillary.

message was received the Germans were closing in round Dunkirk and the position was very grave. But as soon as the Institution got the call it telephoned to its stations from Gorleston, Norfolk, to Shoreham Harbour, Sussex.

While the urgent message was being sent to the lifeboats along those 190 miles of coast, two of them—those from Ramsgate and Margate—were already making for the hell of Dunkirk. They took a course through hurriedly swept minefields. In command of the Ramsgate boat was Coxswain Howard P. Knight. Coxswain Edward D. Parker was at the helm of the Margate boat.

During loading operations carried out in darkness, for lights were answered by enemy shells fired at close range, Coxswain Knight took a wherry and naval men ashore. A voice called to them: 'I

cannot see who you are. Are you a naval party?' He was answered: 'No, sir, we are men of the crew of the Ramsgate lifeboat'. The voice from the beach called back: 'Thank you, and thank God for such men as you have this night proved yourselves to be. There is a party of 50 Highlanders coming next.'

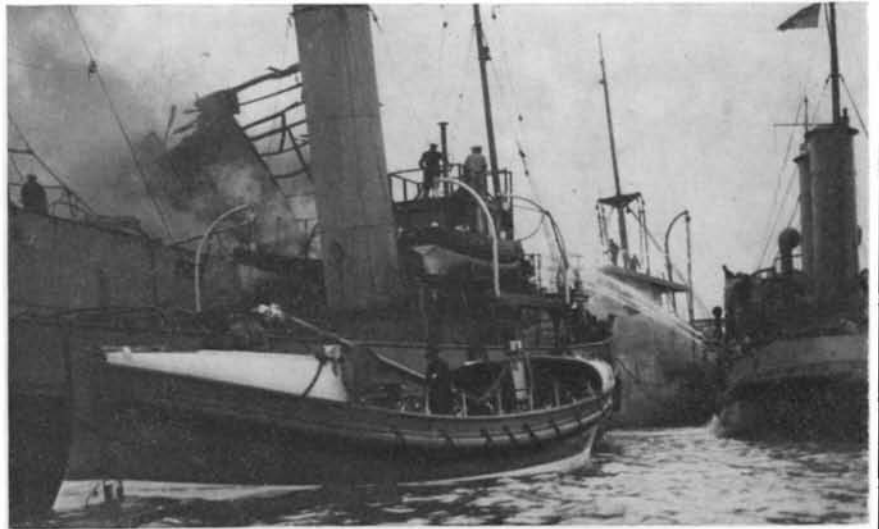
With the coming of day the shelling and bombing increased, with Junkers 87 dive bombers pulling out just over their heads and propaganda leaflets fluttering down ordering the Allied armies to surrender. The sea, like the beach, was littered with wreckage and was thick with oil, the latter clogging oars so that weary limbs could no longer overcome the drag.

The Margate lifeboat reached the beaches some hours later than the Ramsgate boat. Of the work of the

Margate boat, it is recorded: 'More men were waiting. This time they were from the Border Regiment. She loaded up with them, and their weight sank her until she was hard on the sands. It was now low water and she waited until the tide flowed and she floated again. . .'

The work of the rescuing fleet came to an end on June 4. All ships were ordered to leave Dunkirk by 2.30 that

- Sir William Hillary who founded the RNLI in 1824.
- Coxswain Edward D. Parker whose lifeboat found Pilot Officer Richard Hillary. by courtesy of Keystone Press Agency
- Eric Kennington's portrait of Richard Hillary.
- Popular edition of Richard Hillary's The Last Enemy.



*When the London steamer Barnhill was attacked from the air off Beachy Head and set on fire on March 20, 1940, the Eastbourne lifeboat went to her help and put two of her crew aboard to rescue the steamer's master who had been blown from the bridge to the forecastle and was lying there helpless.*



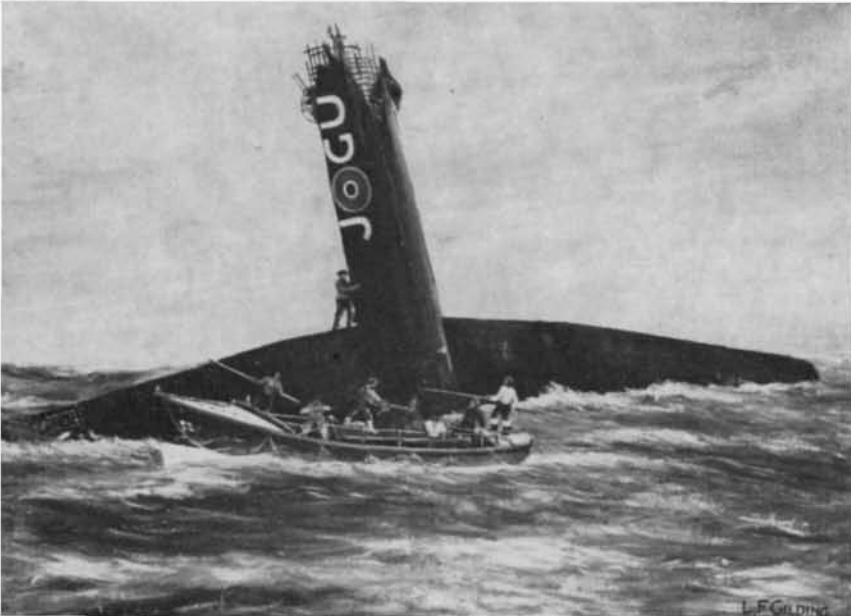
*A German Messerschmitt pilot, his head bandaged because of an injury, being landed by the Dungeness lifeboat on October 7, 1940.*



*First-aid treatment for a member of the crew of the torpedoed London Trader picked up by the Shoreham lifeboat on July 26, 1940.*



*A direct hit on the lifeboathouse and lifeboat at Tynemouth on April 9, 1941. The heavy bomb, with a slightly delayed fuse, penetrated and exploded under the concrete floor.*  
by courtesy of J. C. H. Cleet



*The Royal Silver Jubilee 1910-1935 lifeboat from Wells alongside the sinking Lancaster bomber on July 14, 1942, when the late Coxswain Theodor T. L. Neilson searched the wreck. The painting was executed by L. F. Gilding soon after the incident.*



*The fighting services, ever mindful of the work of the RNLI, assisted at lifeboat flag days during both wars. Here members of the WAAF at RAF North Coates, near Grimsby, are shown in the summer of 1942.*

morning. But boats were still adrift between England and France. The lifeboats of the RNLI, some damaged but all very dirty, stayed for as long as possible. In those last hours the Southend-on-Sea lifeboat saved the destroyer HMS *Kellett* when, in a desperate bid to rescue 200 French soldiers, she caught one of her screws on something under water. As the harbour by then had been cleared of vessels, the destroyer was on her own, but suddenly the Southend lifeboat came by full of soldiers and she hauled the destroyer off the beach.

After Dunkirk followed the Battle of Britain (July 10-October 31) and during that time men of the lifeboat service went to the aid of many Allied and enemy airmen in the English Channel and the North Sea. Lifeboats were launched 1,093 times to the help of aircraft in World War II. They rescued lives from 56 of these aircraft, and the total of lives rescued, including German, was 142.

The total number of lives saved from aircraft was small beside the number of launches but it must be remembered that, to start with, there was really no Air/Sea Rescue Service for pilots until later in the Battle of Britain, but the RNLI during those critical weeks drove its boats to the limit of their endurance to rescue friend and foe. Often, through lack of speed, they were too late. But more often than not the crews of aircraft seen to crash into the sea were already dead.

It was on September 3, 1940, that, in searching for 'downed' pilots off the Kent coast, the temporary Margate lifeboat *J. B. Proudfoot* found one Pilot Officer Richard Hillary, fighter pilot, of No. 603 (City of Edinburgh) Auxiliary Squadron, who had been shot down and badly burned. He was just on the point of drowning. When the lifeboat landed the seriously ill young pilot it was learnt that he was of the family of Sir William Hillary who founded the RNLI in 1824. Later the pilot officer, who was killed in an air crash in 1943, wrote the best selling book *The Last Enemy*.

Mr Michael Hillary, the young pilot's father, wrote in a letter to the Margate honorary secretary on September 13, 1940: 'I am told that my son, Pilot Officer R. H. Hillary, who is now an inmate of the Margate Hospital, was rescued by the Margate lifeboat and I want to express the heartfelt thanks of my wife and myself to the coxswain and his crew for returning him to us. It would surely have afforded my ancestor, who founded the service, the liveliest satisfaction to know that his own kith and kin are numbered amongst those who have benefited by its wonderful work.'

Among the interesting wartime pictures preserved by the RNLI is one of a painting by the late Mr L. F. Gilding, a former employee, showing Avro Lancaster J-GU standing on its nose in the sea with the Wells lifeboat along-

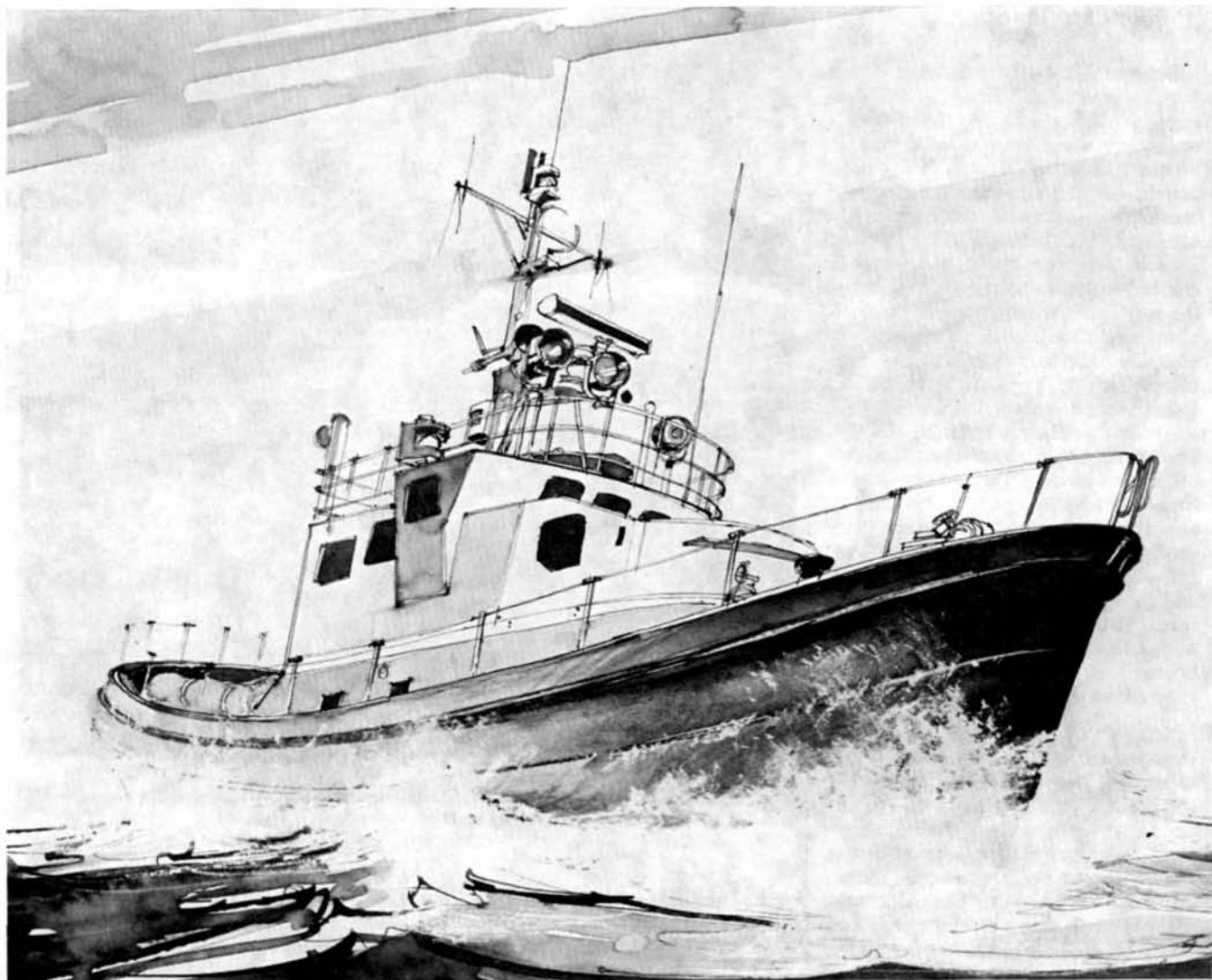
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# THE LIFE-BOATS AND THE WAR

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1914			1915			1916		
Aug. 30	Newhaven (Motor)	H.M. Transport <i>Jess</i>	Jan. 1	St. Andrew's	Admiralty Zeppelin	May 7	Queensdown	S.S. <i>Lynnhaven</i>
Sept. 5	St. Alban (Motor)	H.M.S. <i>Patfinder</i>	2	Scarborough	Mine Sweeper No. 104	7	Cherbourg	Do.
20	Marble No. 1	Mine Sweeper <i>Tarmonth</i>	3	Whitby No. 2	Mine Sweeper	27	Lancaster	Mine Sweeper <i>Clonca</i> . Assisted to save vessel.
21	Hickborough	Admiralty Zeppelin No. 899	4	Southampton	Mine Sweeper	30	Albion	H.M. <i>Bonplane</i> .
29	Hickborough	Mine Sweeper <i>Concord</i>	10	Spurne	Two H.M. Torpedo Boats	June 2	St. Mary's	Belgian Tractor <i>Delia</i>
29	Clonca	Do.	16	North Doo	H.M. Patrol Boat	5	St. Agnes	Do.
Oct. 15	Larwood	2 Belgian Fishing Boats. 35 Refugees rescued.	17	Harwich (Steam)	Mine Sweeper <i>Edwin</i>	7	Bombardier	H.M. Transport <i>Terra</i>
21	Stranraer (Motor)	H.M.S. <i>Dryad</i> . Landed 2 injured men and 62 bags of mail.	17	Walton-on-the-Naze (Motor)	Do.	11	North Deal	H.M. S.S. <i>Drayton</i> . Remained by vessel
26.31	Hemswath	Admiralty Zeppelin No. 899	17	Chatham-on-Sea (Motor)	Do.	23	Kensington No. 1	S.S. <i>Tennant</i>
31	Eastock	Unknown vessel reported mined.	31	St. Andrew's	Do.	23	Fakenhall	Do.
31	Clonsilla	Do.	31	St. Andrew's	H.M. Auxiliary Torpedo Boat	27	Yarmouth	S.S. <i>Lioness</i> and <i>Ketch Edith</i>
31	Tranmore (Motor)	Mine Sweeper	Feb. 3	Scarborough No. 1	Submarine No. 11	July 7	Skateway	Naval Motor Barge X 163. Saved 9
31	Wharfedale	H.M. Hospital Ship <i>Patrol</i> . (Sunk) (Sunk) 75	2	Tranmore (Motor)	Four Mine Sweeper	14	Southwell No. 1	S.S. <i>Balmain</i> , of Swansea. Rendered assistance.
						28	Alburgh No. 2	Do. Assisted to save

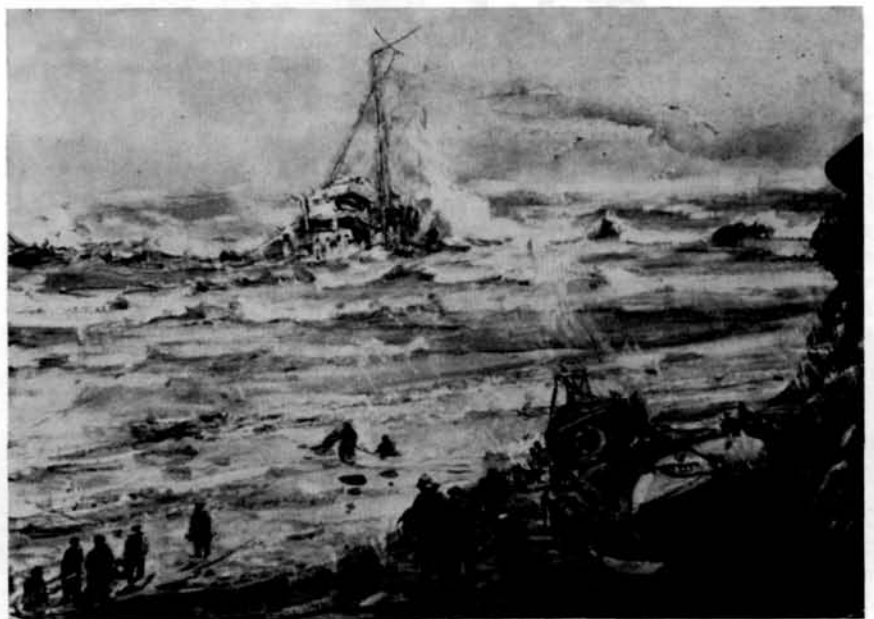
A detail from a poster published after World War I showing lifeboat services to ships mined, torpedoed or wrecked as a result of the war.

side. The date of the incident was July 14, 1942, and the bold lifeboatman standing on the sinking bomber was the late Coxswain Theodor T. L. Neilson.

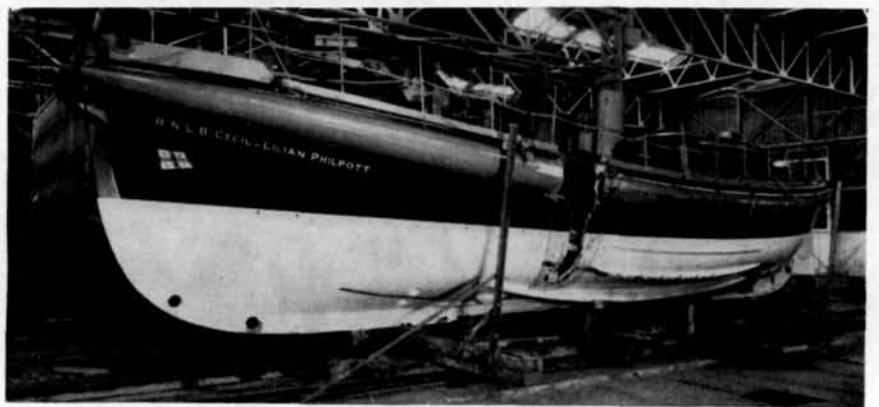
The story is that the Lancaster was seen to come down about three miles out just before 5.39 a.m. The lifeboat *Royal Silver Jubilee 1910-1935* was launched, and Dr E. W. Hicks, who remained honorary secretary at Wells well into the 1960s, went with her. The bomber was found with its tail and part of its port wing severed.

Back at Wells the following details were logged: 'One airman . . . still conscious . . . was clinging to the underside of the port wing. He was lifted into the lifeboat. There was no sign of any other member of the crew, so the coxswain hoisted himself on to the edge of the wing and walked along it to the fuselage. Its top had been blown away and he climbed inside to search for the rest of the crew. . . . At any moment the aeroplane might have turned over, or sunk, and the coxswain would have been trapped inside her. He searched but found no one, and the lifeboat put back to Wells. . . . The injured man . . . died. The lifeboat then returned to the aeroplane and made a further search. She found nothing except a rubber dinghy, about a mile away. At 8.40 the aeroplane sank. An air/sea rescue launch, with the help of aeroplanes, began a wider search, and the lifeboat returned to her station, where she arrived at 9.15. Some of the bodies of the other six men of the bomber, all of whom lost their lives, were recovered later.'

The RNLI during the two world wars assisted soldiers, sailors and airmen of many nationalities. During the historic attack on this country on November 11, 1940, by units of the Italian Air Force operating under German orders, Italian airmen parachuted over the sea off the Suffolk coast. The Aldeburgh lifeboat made a most careful search from 2.28 p.m. until 5 o'clock without finding bodies. However, a parachute was



Rowland Hill's painting in the Whitby Art Gallery of the wreck of the hospital ship *Rohilla* on October 30, 1914, when the RNLI made desperate efforts to rescue patients and nurses.



The *Newhaven* lifeboat Cecil and Lilian Philpott after being rammed amidships by HM trawler *Avanturine* in a gale on the night of November 23, 1940.

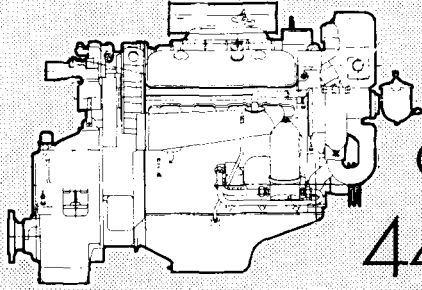
picked up bearing Italian markings.

Later in the war, when the 8th USAAF started massive operations from East Anglian bases, lifeboats lay

at prearranged points to receive 'ditched' aircraft.

Some lifeboats fell into enemy hands. For instance, the *St Peter Port* and *St*

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Rare snap of the Cromer lifeboat picking up a solitary bomber survivor on January 29, 1942.

Helier, Jersey lifeboats were captured when the Channel Islands were occupied by the Germans. Although the St Peter Port boat was mishandled by the Germans the St Helier one went out five times for 35 lives.

The RNLI allowed three of its lifeboats to be requisitioned by the Navy and the RAF for urgent duties. The No. 2 Aberdeen lifeboat went a long way from home—to serve with Coastal Command in the Azores.

And as if this war effort was not enough the machine shop at the RNLI Depot at Boreham Wood, Herts., when the building of lifeboats came almost to a standstill, began to make munitions. In the middle of 1941 it was put on to aircraft work, and until the end of the war it was making light alloy parts for the famous Mosquito, the fastest machine of its type. The depot machined, fitted and assembled nearly 100,000 of these parts.—C.R.E.

## Cold can kill

In 1945 a committee was set up by the Admiralty to investigate the cause of loss of life after sinking in the last war, when it was estimated that between 30,000 and 40,000 probably died after successfully abandoning ship. As a result of this, the Admiralty and later the Ministry of Defence, encouraged work to determine the causes of death and to improve the chances of survival after shipwreck.

Their film *Cold Can Kill* deals with the prevention, causes, effects and treatment of hypothermia. Two copies of the film have now been obtained for use by Inspectors of Lifeboats as required to instruct lifeboat and ILB crews. The film was produced by the RN Air Medical School, and runs for about 20 minutes.

## First Aid

The third edition of *First Aid*, the authorised manual of the St John Ambulance Association, St Andrew's Ambulance Association and the British Red Cross Society, is available from the RNLI Headquarters, 42 Grosvenor Gardens, London, SW1W 0EF, price 40p (postage 10p).



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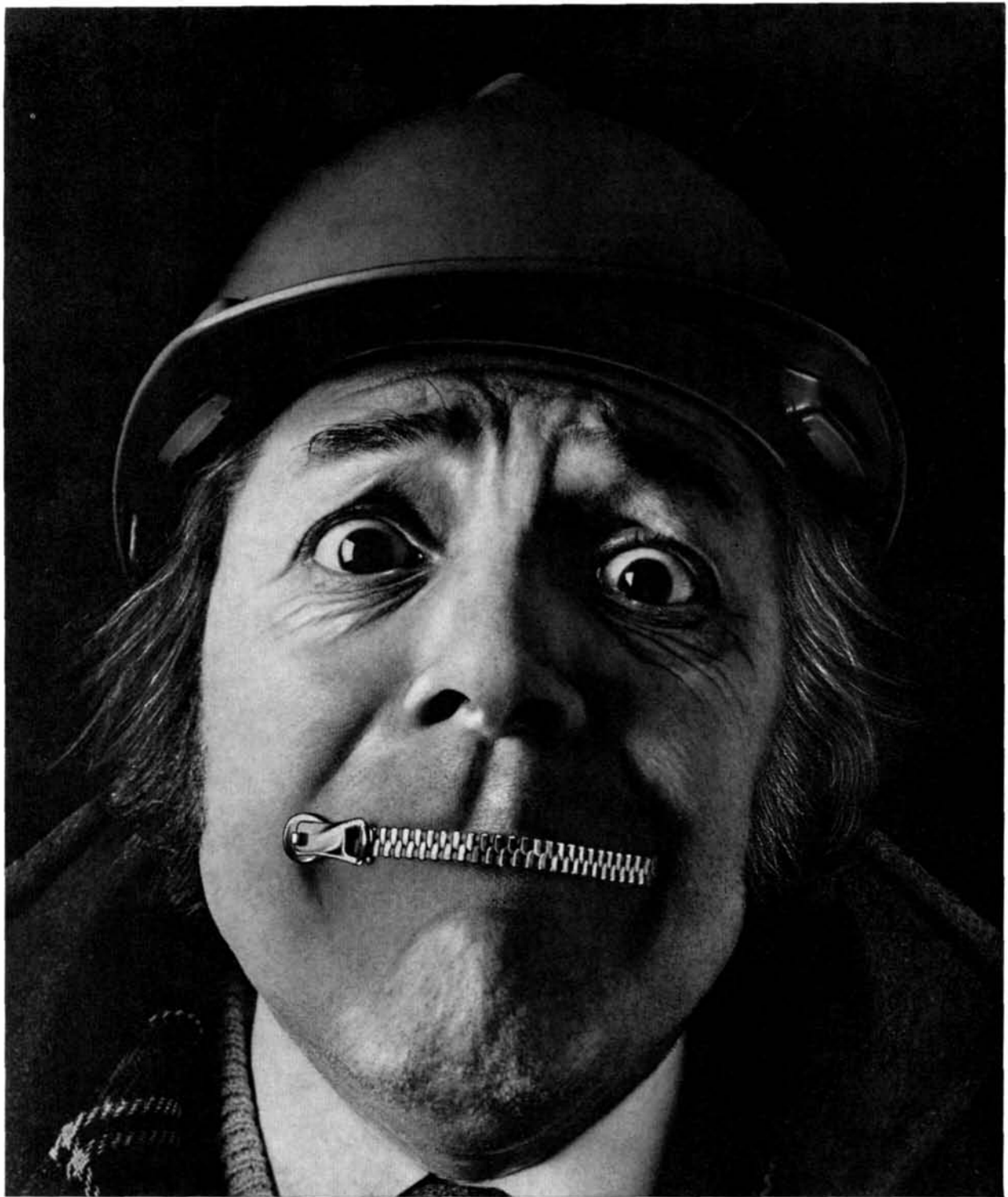
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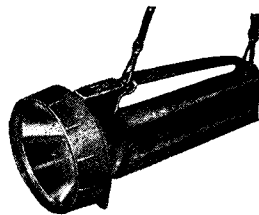
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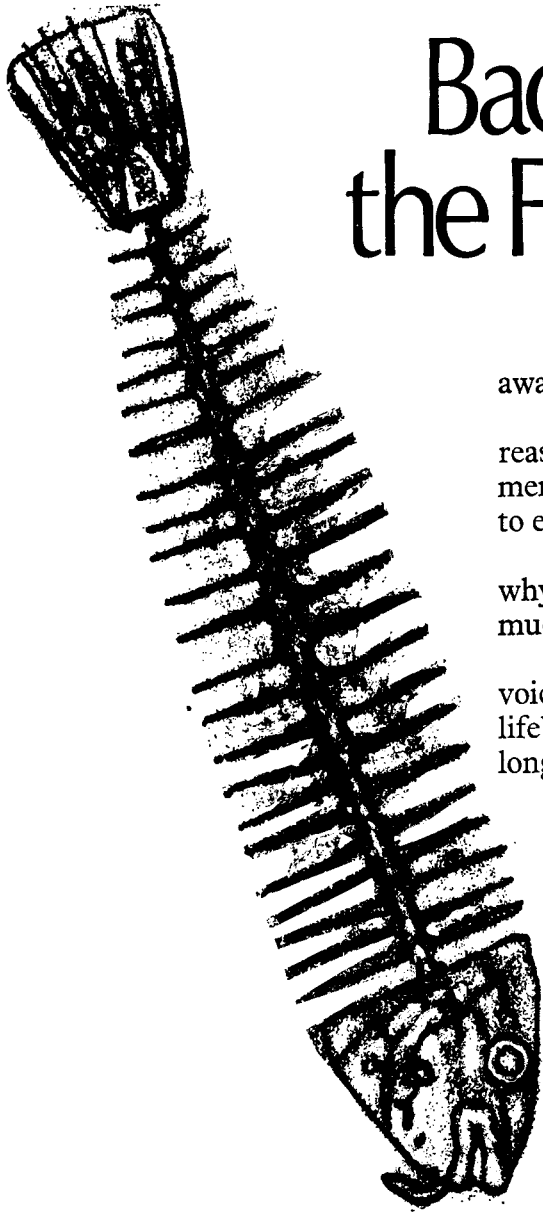
# Backbone of the Fishing Trade.

This was one that didn't get away. One of a thousand million.

A thousand million of the reasons why every day and night men put out to sea in all weathers to earn their living.

A thousand million reasons why lifeboatmen are needed as much as they are.

We at Birds Eye would like to voice our appreciation of the lifeboatmen. We are proud of our long association with them.





## RNLI stamps

● I am associated with the Appledore branch of the RNLI, for which Mr Barrie Smale, of Blacon, Chester, is a keen charity stamp collector. I first learned of the Institution when I read a letter written by Mr Smale about the branch's stamp appeal in one of our local newspapers. I replied and sent just a few stamps. I did not retreat, but rather continued to help Mr Smale, with the aid of a letter he sent me, authorising me to collect stamps from everyone in Jamaica.

I too wrote letters to two other newspapers here in Jamaica, and the response was good. I had then begun to establish a personal friendship with Mr Smale through our correspondence. He afterwards decided to invest me with the honour of being not just his Jamaican assistant, but his assistant in the West Indies! I have received a membership pin which I wear with honour, dignity and pride.

I have written to various West Indies' newspapers already, as I am in

the process of writing to every newspaper in the Caribbean and neighbouring areas. A letter to one of the Barbados newspapers has produced other helpers for Mr Smale.

Although I am only seventeen years old and still attend school, I literally 'make' time to help him; and we are striving to reach the target of £1,000 by December.

I have read three issues of THE LIFEBOAT and have found them to be equally inspiring and informative.—GLENN A. BOWEN, *Great Valley PO, Hanover, Jamaica, West Indies.*

*Used postage stamps, both British and overseas, can help to raise funds for the Institution. It is known that a number of branches have their own outlets, but for those branches who have not, any stamps they may be able to collect would be gratefully received by either Mr B. Smale, 28 Stratford Road, Blacon, Chester, or Mr R. Smart, Flat 18, 81 Oak Hill, Woodford Green, Essex. Both volunteers collect, grade and dispose of used postage stamps for the funds of the Institution*—EDITOR.

## Wonderful magazine

● Here is my annual subscription fee (88p) for THE LIFEBOAT magazine. Congratulations on a wonderful magazine.—KEVIN GRUER, *Winton Loan, Edinburgh.*

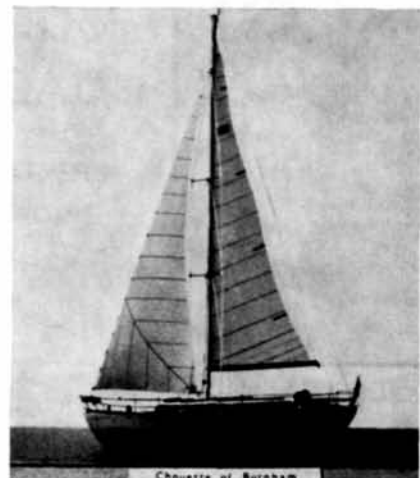
## RNLI benefits

● I have started producing custom-built miniature scale models of yachts (about 10' 1") and, as a yachtsman and a strong supporter of the RNLI for many years, I intend to use the business to make some contributions to your organisation. The models are mounted in perspex showcases.

It must be realised that I am not operating full time at present but feel that this is a possibility for the future in view of the demand for the models. I feel that as a matter of courtesy I should let you know of my intentions.

I am enclosing my own cheque for £4 and also another from a good customer of mine for whom I have just completed a model. Knowing of my RNLI interest, he has asked me to pass on his cheque for £5.

My contributions may not be large in view of my limited production but I feel that they will be of help in your good work. Payment is required to be made on delivery and subject to the customer's satisfaction—this is based on the confidence that the finished product will bring pleasure.—BRIAN H. WILLIAMS, *Breamore Cottage, Bridgefield, Farnham, Surrey.*



## Long association

● I am the honorary secretary of the Isles of Scilly ladies' lifeboat guild but it seems that I was taking a great interest in the lifeboat service at the early age of four.

Enclosed is a snap taken of me in 1923 with the coxswain of the Gorleston lifeboat, Mr William Fleming. We used



to stay in his house, and to go for a trip in the lifeboat to the Scrobie Sands and back was always the highlight of my holiday. We thought perhaps you might be interested in the old picture for THE LIFEBOAT.

I sincerely hope the interest in the RNLI will continue in my family for many years to come for my two grandsons (two and a half and one) have Bowman Richard Lethbridge of the *Guy and Clare Hunter* lifeboat as their godfather.—MARGARET SOAR, *Harbour View, St Mary's, Isles of Scilly.*

## Thanks

● Thank you for taking part in the rescue operation of September 18. Do believe that I am sorry for what happened to the lifeboat and for what might have happened to the people who were on her.

I hope the error of some young student will not give you a bad impression of French sailors.—CHRISTOPHE RIZET, *Le Vesinet, France.*

*This letter was received by Coxswain Michael Berry of the St Helier lifeboat, Jersey, following the rescue of the crew of six from the French yacht Bacchus on the night of September 18. The yacht, which had run among rocks and anchored off La Motte in a west southwesterly force 7 to 8 wind, was extensively damaged, and, in reaching her, the lifeboat Elizabeth Rippon sustained damage to hull and port propeller*—EDITOR.

## Mr Lindsay Britton

Mr Lindsay A. Britton, a well-known honorary secretary in the south west, died at Truro, Cornwall, in September. He was secretary at Cadgwith 1957, Lizard 1958, and Lizard-Cadgwith from 1961 to the time of his death. Mr Britton was presented with binoculars in 1961 and a picture in 1965 for his devoted service to the lifeboats.

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# SPURN HEAD: LIFEBOAT STATION IN THE WILDERNESS

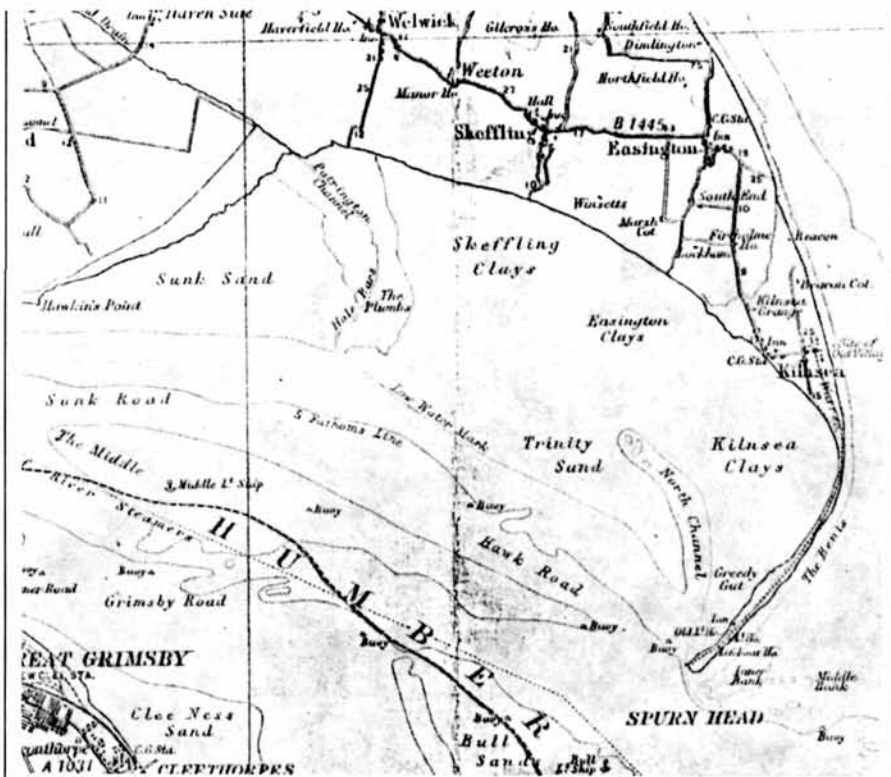
BY CHRISTOPHER R. ELLIOTT

WHEN I WORKED for a weekly newspaper in the late 1940s on the Grimsby/Cleethorpes side of the Humber I used to dream of visiting Spurn Head on the Yorkshire side. Certainly, when viewed through one of the telescopes on the front on a clear day, Spurn Head, to me, looked a sunny paradise.

When, therefore, the North East office of the RNLI suggested that the retiring superintendent/coxswain of the Humber station, Mr Robertson Buchan, would make a good subject for a profile feature in the Journal, we decided to kill two birds with one stone and combine Mr Buchan's going with the arrival of the station's new coxswain, Mr Neil Morris, of Withernsea, higher up the Yorkshire coast.

So in late September I arranged to visit the full time station and got a prompt invitation from Mr Buchan, who was just moving house, to go north. The vision of my youth of a sunny paradise for birds, however, was rudely shattered the day I went to Spurn Head, but more on that later.

Who, in the first place, decided on a lifeboat station on the extreme tip of



Spurn Head is the last southerly fragment of Yorkshire, where the fast flowing Humber unites with the turbulent North Sea. Across the river is the busy port of Grimsby. Humber lifeboat station is on the tip of Spurn Head.

by courtesy of HMSO

Spurn Head, the last southerly fragment of Yorkshire, where the fast flowing Humber unites with the turbulent North Sea? Well, it wasn't the Committee of Management.

Apparently the Spurn station (it was renamed Humber in 1924) was established in 1810 and until 1908 was maintained by Hull Trinity House. In that year it passed under the charge of the Humber Conservancy Board and in 1911 was taken over by the Institution.

As often applies to stations with long histories, no complete record of its work exists. But it is understood that between 1810 and 1854—the evidence is in the record book of Hull Trinity House—

*Humber lifeboat crew at the retirement party in September for Coxswain Superintendent Robertson Buchan (centre left) with the new coxswain, Mr Neil Morris, of Withernsea (right). In picture (right) Mr Buchan is examining the radar scanner aboard the City of Bradford III—a vital aid in the crowded Humber approaches.*

by courtesy of 'Hull Daily Mail' and 'Yorkshire Post'

nearly 800 lives were saved.

The Humber station has had some brave lifeboatmen in its time. The record shows that 23 medals have been awarded: two gold, 12 silver, eight bronze and a George Medal. Of these, the two gold, three silver and two bronze medals were won by Coxswain Robert Cross, who died in 1964 aged 88, together with the George Medal. His exploits, in my view, were as great and brave as those of Coxswain Henry Blogg, of Cromer, Norfolk, but for some reason he did not get the ear of the press.

For example, Coxswain Cross's service to the trawler *Gurth*, of Grimsby, on February 12, 1940, for which he won both the gold medal of the Insti-





*Above: The wrecked Anzio off the Lincolnshire coast in 1966. Top right: The lifeboat cottages at Spurn Head are to be replaced. Right: Up to the middle 1930s families 'sailed' in this way to Kilnsea for a spot of relaxation.*

by courtesy of 'Sun', 'Yorkshire Post' and Topical Press Agency

tution and the George Medal and his crew of five each won the silver medal, was described as 'one of the outstanding rescues of the war'.

An RNLi summary of the rescue states: 'It was carried out . . . in complete darkness. As two of the crew were ill there were only six men on the lifeboat, and the coxswain could not spare any man to work the searchlight. The crew were repeatedly knocked down by

*Aerial picture of Spurn Head lifeboat station taken at 9.30 a.m. on May 25, 1951. The old and new lighthouses are visible together with an assortment of World War I and II military installations. Just below the lighthouses are the lifeboat cottages built in 1858.*

by courtesy of Photoflight Ltd.

seas, shaken and bruised, and only saved from being washed overboard by clinging to the handrails. A rope which was washed overboard got round a propeller, and for part of the time the lifeboat had only one engine working. But again and again, in the darkness and heavy snow, Coxswain Cross worked the lifeboat . . . alongside the trawler and rescued the whole of the crew.'

When Coxswain Cross, who revisited the Humber station in Mr Buchan's days, retired in 1943 at the age of 67 he had been local coxswain for just over 30 years and had taken part in the rescue of 453 people.

In more modern times the record of bravery and devotion has been continued. As described in THE LIFEBOAT





for September, 1966, Coxswain Buchan was accorded the thanks of the Institution inscribed on vellum for taking the Humber lifeboat to the mv *Anzio* when she grounded off the Lincolnshire coast on the night of April 2/3, 1966, in extremely severe conditions. It was not possible, however, to save any lives.

A summary of the rescue states: 'The Humber lifeboat . . . was launched in 10 minutes. Fifty minutes later she sighted the wreck . . . which was heading north west and lying with her starboard side beam on to the sea. Heavy seas were halfway up the deck and washing right over her. Because of the heavy, breaking seas on the bank and around the wreck Coxswain Buchan realised there was no chance of coming alongside, and he decided to anchor and veer down to the wreck. As this was being done, three members of the crew who were tending the cable forward . . . were washed off their feet and thrown back on to the wheelhouse by a heavy sea which completely enveloped the lifeboat. . . . They all immediately returned to their positions and continued to veer the cable until the lifeboat was within 30 yards of the wreck. . . . Fifteen foot waves were washing right over her, and it seemed clear that the crew had either abandoned ship or been swept overboard. Nevertheless, Coxswain Buchan remained for over 20 minutes, scanning the wreck in the beam of the searchlight for any signs of life.'

And now for Spurn Head and the lifeboat station. I had met Mr and Mrs Buchan in comfort in Hull the night before, and it was agreed that they would take me the 30 miles to the station when they went there on other business the following day.

Well, next day dawned overcast, but I felt sure the weather would shine for the visit (just like it used to shine from Cleethorpes long ago). I made a determined effort to arrive at the Buchans' new home in Hull at the appointed time,

*Humber lifeboat crew in 1956 when the late Captain William S. Anderson (fourth from right) was the superintendent coxswain. Standing directly by the bow is Mr Robertson Buchan, his son-in-law, who recently retired as coxswain.*

by courtesy of 'The Yorkshire Post'



*Mr Robertson Buchan pictured in October with the new Superintendent Coxswain, Mr Neil Morris, in the boat house at Spurn Head just after his retirement.* RNLI picture



*Mrs Doris Buchan showing her lifeboatman statuette to her mother, Mrs Ethel Anderson, aged 77, widow of Superintendent Coxswain Captain William S. Anderson who was at Spurn Head after the war. Mrs Anderson was still living at Spurn Head when the LIFEBOAT called.* RNLI picture

and not wishing to be late, I sauntered past with 10 minutes to spare. A quick glance to port showed the house, to all outward appearances, to be unmanned. But Mrs Buchan must have been on storm watch, for she quickly spotted me and rather spoilt my planned ETA at 1300 hours!

A fog, meantime, had been building up, and by the time we set course by road for the Humber station rain was falling too. But Mr Buchan knew the 30 miles of winding roads like the back of his hand and thus, shrouded in fog, I reached Spurn Head and the wilderness. Through the blanket of fog I could hear horns and ships 'talking'. 'You have', said Mr Buchan as if I needed any reminding, 'arrived.'

A native of Peterhead, Aberdeenshire, Scotland, noted for its sailors, Mr Buchan went to sea at the age of 15, for his father Robertson, grandfather William, and two brothers were all fishermen. But Mr Buchan's three grown-up sons have all forsaken the sea to become tax officer, technician and teacher. When they first settled at Spurn Head in 1951 they were aged seven, five and three respectively.

During World War II, Mr Buchan, who settled at the Humber station when he was 38, was skipper of a minesweeper in the Home Fleet. When the war started in September, 1939, Mr Buchan's trawler with 14 others operated 20 miles off the German coast in order to give in code early sightings of German bombers bound for England and coastal shipping. 'Every trawler except ours', said Mr Buchan, 'was bombed.'

Mr Buchan met his wife Doris through an escort job he did in 1942 for Captain William S. Anderson's ship from Fowey to Falmouth with a load of china clay. Afterwards in *The Ship*, Fowey, Mr Buchan asked Captain Anderson if he could marry his daughter. The marriage eventually took place and, as stated later in this article, Mr Buchan began his lifeboat career at the Humber station as second coxswain to his father-in-law.

Mr Buchan said he was delighted towards the end of his service with the RNLI to meet the Duke of Kent, who is President of the Institution, during his north east coast tour. 'But', explained Mr Buchan, 'it wasn't my first meeting with a member of the Duke's family because, during the war, I also met his late father.'

While Mr Buchan, to look at, is a small, alert man with a perpetual mild smile when engaged in informal conversation, the new coxswain, Mr Morris, is a tall seafarer who holds his head as many a tramp steamer master often does through habit—slightly aback as if steering and looking ahead. He too started at sea young—at 16—and before joining the RNLI had been trading between Britain and the Continent.

A native of Cornwall, his wife, Constance, who has a boy and a girl aged nine and two and a half respectively, likes painting, knitting and playing the organ.

The domestic side of life at Spurn Head is, of course, an aspect that must not be overlooked because it is a good part of the life of that station. I don't mind admitting that, when I heard of some of the trials of life there as recently





*Family life at Spurn Head so far from civilisation is very important and the children are constantly remembered. Here Father Christmas arrives with gifts greeted by some of the youngsters.*  
by courtesy of 'Yorkshire Post'



*Humber's most famous coxswain, Mr Robert Cross (right) on a visit to the Humber station in 1960 with (centre) the late Admiral Sir William Slayter, KCB, DSO, DSC, RNLI Committee of Management, and Coxswain Superintendent Robertson Buchan who has just retired.*

by courtesy of 'Hull Daily Mail'

*Mr Robertson Buchan with one of his match-stick models. This trawler required 8,500 used matchsticks and in man-hours took two years to build.*

by courtesy 'Hull Daily Mail'



as the '50s and '60s, I was inclined to suggest to the powers that be that a special medal should be struck for the wives who have done their stint at the Humber station!

One of the best to talk to on life at Spurn Head is Mrs Buchan who arrived there with her family in 1951. Born at South Shields, Co. Durham, the daughter of Captain Anderson, of North Shields, who was coxswain of the Humber lifeboat before her husband, Mrs Buchan's grandfather, James Anderson, was also a sea captain. Mrs

Buchan's mother, Mrs Ethel Anderson, aged 77, was living at Spurn Head but was expecting to move to the Buchans' home in Bricknell Avenue, Hull.

The lifeboat cottages at Spurn Head—there was once a public house there—were built in 1858 and are due for replacement, and during the two world wars many military buildings grew up round the lighthouse and the lifeboat community.

Communication with Kilnsea even up to the middle '30s was by means of a railway trolley fitted with a sail. Life-

boatmen and their wives were thus propelled in this way, wind permitting, for an hour or two of relaxation at Kilnsea! Now the line has almost vanished under the drifting sand as the old track has become the only road to one of Britain's most remote lifeboat stations. Hull, 30 miles away, is just too far to allow for a relaxed evening out.

Mrs Buchan, who likes doing crosswords and knitting, told me: 'On average there are about 12 children at Spurn Head at any one time. It is an idea place for boys but, despite the remoteness, they are not really as free as you would think. You have got to remember that each child, because of the tight little community, has eight fathers and eight mothers whose eyes at any time may see them up to tricks or at risk.'

'Certainly all the children at Spurn Head (there was a family here years ago who had 13 children)', explained Mrs Buchan, 'have to have birthday parties, shared with the rest of the children, but it has been known for a birthday to be suddenly deprived of fathers because of a service call.'

For quite a time after World War II the cottages at Spurn Head had a most indifferent electricity supply. The 110 volt battery supply, which had to be boosted from an Army generator, left the families with a declining supply so that electric fires and kettles and the like were useless in the late evening. 'All we could do', said Mrs Buchan, 'was to go to bed.'

The crew of the *City of Bradford III*—she is a 46' 9" Watson type built in 1954 at a cost of £29,593—consists, in addition to Superintendent Coxswain Morris, of 2nd Coxswain Dennis Bailey, Mechanic Bill Sayers, Assistant Mechanic Ronald Sayers, Brian Fenton, Jim Ross, Ronald Dixon, and Sidney Rollinson.

The *City of Bradford III*, incidentally, belongs to a line of boats bearing that name. These lifeboats were built—the *City of Bradford I* was the first in 1923—largely through the City of Bradford Lifeboat Fund.

Mrs Buchan, who has given many lifeboat talks to gatherings of women, believes that Hull might react favourably to the idea that the next Humber lifeboat should be presented by that city.

Perhaps Mrs Buchan's dream will come true. For in Sportcraft Models, King Edward Street, Hull, I spotted an excellent fully completed model of a 37' Oakley in the forefront of their packed window.

Mr Buchan, whose family still owns

(continued on page 109)

# BOOK REVIEWS

● It must be almost impossible to write an uninteresting book about the lifeboat service but equally difficult to do full justice to the subject. A. D. Farr has achieved the difficult task of writing a splendidly comprehensive account of the birth and development of sea rescue in Britain and his book **Let Not The Deep: The Story of the RNLI**, by A. D. Farr (Impulse Books, Aberdeen, £3.95) should remain a standard work for a long time.

The title comes from the inscription on the RNLI medals for gallantry, 'Let not the deep swallow me up', which in turn was taken from Psalm 69. The book comes opportunely to mark the 150th anniversary of the RNLI, doyen of sea rescue organisations. Many books have been written about the RNLI and most, if not all, have provided absorbing reading in their different ways, but no previous volume has covered the whole period of organised sea rescue in such meticulous detail.

The author has wisely refrained from resuscitating the old argument as to 'who invented the lifeboat'. At this distance the claims of Wouldhave, Greathead and Lukin may be viewed dispassionately and an equal distribution of merit seems judicious. Admiral Smyth in *The Sailor's Word Book* states unequivocally that 'The lifeboat was invented by Admiral Graves'. It would be interesting to know the source of this information.

If anything Sir William Hillary increases in stature in Mr Farr's hands, both as a man of action and a man of ideas. The year 1824 must have been an *annus mirabilis* for Hillary for it not only saw the birth of his brain child, the RNLI, but also the publication of his 'Plan for the construction of a steam lifeboat'. It is recorded elsewhere that he published a pamphlet on 'The situation in Ireland' in the same year. Truly a man of wide interests.

The progress of lifeboat design and of the factors which have led to the many changes over the years are described clearly and with some care, taking the reader in easy stages from the *Original* to the present day. It is noted that the beam of the *Original* is given as 3' 3" which must be an error. The self-righting dispute and the appointment of G. L. Watson as consulting naval architect

are particularly interesting in the light of today's policy of giving all lifeboats self-righting ability. The 32' surf boats of the 1930s might have merited some attention in view of their use of Gill water-jet and Hotchkiss cone propulsion.

The redoubtable Captain Manby has suffered a literal change and become Manley, to which he might not have objected. Not only had his method of line-throwing from the shore by means of a mortar proved effective but he had also carried out an investigation of the various sea rescue organisations round the coast in 1821 and reported unfavourably on many of them.

One aspect of sea rescue which does not seem to have caught the attention of most writers on the subject is the use of tugs. At a number of stations tugs were hired to tow the lifeboat to the scene of the wreck when necessary, a notable example being the service of the Ramsgate boat to the *Indian Chief*. In this case the crew of the tug *Vulcan* shared much of the hardship and danger faced by the lifeboatmen. There must be many more unsung heroes.

In all, this is an excellent book for the student of sea rescue and, as Sir Alec Rose says in his foreword, for all those who love the sea and admire and respect the men who man the lifeboats.  
—E.W.M.

● **Beloved, Respected and Lamented: A Story of the Mutiny of the Bounty**, by J. E. Chandler (London Road, Marlborough, Wiltshire, 50p) is a publication of 45 pages giving some new angles on this well-known mutiny. Details are given of the 46 people aboard the *Bounty* when she sailed on December 23, 1787, into history. The author concludes: 'We know of no single act of gross tyranny he committed. His valour and his strength of body and character are not to be disputed. But he was notorious, even in the rough Navy of the 18th century, for a foul mouth and he did not know how to stop.'

● On the Welsh coast north of the Bristol channel safe harbours are few and far between. In fact, apart from Fishguard and Holyhead there is little chance of shelter in onshore gales. **Shipwrecks of North Wales**, by Ivor

Wynne Jones (David & Charles, £3.25) tells the story of the many disasters to shipping on this coast over the centuries, with some harrowing accounts of unsuccessful struggles for survival. Lifeboats and their crews receive a full share of attention and there is much of interest about stations which have been closed for many years. Lifeboat disasters, too, add to the toll taken by violent weather and the dangerous coastline. The book is written in clear, seaman-like language and there are some excellent illustrations.

● In the past few years many hoards of 'lost' regional photographs, dating from the early days, have come to light. These collections, suitably captioned, are appearing in illustrated book form, **Island Camera: The Isles of Scilly in the Photography of the Gibson family**, by John Arlott in collaboration with Rex Cowan and Frank Gibson (David and Charles, £3.25), being among the latest. The book contains 150 photographs, many of them of nautical interest, taken over more than a century by the Gibson family—five men in four generations—in the Isles of Scilly. Broken masts and tattered sails are a feature of many of the unique wreck pictures. But as for lifeboat pictures, in an area where the RNLI has left its mark since a station was established at St Mary's in 1837, your reviewer could trace only one photograph in the book—the launching of the lifeboat *Cunard*.—C.R.E.

● Because, as the author states, sailing covers such a wide sphere, the author of **Modern Small Boat Sailing** by John Hart (G. Bell, £3.50), has limited himself throughout the book to dinghies and day-boat types up to about 18' in length, although reference to larger craft is sometimes made where desirable. The book is based on the syllabus of the new National Proficiency Scheme introduced in January 1972 by the RYA and the National Schools' Association. Well illustrated, the book forms a complete reference manual for all who seek enjoyment in small sailing boats.

● Now in its eleventh edition, **Boat World** (Boat World Publications, £1) has long established its place as an invaluable yearbook for yachting and boating people, containing as it does brief navigational notes, some practical articles, information about coastal sailing centres (including the nearest lifeboat station), together with details and prices of a wide range of sailing boats, motor boats and engines. Perhaps, however, the part of the book which is in most constant use is the one devoted to classified and alphabetical lists of all sections of the boating industry. A publication well worth its cost, £1, for the addresses it contains alone.—J.D.



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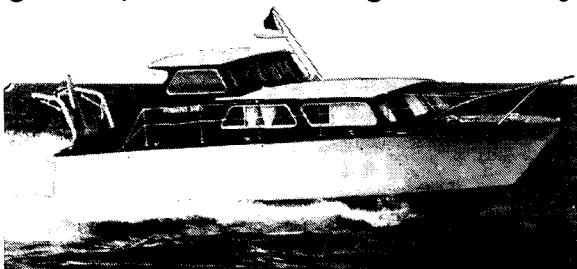
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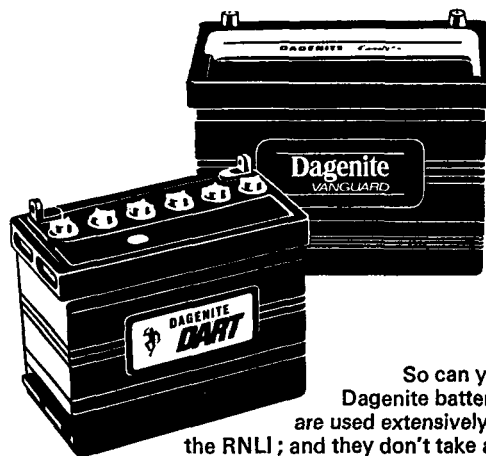
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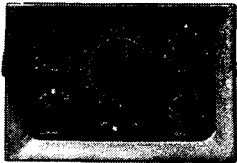


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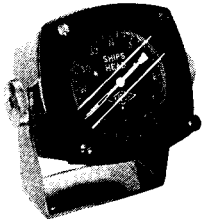


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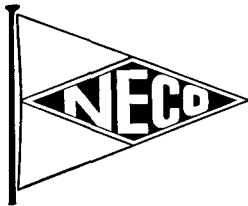


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# Some Ways of Raising Money

Last year some boys belonging to the Bluebird Navigators visited the RNLI Depot at Boreham Wood with Mr Jim Garrard, of Kesgrave, Suffolk, their leader. Mr Garrard puts on his static displays for the RNLI all around the east coast and does some useful collecting for the lifeboats. In 1966 Mr Garrard was invited to join the Aldeburgh branch of the RNLI and enrolled the boys as well. Since then they have averaged some 15 turnouts in a season, travelling as far as 50 miles from home to do it. Seamanship instruction is given to the boys on frequent trips to the Norfolk Broads, plus at least one complete holiday on the broads each year. They also have the opportunity to go afloat on board the Aldeburgh lifeboat when conditions permit.

In the presence of the Lord Lieutenant of Essex (Col. Sir John Ruggles Brise) the 66th Combat Support Squadron, USAF, exchanged flags with the Dagenham branch of the RNLI (Romford and Dagenham model boat club section). Col. Reinbolt, the squadron commander, received the RNLI flag. Also present was Cmdr F. R. Guffick, OBE, RN (retd), and Lt-Comdr R. Abbot, RNR, president and vice-president respectively of the club. The squadron generously gave to the club a trailer for the half-scale model of a lifeboat they are building which will be used for publicity and fund-raising purposes in London. Forty young club members also attended the presentation and afterwards they and their families were taken on a conducted tour of the squadron.

A cheque for \$50 has been forwarded to the Cardiff office of the RNLI from Mr Bing Crosby. This was at the request of the mv *Tacoma City* belonging to Sir William Reardon Smith & Sons, of Cardiff. Mr Crosby had offered a first drink in their bar to all officers, and the officers of the *Tacoma City* requested that the money be made out to the RNLI 'without whom the seas would be a much more dangerous place'. They were trying to decide on a suitable name for the officers' bar. Mr Crosby is apparently the 'first citizen' of Tacoma, so they asked his permission to call the bar 'The Old Groaner' or 'The Crooner'. He gave permission to name the bar 'The Old Groaner'.

The Southend-on-Sea annual sailing barge match was sailed in fine weather on August 25, 1973, with an entry of 12 barges sailing in two classes. Proceeds from the sale of programmes (in the form of donations to the RNLI) exceeded all previous figures. The amount was £50.

Since Captain Howe became the honorary box secretary at Brixham, Devon, two years ago, responsible for the placing and emptying of lifeboat collecting boxes in the area, the revenue from these boxes has risen from £81.55 in 1974 to £611 in 1972 and £724 during this last year. Captain Howe hopes to collect over £1,000 during the 1974 150 anniversary year. Mrs Howe is now responsible for the organisation of the

annual lifeboat week collection and a record figure of £605 was raised last year, so that, together, Captain and Mrs Howe helped to raise over £1,300 in Brixham in 1973.

The 420 children of the Newtown Junior School, Stockton-on-Tees, Tees-side, are saving used postage stamps in aid of the RNLI. In July more than 10,000 were waiting in sacks at the school to be sent to the charity's London headquarters. 'The children heard about the appeal and it was their idea to start collecting', said the headmaster, Mr R. F. Glasswell. In a letter to the RNLI, Susan and Helen of Class 2, said: 'We thought the stories about the award of medals very exciting. We had them read one morning after assembly. Those men were very brave. We did not know how very dangerous your work is. We had just thought of you going out and saving lives and coming back again. We never imagined you would be out all those hours.'

On Redditch flag day last year Mr J. Graham, a member of the Salvation Army, who is 74 years of age, collected between 9 a.m. and 4 p.m. £66.38 for the RNLI.

An outstanding gift has been made to the RNLI by the people of Angle and district in Pembrokeshire, Wales. It took the form of a cheque for £1,900 which has been used to buy the local lifeboat its own radar.

The lifeboat in question, the *Richard*



The following information is published as received: 'The Eastney, Hampshire, lifeboat—the last sailing and pulling boat on station with the RNLI—photographed on return from a service in which it towed in the three Royal Navy inshore minesweepers also in the picture. If anyone says that it is the Eastney ILB crew entry for the whaler race at the Southsea regatta they are suffering from an accrued misapprehension. Crew (right to left): Peter Hart, John Fletcher, Bill Hawkins, Frank Hawkins and Den Faro.'

Vernon and Mary Garforth of Leeds, which is a 46' 9" Watson built in 1957, is to carry a plate inscribed: 'The radar set on this boat was paid for by the spontaneous generosity of local men and women, organisations and businesses. This remarkable gesture is very deeply appreciated by the Angle station of the RNLI.'

Warwickshire ladies' lifeboat guild launched a new fund-raising project last year by presenting to the Draycote water sailing club a perpetual trophy to be raced for on spring holiday Monday. The trophy was made in silver by Mr Barry Milner, a craftsman who works in Leamington Spa, and it depicts a scaled down model of the original Greathead lifeboat of 1790 on a mahogany base. It was decided to call it the lifeboat trophy and this, together with the RNLI flag, is inscribed on a silver plate.



Mrs J. Stancer, chairman of the Warwick ladies' lifeboat guild, holding the new silver lifeboat trophy described on this page.

by courtesy of Heart of England Newspapers Ltd.

A total of £600 was raised by the third Isle of Anglesey lifeboat ball, held at the Wylfa Nuclear Power Station, on October 12, 1973. During the evening the Station Superintendent, Mr Philip Holbrook, on behalf of the ball committee, presented a cheque for £300 to the RNLI Assistant Organising Secretary for Wales, Mr Jack Floater, and the ball chairman, Mr Peter Morgan, was able to present a cheque for a further £300 to Vice-Admiral Sir Peter Compston, KCB, member of the Committee of Management, at the Welsh lifeboat conference held in Shrewsbury later that month. The 1974 jubilee ball in Anglesey is to be held on October 11 at the officers' mess, RAF Valley.

At a 'pitch and putt' course in Llandudno, Mr W. R. Thomas and his men collect a big amount each year by putting aside for the RNLI any money given to them by players for looking after their coats and baggage while they go round the course. A good business is done in RNLI biro pens, too.

# LONDON RNLI EVENTS



The H. F. Bailey lifeboat in which Coxswain Henry Blogg, of Cromer, saved so many lives, coming alongside H.M.S. Belfast in the Thames on November 9 when the press saw the veteran craft which has been sold to Leisure Sport Ltd, Britain's leading water sport patrons, as an attraction. The photograph at the top of the page shows ex-Coxswain Richard Evans, of Moelfre, Anglesey, the holder of two gold medals, and ex-Mechanic/Second Coxswain Evan Owen, also of the Moelfre boat, stepping ashore at Tower Pier for the reception aboard the former cruiser.

by courtesy of Press Association and Keystone Press Agency



The RNLI float carrying a 21' Atlantic ILB at the Lord Mayor's Show on November 10. The theme was 'The Year of the Life-boat'.

by courtesy of Keystone

## Shoreline Section

SHORELINE membership continues to increase steadily and insignia sales continue their upward trend. It is encouraging to find several boats in some of the larger harbours flying Shoreline flags, and to pass the occasional car on the road showing a badge. Membership ties have also been spotted on the television.

The time of the International Boat Show has come around again, and we hope to see as many members as possible at our stand, No. C2, during the show. Our aim is to enrol as many new members as possible, so if you have friends who wish to join please bring them along.

New members are now being enrolled through our district organising secretaries at an ever-increasing rate, and it is hoped that there will be a large influx of members during our 150th anniversary celebrations in 1974.

We are at present hoping to improve the opacity of the centre of our flags without increasing the cost to any extent. Owing to difficulty in obtaining suitable materials this was rather a problem. However, a solution has been found and we

are confident that the result will be successful.

Many more of those who find recreation and leisure by and on the sea, besides those that gain a living from it, should consider seriously the work of the RNLI and support it to the hilt. After all, the RNLI considers their needs fully and spends thousands of pounds implementing them. Members can help us even further by spreading interest and enrolling new members. We will supply forms and publicity material on application—*G. R. (Bob) Walton, Shoreline Organising Secretary (Membership), 29a Castle Street, Salisbury, Wiltshire (Tel.: Salisbury 6966).*

## Central Appeals Committee

ARRANGEMENTS are now well under way for a Midnight Matinee at the Victoria Palace, London, on Friday, March 8. The committee responsible is working under the chairmanship of Lady Aitken. By the time you read this, tickets should be available, prices ranging from £12 to £2. It will be well worth coming, even if you live out of London. Tickets may be obtained from: Mrs H. Hodges, MBE, Lifeboat House, 42 Grosvenor Gardens, London, SW1W 0EF.

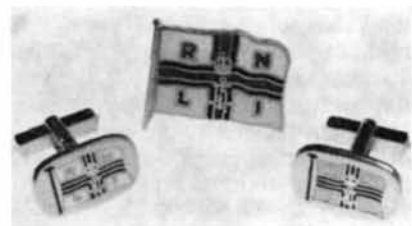
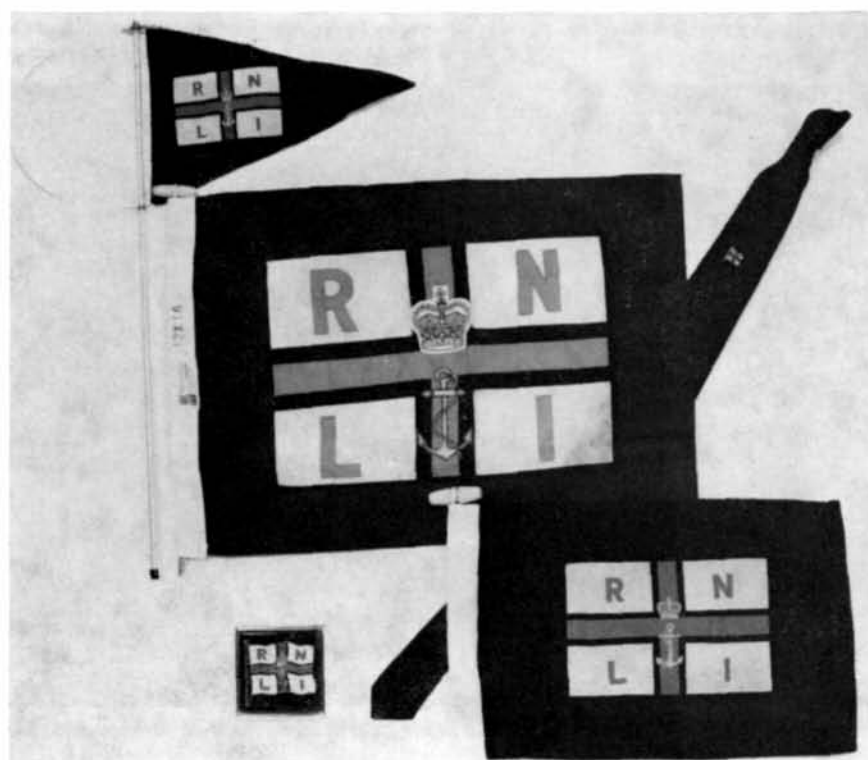
How about raising £327 in two hours for an outlay of 80p? Wembley branch had a knit-in recently and did just this. They feel it is the easiest way they have yet found to raise money, and not only that, but the very enjoyable social side of the event (coffee and biscuits in the interval) also raised a small sum to help swell the total.

The Civic Heads Appeal is being well received, and the sponsored swim has now reached a figure of over £18,700. It is hoped that, through the good offices of the Guide Friendship Fund, there will be a project in 1974 for guides, brownies and rangers, to raise at least £5,000—but this is still under discussion.

The National Scout Project for 1974 is entitled 'Operation Lifeboat', and it is intended by the Scout Association that it should be undertaken by the entire strength of the scout section, which numbers more than 200,000 boys. The aim is to raise £100,000, the cost of a new lifeboat, which it is felt is a fitting way to support the RNLI in its 150th anniversary year. The weekend of October 5 and 6 has been chosen for 'Operation Lifeboat', the same weekend as the national scout regatta. It is hoped that scout counties or scout districts will have either one large sponsored event or several smaller ones and raise funds on a rough basis of 50p a boy or £10 per scout troupe. Activities are expected to include swimming and canoeing, as well as visits to and between lifeboat stations.

The national sponsored knit-in, by the way, has been given an extended time limit for completion, the date now

*continued on page 109*



If you are a full, off-shore or associate member of the RNLI, you are entitled to wear or show: (left) a 5" dinghy burgee in dark blue with lifeboat flag, price £1.25; a 12" or 8" hoist flag in dark blue with lifeboat flag, £2 and £1.15; a car badge for radiator or badge bar, £1.55; a dark blue Terylene tie with lifeboat flag, £1.50; (above) cuff-links with lifeboat flag inlaid in enamel, £1.75; a lady's brooch in gilt and enamel, 50p. All these items are available from: Membership Office, Royal National Life-Boat Institution, West Quay Road, Poole, Dorset, BH15 1HZ.



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# LIFEBOAT SERVICES

## LIFEBOAT AREA No.10

### Boy on rocks

FOUR MEMBERS of the ILB crew were working at Tramore pier, Co. Waterford, close by the boathouse at 7 p.m. on June 28, 1973, when a youth came up, greatly agitated, to tell them that a boy had been trapped on a small rock islet about five yards off shore in Ronan's Bay to the west of Great Newtown Head, some two miles from the lifeboat station.

A launch was authorised, maroons were fired and the ILB, manned by Mr Frank Partridge, Mr David Kenneally and Mr Sean Walsh, was launched within five minutes. Visibility was very good, but with a force 6, south-westerly wind, gusting 7, and the tide at half flood a heavy sea and swell had built up in the vicinity of Great Newtown Head, so that the passage had to be made at reduced speed.

The ILB arrived near the islet within ten minutes to find the boy as close to

the water as he could get on the eastern side, with the breaking sea and backwash from the swell as it passed submerging him from the waist down. Although the rocks on the mainland cliff were only about five yards away, the sea had built up to such a degree and was 'funneling' down the small sound between the islet and mainland so violently that it would have been quite impossible for the boy to swim ashore.

Mr Frank Partridge, who was at the helm, decided to approach the islet from the north east, hoping by heading directly into the sea to get some lee from the islet. He ordered the two other crew members to get well forward so that, when the moment came, they could easily grab for the outstretched arm of the stranded boy and haul him aboard.

A very careful watch had to be kept on the sea, which was breaking through the narrow sound very violently at times, the conditions aggravated by the backwash on the lee side of the islet. At the first approach the coxswain was carefully nursing the ILB throttle, trying to judge the moment to go alongside the islet between seas, when, within a few feet of the boy's position, the ILB was thrown clear by a large sea.

The boat was immediately turned, taken back to relatively calmer water and then brought in again on the same course, but with no better result.

On the third attempt, the helmsman used a little more throttle, timing his approach between breaking seas. As the ILB came close to the boy, the bow was swung to port, the boat held momentarily in position by quick use of stern power and the boy hauled aboard by Mr David Kenneally just before another large sea literally threw the ILB back into open water clear of the islet.

*Tramore ILB was twice thrown clear by large breaking seas before the boy stranded on a rocky islet in Ronan's Bay could be reached. Helmsman Frank Partridge and crew members Mr David Kenneally and Mr Sean Walsh have all received the thanks of the Institution inscribed on vellum.*



The boy, who had been stranded on the rock for two hours and was suffering from slight exposure and shock, was made as comfortable as possible and the ILB returned to Tramore harbour within five minutes.

For this rescue the thanks of the Institution inscribed on vellum have been awarded to Helmsman Frank Partridge, Mr Kenneally and Mr Walsh.

## LIFEBOAT AREA No. 7

### Tanker aground

A MESSAGE came to the Angle (Pembrokeshire) honorary secretary from St Anne's Head Coastguard at 9.8 p.m. on August 5, 1973, to say that the oil tanker *Dona Marika* had run aground on Wooltack Point, Linsday Bay, and required assistance. Maroons were fired and the lifeboat, *Richard Vernon and Mary Garforth of Leeds*, which is a 46' Watson boat, was launched at 9.35. The wind was blowing force 10 from the south south west creating a rough sea and heavy swell. Visibility was about one mile.

The lifeboat covered the short distance down the Haven in 19 minutes, arriving off *Dona Marika* at 9.54. A few craft were standing off the tanker which, illuminated by her own lights, could be seen to be rolling heavily, with seas breaking over decks and superstructures. The Coastguard reported that she was carrying high octane spirit and warned against firing rockets. She had dragged from an anchorage in Dale Roads into Linsday Bay and was aground, her bows pointing west, on Wooltack Point.

Having assessed the situation from a distance, Coxswain Reece Holmes advised the Coastguard that he was going to approach the tanker to get a closer look. The Coastguard requested the lifeboat to close at all costs and take the crew off because there was risk of explosion, and a message was passed from the lifeboat to *Dona Marika* via the Coastguard to rig a ladder on the port side amidships and have the crew ready to disembark.

An approach was made from a westerly direction and the coxswain managed to put the lifeboat alongside a ladder hanging from the amidships bulwark. The crew mustered by the ladder refused to leave the tanker and beckoned the boat to come in on the lee side. This would have been impossible due to the lack of water. Linsday Bay was open to the storm force wind making the sea very rough and confused, and a heavy swell was smashing against the ship's side. Water could be seen breaking through the wheelhouse as the tanker rolled heavily.

So as not to alarm his crew Coxswain Holmes switched off the echo sounder when it showed less than one foot in the trough as he kept station alongside.

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It was thought the lifeboat was rising and falling about 20'.

Altogether the lifeboat made seven approaches alongside the stricken ship, two from the west and five from the east, but on each occasion the crew refused to leave. The coxswain of a Haven Conservancy launch later reported that he thought the lifeboat had foundered because he lost sight of the masthead blue flashing light as the boat rose and fell in the heavy swell alongside the tanker.

Since the crew refused to board the lifeboat the coxswain stood off ready to go in alongside should an attempt be made to abandon ship on the seaward side. It was later requested to set up a breeches buoy without using a rocket line, but the coxswain thought under the circumstances it would have been impracticable.

Four and a half hours after high water, at 4.15 a.m. on August 6, the conditions improved sufficiently to enable a rescue attempt to be made from the shore. Fifteen minutes later two members of the Coastguard Cliff Rescue Crew were making their way to the stern of the tanker, and the lifeboat and Conservancy launch were requested to illuminate the area with searchlights. The crew started to leave *Dona Marika* at 5.15 and by 6 o'clock the last man was safely ashore.

The lifeboat returned to station, rehoosed and was ready for service at 7 o'clock, having spent nine hours and 25 minutes afloat. The coxswain reported that throughout the service the boat behaved well and all equipment functioned satisfactorily. The only damage was to the belting and bow fender support, and proved to be superficial.

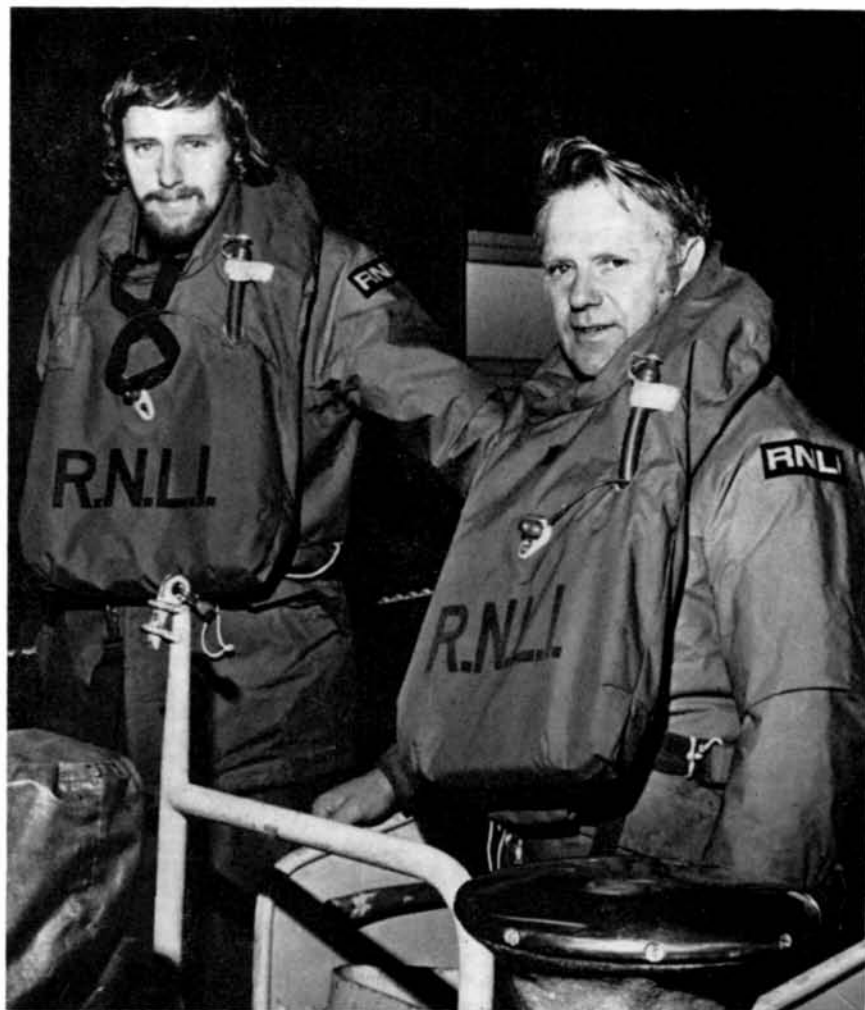
In going alongside the tanker the coxswain and crew were aware of the degree of danger that existed. Because of the grave risk of explosion the nearby village of St Ishmael's was evacuated. A bronze medal was awarded to Coxswain Holmes and medal service certificates to Second Coxswain G. Edwards, Assistant Motor Mechanic M. Eynon and Crew members T. Stewart, R. Callaghan and W. Watkins.

## LIFEBOAT AREA No. 5

### Rough tow

A RED ROCKET sighted by Shoreham Coastguard, Sussex, eight miles due south of Littlehampton at 2.58 a.m. on the morning of August 5, 1973, led to the launching a quarter of an hour later of the lifeboat *Dorothy and Philip Constant*, which is a 42' Watson boat. There was a south west gale force 8 to 9 blowing and a rough sea combined with rain and occasional squalls.

Having cleared the harbour mouth the lifeboat set course south west, making good a speed of 7 knots. At 4.20 parachute flares were fired which were answered by a red flare one and a half



Coxswain John Fox (right) and his son Michael were both in the crew of Shoreham Lifeboat *Dorothy and Philip Constant* when, on August 5, *Albin Ballard* and her crew of three were rescued during a south westerly gale force 9. Coxswain Fox, who has been a member of Shoreham crew since 1946 and Coxswain for five years, has been awarded a second bronze medal for gallantry, and his son a medal service certificate.

by courtesy of Frederick Wackett

miles to the north. Ten minutes later another parachute flare was fired, answered by two red flares to the south. Visibility was down to about 600 yards.

At 4.55 the lifeboat came close to the 30' yacht *Albin Ballard*, which was broached to under bare poles with sails flapping in the water and waves of 25' breaking over her. The wind was now south west severe gale 9. The three men aboard were seasick and completely exhausted, so two of the lifeboat crew, Mr K. Everard and Mr G. Tugwell, volunteered to board the yacht.

Coxswain John Fox approached from the north west, put the starboard bow of the lifeboat on to the port side of the yacht amidships, and the boarding party managed to scramble aboard as the two vessels rolled together and a tow was passed. A major factor in the decision to tow *Albin Ballard* was the problem of moving the exhausted crew in the prevailing weather conditions.

The lifeboat was only able to make 4 knots to the north east and at times her crew could not see the yacht. Ten minutes later, during an extremely squally period, the tow parted. The lifeboat manoeuvred into position and a second tow was passed.

When about two miles from the harbour the yacht over-ran the tow rope, riding down into the trough of a large wave and causing the bight of the tow to foul the keel and rudder of the yacht. But Coxswain Fox swung the lifeboat around and, by careful manoeuvring and expert seamanship, was able to clear the tow. The boarding party then rigged a drogue, using a sail bag, to hold the yacht back.

As Shoreham harbour was approached the severe gale from the south west was blowing over the ebbing tide close to low water. The sea at the harbour mouth was very confused and there was little water over the bar. Coxswain Fox, after taking time to appraise the situation and having ensured that the yacht's sail drogue was effective, decided to approach from the south east. At 7.25 *Dorothy and Philip Constant* entered harbour with *Albin Ballard* safely in tow.

A bar to his bronze medal has been awarded to Coxswain John Fox, the thanks of the Institution inscribed on vellum to Mr K. Everard and Mr G. Tugwell and medal service certificates to the remainder of the crew, Mr K. Voice, Mr J. Silverson, Mr K. Petherwick and Mr M. Fox.

## LIFEBOAT AREA No. 5

### Canoes in trouble

FOR ACTION which, in the judgement of the Divisional Inspector of Lifeboats, could in no way be faulted, when, on May 16, 1973, a group of 15-year-old trainee canoeists were caught off the south of the Isle of Wight in rough sea and a force 6, rising, wind, Mr Simon Ryley, Assistant Instructor at Calshot Activities Centre, has received the thanks of the Institution inscribed on vellum.

Mr Ryley, who is 18½, was in company with the trainee canoeists under a senior instructor off Whale Chine when, at 4 p.m., two boys' boats capsized. The wind was easterly, force 6 to 7, and the tide ebbing, causing a rough sea in the St Catherine Point overfall area.

Mr Ryley helped one boy to right his canoe and then helped the second boy so that he was able to return to the shore accompanied by the senior instructor. Returning to the first canoeist, Mr Ryley took him in tow but when unable to make headway, 'rafted up' and lit a red flare. With considerable presence of mind he noted the position of the rest of the 15-year-old canoeists.

After 20 minutes' holding the canoes head to wind, he sighted the rescue helicopter and lit more flares when he considered the pilot was in a position to sight them. When the helicopter swimmer was lowered, Mr Ryley assured him that he and the boy were temporarily safe, and directed the helicopter to three more canoeists. One boy was rescued by the helicopter before returning to relieve Ryley of the boy in his care.

The tide was now flooding and the wind gusting to force 8, causing 10' seas, and although Mr Ryley was nearly two miles off shore and could see the St Catherine Race, he assured the helicopter crew that he could look after himself while they continued the search. He then made for the shore.

Mr Ryley found another boy in the water wearing a life jacket and holding a paddle. He had been in the water for nearly an hour, looked very white and was obviously a potential exposure case. Mr Ryley once more acted correctly, making the boy hold the bow handgrip on his canoe and forcing the boy to talk to him until the helicopter returned to pick up this survivor.

Having again refused assistance, Mr Ryley landed at Blackgang Chine where he emptied out his canoe and immediately put to sea again, paddling along the shoreline until he found someone to inform that there was still one boy missing. He continued to search himself, finally landing at Atherfield Ledge, some two miles farther westward.

The Divisional Inspector of Lifeboats reported that the actions of this young leader were of the highest order throughout and that his coolness,



Mr Simon Ryley

presence of mind under severe conditions, tenacity and responsibility are an example to all. He was operating for two-and-a-half hours in conditions that are considered canoeable only by the most highly skilled—and then only in extreme emergency.

## LIFEBOAT AREA No. 7

### ILB Dash

TWO TEENAGE girls brought word to Rhossili Coastguard Station, at 6 p.m. on July 2, 1973, that four of their friends were stranded on Worms Head. A member of the Coastguard drove straight to the beach in a Land-Rover and sighted four people attempting to swim to the mainland. The wind was north west force 3 and the sea was slight, but it was two hours to high water springs with a very strong flood tide running south east through the Sound.

A message was passed to Horton and Port Eynon, Glamorganshire, lifeboat station and by 6.20 the ILB with a crew of three, Mr Walter Groves (in command), Mr John McNulty and Mr Charles Twitchett, was heading for the spot at full speed.

Having cleared Port Eynon Point the boat was kept very close inshore hugging the back of the breakers to avoid the adverse tide. The usual course to Worms Sound would have taken the ILB further off shore, but it was realised how important it was to reach the swimmers as soon as possible since their chances of reaching the mainland under such conditions were slight.

At about the time the ILB launched the four swimmers were seen to be struggling in broken water and becoming separated from one another. The Rhossili Coastguard called out the cliff rescue crew and asked for helicopter assistance.

On arrival at the southern entrance to the Sound at 6.30, Mr Twitchett sighted a man in the water being swept towards the boat by the strong flood tide. He was hauled aboard and told the crew that there were two swimmers to seaward. A search was immediately started to the southward. A radio

message from the Coastguard advised that casualties were to port of the ILB, and course was altered to the east. After travelling for about 500 yards a man supporting a girl was sighted ahead, 200 yards off shore in confused sea caused by heavy surf breaking over rocks.

As the ILB came alongside these two people a wave forced it away and Mr McNulty and Mr Twitchett leapt into the water and assisted them to the boat. The girl, later identified as Miss Ann Pewsey, aged 20, appeared to be in a lifeless state. She was hauled into the boat and given artificial respiration to which she responded, but her general condition was poor.

The man was assisted aboard by the two crew members who were still in the water hanging on to the grablines. After the crewmen had reboarded, it was decided the young woman should be landed and got to hospital without delay, so the boat was headed back to a position off the shore opposite to where the Coastguard Land-Rover was parked.

The foreshore between Rhossili Point and the western end of Mewslade Bay is covered by jagged rocks affording virtually no facilities for landing. To attempt such an operation in the heavy surf running over the rocks was highly dangerous. However, Helmsman Groves thought it right to land and decided to beach in a narrow pebble gully barred by a rock which showed in the trough of the waves. It was a calculated risk, but Mr Groves was not aware that helicopter assistance was close at hand and he was extremely anxious about the condition of the woman survivor.

Having studied the approach for a short while he radioed his intention to land to the Coastguard, who instructed men to take station in the gully. Positioning the ILB on the back of a large breaker Mr Groves then brought her in at three-quarter throttle, feeling the engine skeg hitting the rock as the boat was lifted over. Once clear, speed was increased to maintain position on the wave and the boat landed safely in the gully and was dragged clear of the water by the shore helpers. The time was now 6.45, 15 minutes after arriving in the area.

During the approach to the beach the SAR helicopter was sighted but, the ILB being committed to land, it would have been even more dangerous to change the intended action.

The male survivors were helped ashore into the cars of the Coastguard, and the young woman together with a fourth man rescued by rocket line were winched up into the helicopter and taken to hospital.

The ILB was examined for damage and the engine skeg and propeller were found to be bent but serviceable. With the aid of coastguards the boat was relaunched into the surf and a zig-zag course was taken from the gully to avoid the rock obstructing the entrance. When about 100 yards off the

beach, having cleared several large breaking waves, the boat encountered what has been described as a solid wall of water 18' high. The crew were told to get forward and hang on as the boat rose almost vertical, and the helmsman lost sight of them as the wave enveloped the boat, filling it to the height of the transom.

As the ILB broke through the wave the engine was throttled back in preparation for the rapid descent into the trough and stalled. Oars were used to pull the boat into calmer water where the engine was checked over and sparking plugs changed (it was thought the engine failed because petrol flowed from the carburettor and flooded the plugs while the boat was in a vertical position).

At 6.50 the engine was restarted, the water drained from the boat and course set for Port Eynon Point. The boat was rehoused and ready for service at 7.26.

A bronze medal was awarded to Helmsman Groves, and the thanks of the Institution inscribed on vellum to Mr McNulty and Mr Twitchett.

## LIFEBOAT AREA No. 2

### Trial of patience

A MESSAGE from the 1,100-ton coastal tanker *Olga*, on passage from Liverpool to Bergen, stating she was aground on Bhride Island and that the crew of 10 aboard required assistance, was intercepted by Portpatrick radio station at 9.37 p.m. on May 27, 1973. It led to the launching of the Islay (Inner Hebrides) lifeboat within half an hour. *MV Whithorn*, engaged on survey work in the area, advised the Coastguard that she would stand by *Olga* until the lifeboat arrived.

The lifeboat, a relief 46' Watson, *Mabel Marion Thompson*, set a southeasterly course from Port Askaig towards the stricken tanker some 14 miles away. The weather was overcast with a south-south-westerly wind force 5, moderate sea and swell. Visibility was two miles.

Just before midnight the crew of the lifeboat, abeam of Chiurn Island with three and a half miles further to steam, sighted *Olga's* deck lights, and at 12.27 a.m. on March 28, Acting Cox-

swain Malcolm MacKay conned the lifeboat alongside *Olga's* starboard quarter. Three of her crew jumped aboard the lifeboat, but the remainder said they wished to remain aboard. At 12.42 a.m. the coxswain cleared *Olga*, and in doing so slightly damaged 2' of belting in way of the starboard side.

By now the wind had risen to force 6, with the tide setting north at 4 knots. *Olga* developed a starboard list, but her captain was sure there was no immediate danger and insisted on remaining aboard. Coxswain MacKay decided, in view of the worsening weather, to lay off the casualty and stand by until the arrival of the salvage tug *Warrior*, which was due at 10 o'clock.

After only a few hours in the lifeboat the three survivors aboard were insistent that they should be put ashore as soon as possible, and therefore, after a discussion on VHF with the honorary secretary, it was agreed that at daylight the lifeboat would steam the five and a half miles to Ardbeg Pier and land these men.

At 6.40 the lifeboat set course for Ardbeg and at 7.15 landed the three survivors at the pier, returning to stand by the casualty by 9.10. At 10.40 the salvage tug *Warrior* passed Port Askaig bound for the casualty, which she reached shortly after 11 o'clock. As the tug had no echo sounder her master requested the lifeboat to lead her in to *Olga*, which she did. *Warrior* spent the next hour and a half unsuccessfully attempting to tow the casualty clear, but, after two towing hawsers had parted, at 1.05 p.m. she fouled her own screw with a hawser and by 1.50 it was decided no further salvage attempts would be made that day.

In view of these developments Coxswain MacKay again closed *Olga* but the master and remaining crew still refused to leave their vessel, asking that the lifeboat should stand by. The honorary secretary considered that as the crew refused to abandon ship, and bearing in mind the time already elapsed since launching the lifeboat, she should sail the eight miles to Port Ellen to allow for some of the crew to change over, for the remainder to have a hot meal and to re-fuel the boat. The lifeboat therefore steamed to Port Ellen but by 5.50 had returned to stand by *Olga* once again.

At 10.4 the honorary secretary grew concerned about the lifeboat standing by all night with little prospect of performing a lifesaving mission and, fully aware that the Coastguard had the stricken vessel under continuous visual surveillance, he conferred by telephone with the Staff Inspector (Scotland) and it was agreed that the lifeboat should be withdrawn to stand by at Port Ellen, one hour's steaming away.

Coxswain MacKay was instructed to sail to Port Ellen, which he did, arriving at 2.10 a.m. on March 29. At 7 o'clock, after discussion between the Coastguard rescue HQ and the honorary secretary, it was decided the lifeboat should return to Port Askaig and await developments. By 12.15 p.m. she had berthed alongside and been re-fuelled, and Coxswain MacKay, Acting Mechanic Archibald Campbell, Assistant Mechanic Lamont Campbell, Deck Hands Andrew Swanson and Murdo Macdonald stood down for a rest. having been on duty for 38 hours without a break.

Some hours later, at 10.46, the Coastguard telephoned the honorary secretary to advise that the weather had worsened, with a forecast of south west force 9 in the casualty area and that *Olga's* master had passed a message stating his position was critical. Thus at 11.15 Islay lifeboat was again launched and at 1.29 a.m. on March 30, as Coxswain MacKay closed the casualty, it was relayed by VHF that the *Olga* crew wished to be taken off immediately and that a bed should be prepared in the lifeboat as the captain was very ill.

In view of this news Coxswain MacKay ruled out use of breeches buoy or of lying alongside the casualty again. Worsening weather had resulted in rough seas and a heavy southerly swell, considered too severe for transferring the captain in a stretcher. The coxswain closed to within 30 yards of *Olga's* stern and dropped anchor, but as it started to drag he weighed and re-anchored in 2½ fathoms of water some 60 yards off *Olga's* starboard quarter. At 2.48, after a failure with one line, a second rocket line was secured aboard *Olga* and this was followed by a 2½" nylon line. The coxswain instructed the crew to launch their rubber raft, make the nylon line fast to it and also

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(as at 31/8/73)

134 station life-boats

116 inshore life-boats operating in the summer

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to make another line fast aboard *Olga* and to pay this out from the raft. The captain and six crew were safely aboard the raft by 3.20 and the lifeboat crew hauled them the 90 feet to the lifeboat, on which they were all safely aboard by 3.39 a.m.

The lifeboat steamed to Port Askaig, arriving at 6.5. The survivors were landed, met by doctors and taken by ambulance to hospital. By 7 o'clock the lifeboat had been re-fuelled and returned to her moorings.

Coxswain MacKay and his crew showed great patience and determination and the demands on the coxswain's navigation and boathandling were considerable due to the length of service both in time and distance along a difficult and dangerous coastline. A bar to his bronze medal has been awarded to Coxswain MacKay and medal service certificates to Acting Mechanic Archibald Campbell, Assistant Mechanic Lamont Campbell and Crew members Andrew Swanson, Evan Cattanach, Alister Campbell, Frank Davidson, Donald MacGillivray, Iain Campbell and Murdo Macdonald.

## LIFEBOAT AREA No. 8

### Two men on sandbank

IT WAS at about 7.45 p.m. on August 4, 1973, that Mr J. R. Stephen, a Trinity House pilot, was informed by Mr Colin Bull that Mr Bull's brother and another man were adrift in a 7' dinghy off the oil jetty of Heysham harbour, Lancashire. Having himself sighted the dinghy about half a mile west of No. 8 buoy, Mr Stephens immediately informed the Coastguard that an ILB was needed,

and then, taking Mr Bull with him as crew as no seaman was available, sailed in the pilot boat to stand by.

The wind was south south west force 7 to 8 but, it being off shore, sea conditions at Morecambe launching site were satisfactory and the ILB set out at 8.15. She sailed at full speed through the Gunnel, but after 10 to 15 minutes had to reduce to quarter speed because the wind against the ebb (it was four and a half hours after high water but the ebb was held by the wind) was giving a short steep sea, estimated as 6' in height and 40' in length.

Immediately after the ILB left, the Morecambe fishermen's lifeboat, *Sir William Priestley*, sailed in support with Mr Edward Gerrard as coxswain.

When the ILB arrived off the oil jetty at 8.30 conditions were extremely bad. Visibility had closed to two and a half cables in spray and the helmsman, Mr Keith Willacy, decided he would have to turn back when, while awaiting a chance to turn, he sighted the Heysham pilot boat.

The pilot boat was standing by to the east of the casualty but was unable to go closer as she draws 7'. However, Mr Stephen was able to indicate the position of the survivors, about 10 to 15 yards north west of the *Western Valleys* wreck. Conditions were extremely bad, the surf estimated at 3' and very confused in the shallow water, but Mr Willacy asked the pilot to inform the Coastguard that he was going into the surf.

The ILB was anchored upwind of the casualty and veered down, but the anchor had been dropped too far to windward and the nearest approach was about 30'. Mr Willacy went over the side on a lifeline, but still couldn't

reach the survivors, so he re-embarked and the anchor was recovered.

The ILB anchored again, this time in the surf, and veered down to the survivors, who were standing in the water. Although their position was surrounded by heavy surf, for a short distance around them the sea was practically calm and there was no difficulty in getting them aboard.

The ILB recovered the anchor and set off for Heysham harbour at slow speed because of the weather and the boat being full of water. She was escorted by the pilot boat with *Sir William Priestley* not far behind.

On arrival, at about 9.30, the survivors were taken to hospital by ambulance, and it was decided that both the ILB and *Sir William Priestley* should remain at Heysham overnight. The ILB returned to station by road at 11 a.m. the next day.

There is no doubt that but for the skill and tenacity of Mr Willacy, who has been awarded a bronze medal, both survivors would have drowned. This particular area of Morecambe Bay is notoriously bad in a south westerly wind on the ebb, and it is considered that notwithstanding the magnificent seamanship displayed in carrying out this rescue, the crew of the ILB showed a complete disregard of their own safety. The thanks of the Institution inscribed on vellum have been sent to crew member Andrew Jarvis, and a letter of thanks from the Director of the Institution, Captain Nigel Dixon, RN, has been sent to Trinity House pilot, Mr J. R. Stephen, for the part he played in the rescue.

## Lifeboat launches on service during the months June, July and August, 1973

**Aith, Shetland**  
July 20.  
**Aldeburgh, Suffolk**  
June 11, July 15 and August 15.  
**Amble, Northumberland**  
July 4, 27 and August 17.  
**Angle, Pembrokeshire**  
June 1, 9, July 2 and August 5.  
**Anstruther, Fife**  
June 4, July 18 and August 2.  
**Appledore, North Devon**  
July 12, 21, 30 and August 10, 14 and 15.  
**Arbroath, Angus**  
June 4.  
**Arklow, Co. Wicklow**  
August 11.  
**Arranmore, Co. Donegal**  
June 5 and July 27.  
**Baltimore, Co. Cork**  
June 30 and July 18.  
**Barmouth, Merionethshire**  
July 13, 26, August 8 and 14.  
**Barra Island, Outer Hebrides**  
August 23.  
**Barry Dock, Glamorganshire**  
July 12, August 4, 5 (three times) and 6.  
**Beaumaris, Anglesey**  
July 15, August 3, 9 (twice), 11, 14 and 21.

## Spurn Head

(from page 95)

a wooden half-lifeboat plaque made from the wreckage of the Peterhead lifeboat *Alexander Tulloch* which was wrecked in 1914 (THE LIFEBOAT, Summer, 1973), is a well-known maker of matchstick models. For example, using 1,500 used matchsticks, he made a model of the *City of Bradford III*. By eye he built a trawler—a much bigger model—using 8,500 matchsticks. The man-hours added up to two years.

So Hull has a good chance of turning in a lifeboat of some kind in the years ahead. Mr Buchan, in fact, may even manage it in his new workshop in Bricknell Avenue!

## Central Appeals

(from page 102)

being December 31, 1974. In this way it is hoped to raise enough money to have a lifeboat 'owned' by the knitters. A circular is available on the knit-in.

For those wishing to contact the secretary or chairman of the Central Appeals Committee from outside the London area the dialling code is 0689, the number being 38209. Inside the London area the dialling is 66 38209. The address is 126a High Street, Orpington, Kent—D.M.R.

## Classified Advertisements

Readers are reminded that THE LIFEBOAT, with a print run of 36,000 copies, is an attractive medium for classified sales and wants advertisements. Classified rates are 15p a word; panels £10 an inch.

**Bridlington, Yorkshire**  
June 26 and August 5.

**Broughty Ferry, Angus**  
July 16.

**Buckie, Banffshire**  
July 26 and August 28.

**Calshot, Hampshire**  
July 3 (twice) and August 1.

**Campbeltown, Argyll**  
July 27 and August 29.

**Clacton-on-Sea, Essex**  
June 2, July 23 and August 6.

**Clogher Head, Co. Louth**  
June 9, July 15 and August 1.

**Courtmacsherry Harbour, Co. Cork**  
June 26, July 18, 19 and August 6.

**Cromer, Norfolk**  
July 26.

**Donaghadee, Co. Down**  
August 25.

**Dover, Kent**  
June 25, July 2, 5, 17, 21 (three times), 29, August 5 and 7.

**Dunbar, East Lothian**  
August 15.

**Dungeness, Kent**  
June 2 and August 5.

**Dun Laoghaire, Co. Dublin**  
June 2, 12, 18 and July 8.

**Dunmore East, Co. Waterford**  
July 17, August 4 and 26.

**Eastbourne, Sussex**  
June 2 and August 30.

**Exmouth, Devon**  
June 14, July 14, August 2, 16 and 30.

**Falmouth, Cornwall**  
June 17 and August 12.

**Filey, Yorkshire**  
July 7 and 31.

**Fishguard, Pembrokeshire**  
June 6, July 20, August 1 and 22.

**Fleetwood, Lancashire**  
July 5, 11, 22 and August 5.

**Fowey, Cornwall**  
July 25.

**Galway Bay, Co. Galway**  
July 20, 27, August 14 and 31.

**Girvan, Ayrshire**  
August 16.

**Great Yarmouth and Gorleston, Norfolk**  
June 8, July 6, 21, 27, August 12 and 17.

**Harwich, Essex**  
June 3, 9, 11, July 18, 19 and August 14.

**Hastings, Sussex**  
June 7, July 25 and August 5.

**Holyhead, Anglesey**  
June 12, 16, 21, July 11, 15, August 4, 17 and 22.

**Howth, Co. Dublin**  
June 3 and July 16.

**Ilfracombe, North Devon**  
July 1, 2, 9 and 18.

**Islay, Inner Hebrides**  
June 3.

**Kilmore, Co. Wexford**  
July 19 and August 28.

**Kirkcudbright**  
July 23 and August 22.

**Lerwick, Shetland**  
June 21.

**Lizard-Cadgwith, Cornwall**  
June 20 and August 22.

**Llandudno, Caernarvonshire**  
June 16, August 3 and 6.

**Lochinver, Sutherland**  
July 24 and August 2.

**Longhope, Orkney**  
July 10.

**Lowestoft, Suffolk**  
August 13.

**Lytham-St Anne's, Lancashire**  
June 16 and 25.

**Mallaig, Inverness-shire**  
July 9.

**Margate, Kent**  
June 3, 10, August 18 and 21.

**Montrose, Angus**  
August 24.

**The Mumbles, Glamorganshire**  
July 31 and August 5.

**Newcastle, Co. Down**  
July 25, 30 and August 31.

**Newhaven, Sussex**  
June 3.

**New Quay, Cardiganshire**  
July 31, August 1, 6, 7, 12, 26 and 31.

**Padstow, Cornwall**  
July 19, 30, 31 (twice) and August 7.

**Penlee, Cornwall**  
June 13, July 10 and 17.

**Peterhead, Aberdeenshire**  
July 16 and August 15.

**Plymouth, Devon**  
August 22.

**Poole, Dorset**  
June 24, August 2, 4, 17 and 23.

**Porthdinllaen, Caernarvonshire**  
July 2, August 11 and 18.

**Portpatrick, Wigtownshire**  
July 1.

**Pwllheli, Caernarvonshire**  
July 9, 21 and August 15.

**Ramsey, Isle of Man**  
June 30.

**Ramsgate, Kent**  
June 3, 17, July 2, 6, 21 (twice) 30, August 5, 11, 13 and 26.

**Redcar, Yorkshire**  
July 7, 8, 23, 25, 31 and August 18.

**Rhyl, Flintshire**  
June 9.

**Rosslare Harbour, Co. Wexford**  
June 20, July 5, August 10 and 16.

**Runswick, Yorkshire**  
July 7, 16 and 25.

**St David's, Pembrokeshire**  
July 12, August 3, 7 and 28.

**St Helier, Jersey**  
June 1, July 23, 29, August 2, 18 and 20.

**St Ives, Cornwall**  
June 1, 17, August 4, 23 and 25.

**St Mary's, Scilly Islands**  
August 1.

**St Peter Port, Guernsey**  
June 2, 29, July 5, 7, 16 and August 19.

**Salcombe, Devon**  
June 2, 3, 13, 16 and 21.

**Seaham, Durham**  
June 17 and July 11.

**Selsey, Sussex**  
June 13 and August 5.

**Sennen Cove, Cornwall**  
August 2, 19 and 22.

**Sheerness, Kent**  
June 3, 6, 8, 20, July 2, 13, 19, 21, 27, 30 (twice), August 1, 4 and 7.

**Sheringham, Norfolk**  
August 8.

**Shoreham Harbour, Sussex**  
June 19, July 8 and August 5.

**Skegness, Lincolnshire**  
July 9 (twice) and August 23.

**Southend-on-Sea, Essex**  
August 4 and 6 (twice).

**Stornoway, Outer Hebrides**  
June 12, 17, July 7 and 21.

**Swanage, Dorset**  
June 24, July 20, 21, 27, 29, August 4, 5, 12, 16, 20, 26 and 31.

**Teessmouth, Yorkshire**  
July 15 and August 25.

**Tenby, Pembrokeshire**  
June 15, 16, 23, 30, July 18, 26, 27, August 5, 6, 7, 12, 19, 21, 26 and 29.

**Thurso, Caithness**  
June 23 and August 5.

**Torbay, Devon**  
June 9 (twice) and August 23.

**Valentia, Co. Kerry**  
July 7.

**Walmer, Kent**  
June 3, August 2, 21 and 27.

**Walton and Frinton, Essex**  
June 2, 15, August 10, 13 and 15.

**Wells, Norfolk**  
August 9.

**Weymouth, Dorset**  
June 6, 10, 18, July 13, 20, 22, August 3, 4 (twice), 11, 15 and 23.

**Wick, Caithness**  
June 18 and 27.

**Wicklow, Co. Wicklow**  
July 1, 15, August 13 and 18.

**Workington, Cumberland**  
June 16.

**Yarmouth, Isle of Wight**  
June 4, July 8, 19, August 4, 5 (twice), 13 and 24.

## ILB launches on service during the months June, July and August, 1973

**Aberdeen, Aberdeenshire**  
July 8.

**Aberdovey, Merionethshire**  
June 24, July 13, 21, August 3 (twice), 10, 11, 13 (twice) and 15.

**Abersoch, Caernarvonshire**  
June 2, 11, 12, 17, 22, July 17, 19, 22 (twice), 26, 30, August 4 (twice), 6 (twice), 8, 14, 15, 17, 28 and 31.

**Aberystwyth, Cardiganshire**  
June 6, 9 (twice), 15, 17 (twice), July 30, August 6, 12 and 26.

**Amble, Northumberland**  
July 14 and 30.

**Arbroath, Angus**  
June 3 (twice) and 4.

**Arran (Lamlash), Buteshire**  
July 11, 13, 23, August 5 and 9.

**Atlantic College, Glamorganshire**  
June 5, 29, 30, July 9, 12, August 11, 14, 17, 21 and 30.

**Bangor, Co. Down**  
June 30, July 5, August 17, 21 and 30.

**Barmouth, Merionethshire**  
June 23, July 1, 18, August 7, 8, 12, 14 (twice), 15 and 29.

**Barrow, Lancashire**  
July 7 and August 7.

**Beaumaris, Anglesey**  
June 9, 10, 12, 13, July 15, 22, August 9 (twice) and 11.

**Bembridge, Isle of Wight**  
June 2, 30, July 1 and August 6.

**Blackpool, Lancashire**  
June 3, 9, 21, July 1 (twice), 2, 4, 15, 16, August 1 and 10 (twice).

**Borth, Cardiganshire**  
June 1, July 23, 25, August 3 (twice), 14, 19, 22, 27 and 28.

**Bridlington, Yorkshire**  
July 17, 28, August 6 and 14.

**Brighton, Sussex**  
June 5, 20, July 1, 2, 8, 26, August 12, 14 (twice), 26, 29 (twice) and 30.

**Broughty Ferry, Angus**  
June 21, July 12, August 16 and 24.

**Burnham-on-Crouch, Essex**  
July 15, 24 and August 17.

**Burry Port, Carmarthenshire**  
August 29.

**Cardigan, Cardiganshire**  
July 1, 10, August 4, 5, 6 (twice) and 22 (twice).

**Clacton-on-Sea, Essex**  
June 5, July 2, 7, 8, 13, 21, 22, 27, 30, August 1, 7, 10, 12, 13, 17, 19, 27 and 31.



**Conway, Caernarvonshire**  
June 30 (twice), July 1, 22 (twice), August 1, 9 and 13.

**Coverack, Cornwall**  
June 30.

**Criccieth, Caernarvonshire**  
June 16, July 1, 29, August 15, 16, 17 and 19.

**Cromer, Norfolk**  
June 4, July 8 and August 7.

**Cullercoats, Northumberland**  
July 8 and August 25.

**Eastbourne, Sussex**  
July 2, 22, 24, 25, 31 and August 24.

**Eastney, Hampshire**  
June 3, August 5 (twice), 16 and 19 (three times).

**Eastney (A-508), Hampshire**  
June 3 (twice), 10, 12 and 30.

**Exmouth, Devon**  
June 17, 26, 29, 30, July 1 (three times), 11 (twice), 26 and August 13.

**Filey, Yorkshire**  
June 2 (twice), 9, 17, 29, July 7, 8, 28, August 7, 10, 13, 14 and 15.

**Fleetwood, Lancashire**  
July 1, 4, August 4 and 19.

**Flint, Flintshire**  
June 24.

**Great Yarmouth and Gorleston, Norfolk**  
August 17 and 23.

**Happisburgh, Norfolk**  
June 13 and July 29.

**Hartlepool, Durham**  
June 10, July 1 (twice), 2, 3, 15, 30 and 31.

**Harwich, Essex**  
June 3, 23, August 5 and 13.

**Hastings, Sussex**  
June 2, 4, 7, 13, July 19, 21, 22, 29, 31, August 9, 13, 16, 21 and 26.

**Helensburgh, Dumbartonshire**  
June 2, 13 (twice), 18, 22, 30, July 21, August 4, 15, 24 and 31.

**Holyhead, Anglesey**  
June 20, July 27 and August 13.

**Horton and Port Eynon, Glamorganshire**  
June 13 (twice), July 2 (twice), 7, 22, 29, 31, August 12, 13, 14, 19, 22, 25, 26 and 29.

**Howth, Co. Dublin**  
June 1, 17, 19, 30, July 7, 29 (twice), 31 and August 4

**Humbermouth, Lincolnshire**  
June 2, 10, 12, 13, July 1, 29, 30 (twice) and August 3.

**Jersey, Channel Islands**  
August 2.

**Kinghorn, Fife**  
June 3, 4, 25 and August 25.

**Largs, Ayrshire**  
June 6, 9, 16 (three times), 23, July 12, 16, August 3, 5, 19, 25 and 28.

**Little and Broad Haven, Pembrokeshire**  
June 17.

**Littlehampton, Sussex**  
June 3 (twice), 6, 8 (twice), 10, 17 (twice), 19, July 2, 5 (twice), 8, 22 (twice), 28, August 2, 14, 15, 16 (three times), 17, 26 and 29.

**Littlestone-on-Sea, Kent**  
June 3, August 1, 2, 4 and 20.

**Llandudno, Caernarvonshire**  
June 12, 16, 26, 30 (twice), July 3 (twice), 8, 14, 28, August 1, 5, 25 and 26.

**Lyme Regis, Dorset**  
June 5, 10, July 22, August 2, 5, 20, 22 and 28.

**Lymington, Hampshire**  
July 21, August 5 (three times), 7, 10, 17, 24, 30 and 31.

**Lytham-St Anne's, Lancashire**  
June 11, 25, July 1, August 9, 17, 18 and 29.

**Mablethorpe, Lincolnshire**  
June 9 (twice), 29, July 20, August 1, 4, 10, 18, 23 and 24.

**Margate, Kent**  
June 3, 15, 27, July 1, 6 (twice), 8 (twice), 27 (twice), August 11, 12 (twice), 19 and 26.

**Minehead, Somerset**  
June 2, 3, July 3 and August 9 (twice).

**Moelfre, Anglesey**  
June 9, 14, 16, 17, 30 (twice), July 1 (twice), 7, 9 (twice), 16, August 1, 5 (twice), 8, 15, 17, 19 (twice), 20 and 31 (twice).

**Morecambe, Lancashire**  
June 2, July 3, 7, 15, August 4 (twice), 5, 12, 15 (twice) and 28.

**Mudford, Hampshire**  
June 11, July 1, 11, August 2 and 6.

**Mumbles, Glamorganshire**  
June 1, 16, July 5, 6, 12, 25, 26, 27, 31, August 6 and 8.

**New Brighton, Cheshire**  
July 29 and August 5.

**New Quay, Cardiganshire**  
June 20, August 8, 25, 26 and 27.

**Newquay, Cornwall**  
June 24, 29, July 6, 13, 16 (twice), 19, 21, 23, 25, 26 (twice), 30 (three times), 31 August 1, 8 (twice), 9, 10, 14 and 15.

**North Berwick, East Lothian**  
June 2, July 15, 26 and August 22.

**North Sunderland, Northumberland**  
June 3, July 8 and August 8.

**Oban, Argyll**  
June 8, 15, July 5, 15 (twice), 16, August 2, 6, 7 and 31.

**Pill, Somerset**  
June 24, July 22, 31 and August 15.

**Plymouth, Devon**  
June 11, 16, July 4, 25, August 6, 24 and 29.

**Poole, Dorset**  
June 24, August 2, 3, 17 and 19.

**Porthcawl, Glamorganshire**  
June 28, 30, July 1 (three times), 7, 26, 29 (twice), August 12, 14, 19 (twice) and 28.

**Port Isaac, Cornwall**  
June 17, 23 (twice), 24, 26, July 1, 10, 19, 25, August 1, 8, 15 and 22.

**Port St Mary, Isle of Man**  
June 4, 27, July 2 and August 6.

**Port Talbot, Glamorganshire**  
July 12 and 28.

**Pwllheli, Caernarvonshire**  
July 21, 29, August 17 and 24.

**Queensferry, West Lothian**  
August 23 and 24.

**Ramsgate, Kent**  
June 3, July 1, 2, 8, 16, 21 and August 11.

**Redcar, Yorkshire**  
July 8, 25 and 31.

**Rhyl, Flintshire**  
June 4, 9, 18, July 3, 6, August 7, 8, 12, 15, 16, 19 and 22 (twice).

**Rye Harbour (Sussex)**  
June 2, 24, July 1, 8 (twice), August 12, 15, 17 (twice), 30 (twice) and 31.

**St Agnes, Cornwall**  
June 16, 24, July 1, 3, 12, 13, 14, 28, 29, August 1, 6, 12, 19 (twice) and 22.

**St Ives, Cornwall**  
June 15, 22, July 2, 18, 19, 31, August 4, 7, 13, 14, 15 and 26.

**Scarborough, Yorkshire**  
August 29.

**Selsey, Sussex**  
June 3, 17, July 7, 8, 28, 31, August 12, 20 and 29.

**Sheerness, Kent**  
June 9, July 1, 2, 7, 12, 21, 27, August 6 and 7.

**Shoreham Harbour, Sussex**  
June 1, 2, 3, 10, 13, 17, July 2, 8, 15, 22, August 4, 6, 11, 14, 26 and 31.

**Silloth, Cumberland**  
June 6, 17, 30, July 31, August 8 and 28.

**Skegness, Lincolnshire**  
June 11, 14, July 2, 9, August 3, 7, 23, 26 and 30 (twice).

**Southend-on-Sea, Essex**  
June 16, 17, July 1 and 14 (twice).

**Southwold, Suffolk**  
June 3, 4 (twice), 24, 30, July 15, 18, 23, 29, August 5, 16 (twice), 24, 26 and 31.

**Stonehaven, Kincardine**  
June 30 (three times), July 15 (twice) and August 11.

**Tenby, Pembrokeshire**  
June 1, 8, 11, 15, 16, 23, 24, 26, 27, 28 (three times), 30, July 1, 19, 26, 27, 31, August 2, 3, 4 (twice), 6, 7 (twice), 12, 19, 21, 22 and 26.

**Tighnabruaich, Argyll**  
August 25.

**Torbay, Devon**  
June 9, 28, July 7, 8, 13, 16, 26, 30, August 5, 6, 8 and 17.

**Tramore, Co. Waterford**  
June 28, July 8, 12 and 19.

**Tre-Arddur Bay, Anglesey**  
July 11, 15 and August 30.

**Tynemouth, Northumberland**  
June 4 and August 7.

**Walmer, Kent**  
June 2, 3, July 1, 3, 15, 23, 24, August 10, 14 and 27.

**Wells, Norfolk**  
June 24, July 7, August 7, 9 (twice) and 31.

**West Kirby, Cheshire**  
June 1, 3, 9, 24, August 4, 18 and 20.

**West Mersea, Essex**  
June 25, 30, July 15, 18, 29, August 3, 5 and 14.

**Weston-super-Mare, Somerset**  
June 29, July 1, 15, August 15 and 23.

**Weston-Super-Mare (A-504), Somerset**  
August 3, 4, 12 and 19 (twice).

**Whitby, Yorkshire**  
June 1, 5, July 1, 24, 30, August 27 and 31.

**Whitstable, Kent**  
June 3, 8, 24, 28, July 1 and 8.

**Yarmouth, Isle of Wight**  
July 17, 19, 22, August 13 (twice) and 16.

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# CLASSIFIED ADVERTISEMENTS

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L.B/1/74

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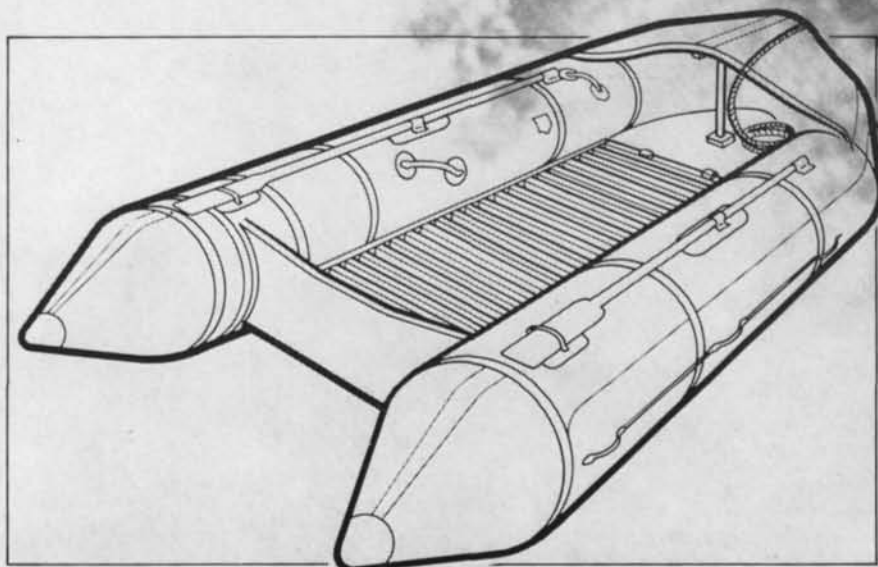
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