

THE LIFEBOAT

THE YEAR OF THE LIFEBOAT



GARDNER

durability



Dependable Marine diesel engines 110 - 230 b.h.p.

GARDNER ENGINES (SALES) LTD

PATRICROFT, ECCLES, MANCHESTER M30 7WA. Tel: 061-789 2201
LONDON: 130 Brixton Hill, London SW2 1RS. Tel: 01-671 0978/9
GLASGOW: 124 St. Vincent Street, Glasgow G2 5ER. Tel: 041-221 0887

THE LIFEBOAT

Spring 1974

Contents

Volume XLIII
Number 447
Price 15p

Chairman:

COMMANDER F. R. H. SWANN, CBE, RNVR

Director and Secretary:

CAPTAIN NIGEL DIXON, RN

**THE YEAR
OF THE
LIFEBOAT
1824-1974**

**Lives Saved:
98,500**

Notes of the Quarter by the Editor	117
The Modern Lifeboat Exhibition	118
Birthday and New Year Honours	118
The Past—On Call by Commander Paul C. Chapman, OBE, RN, DSO, DSC	119
Douglas, Isle of Man—Birthplace of the RNLI by Joan Davies ..	120
Lifeboat International by Commander Peter D. Sturdee, OBE, RN ..	126
Profiles	128
International Boat Show 1974	129
New Equipment—from the Boat Show	130
Lifeboat Services	132
Book Reviews	138
Central Appeals Committee	139
Some Ways of Making Money	140
Lifeboat People	142
Letters	143
Shoreline Section	144
Société Nationale de Sauvetage en Mer	145
Awards to Coxswains and Crews	146
Lifeboat Launches	149
ILB Launches	150

Editor:

PATRICK HOWARTH

Assistant Editor:

JOAN DAVIES

All editorial material submitted for consideration with a view to publication in the journal should be addressed to the Editor, THE LIFEBOAT, Royal National Life-Boat Institution, West Quay Road, Poole, Dorset, BH15 1HZ (Telephone Poole 71133).

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).

Shoreline Organising Secretary: G. R. (Bob) Walton, 29a Castle Street, Salisbury, Wiltshire (Telephone Salisbury 6966).

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 July and news items should be sent by the end of April.

International Yacht Paints

Stand up to the sea

**Main suppliers of tough, all weather
coatings for the protection of
R.N.L.I. life-boats**

International Yacht Paints

24-30 Canute Road, Southampton.

Telephone: 0703 24712/3 · Glasgow 041-886 3631

The International Paint Company Limited

Sestrel

We take pride in the fact
that we supply

**COMPASSES AND
NAVIGATIONAL EQUIPMENT
TO THE R.N.L.I.**

FULL RANGE ON DISPLAY IN OUR LONDON
SHOWROOM

Write for illustrated catalogue of compasses

Henry Browne & Son Limited

Compass Craftsmen since 1885

Sales Dept. & Showroom:

P & O Deck, P & O Building, Leadenhall St., London, EC3.
Tel: 01-283 1745

Glasgow: 193 St. Vincent Street Tel: 041-248 6956

L. J. BUSHNELL

C.Eng., F.R.I.N.A., F.Inst.B.E.

**CONDITIONS AND INSURANCE
SURVEYS**



WATERMAN TO HER MAJESTY QUEEN ELIZABETH II

**WOOD, STEEL OR G.R.P.
HOME AND ABROAD**

LEONARD J. BUSHNELL & PARTNERS
THAMESIDE, WARGRAVE, READING,
BERKS

Telephone: Wargrave 2161

Member of the Bushnell Group

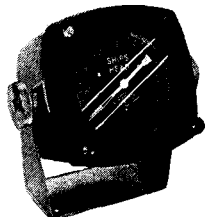


Automatic Pilot

To hold a set course
in most conditions

Repeater Compass

For easy reading
and optimum siting

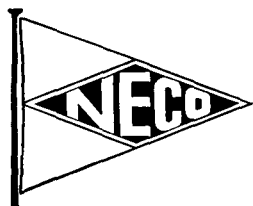


Electric Capstan

Push-button control
of 650 lbs pull

Anchor Windlass

1,600 lbs pull from
12-220 volt D.C. supply



Dinghy Hoists

For dinghies, etc.,
up to 1,500 lbs lift

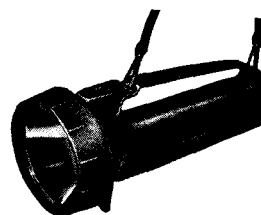
Indicators

For Rudder Angle,
Battery State

NECO MARINE LTD.

Walton Rd., Eastern Rd., Cosham, Portsmouth,
Hants. PO6 1SZ Tel: Cosham (07018) 70988

THE WORLD'S MOST POWERFUL FLASHLIGHT



DYNALITE FLASHES

The world's most powerful flashlight, specially
imported from the U.S.A. This six-cell flashlight
is 80,000 candle power made of strong plastic, and
unconditionally guaranteed for one year. This is
an ideal outdoor light for every purpose including
signalling. As sold to, and tested by the
Royal National Life-boat Institution. Also ap-
proved by the Game Conservancy. Will go to a
depth of 30ft and remain 100% waterproof.

£5.00 (Batteries extra)

Similar in design but for heavier duty, 'The
Sharkseye' will go to a depth of 100ft.

£6.00 (Batteries extra)

Prices include VAT. Post and Packing
30p (UK only)

Write to Dept. J



COGSWELL & HARRISON LTD
168 PICCADILLY LONDON W1 Tel: 01-493 4742/01 629 5523

RCC Press announce the publication
of

ROVING COMMISSIONS 14

This anthology of cruising logs by members
of the Royal Cruising Club—published in a
limited edition—is available to subscribers,
post free, making use of the order form below

Order form

To: **RCC Press Ltd., William Blake House,
Marshall St., London W.1.**

Please supply . . . copies of
Roving Commissions 14 @ £2.90 per copy.
Postage & Packing outside the UK is
80p per book

I enclose cheque/PO for £.....

NAME.....

ADDRESS.....



By Appointment to
Her Majesty The Queen
Pest Control & Timber Preservation
Services & Products

An admittedly modest quid pro quo

You save lives. We save buildings.
Including, we're pleased to say, many
R.N.L.I. stations.

We are proud to serve you in our
small way—just as you, in your big
way, serve others.

RENTOKIL
guards your property

Felcourt, East Grinstead, Sussex RH19 2JY.

First aboard *-and still serving*



Today's lifeboat equipped with today's radar – by Decca

Decca was the first radar set aboard a lifeboat in this country.

That same Decca set is still serving on the same lifeboat; still guiding men through hard seas to safe harbours.

When the call is for solid reliability, Decca meets that call with plenty to spare.

The best marine radar in the world—by Decca

DECCA

Decca Radar Limited
Albert Embankment, London SE1



DR544



NOTES OF THE QUARTER

by the Editor

THE YEAR 1974 began in an atmosphere of gloom and anxiety with industry limited to a three-day week and restrictions on lighting recalling wartime blackouts.

The first month of the year was also one in which there were gales of exceptional severity. In some areas sea conditions were reported to have been as bad as any in living memory. Accounts of some of the services carried out by lifeboats in these conditions will appear in later numbers.

All this followed a year in which more people were saved from death at sea by lifeboats of the RNLI than in any other year in time of peace in the 150-year history of the Institution. The total number of lives saved last year was 1,823, a striking increase on the figure in 1972 of 1,452.

Royal Garden Party

The Queen, who is Patron of the RNLI, is to pay her tribute to the lifeboat service by holding a garden party

in the grounds of Buckingham Palace on July 16. Invitations will be sent out towards the end of May. The intention is that lifeboat crews, members of station and financial branches and of ladies' lifeboat guilds should be as fairly and fully represented as possible. Priority in the issue of invitations will be accorded only to a very limited section of RNLI supporters such as life vice-presidents and honorary life governors, donors of lifeboats, holders of the gold medal for gallantry and widows and orphans of men who have given their lives in the service.

Sporting Events

Two important sporting events have now been arranged as part of the celebrations of 'The Year of the Lifeboat'. One is a pro-am golf tournament which will take place at the Notts Golf Club, Hollinwell, near Nottingham, on Wednesday, May 29. The sponsors of this event, Associated Tyre Specialists, are putting up substantial prize money, and all the leading golf professionals on the British circuit are expected to take part. The amateur entry will be an unusual one. Every amateur taking part is being asked to make a donation of £100 for the privilege of playing with the professionals. This will entitle him to be a life governor of the Institution and to the use of various insignia such as ties and car badges. It is hoped that this competition will attract leading figures in industry, finance, show business and other walks of life to make an appropriate contribution to the RNLI in 'The Year of the Lifeboat' and, at the same time, have an enjoyable outing. Anyone whose handicap is not more than 18 is eligible to play.

It is hoped, too, that a number of visitors from overseas will take part as amateurs. In a recent report in *The Times* it was stated that some Japanese firms have been prepared to spend up to £50,000 to enable leading executives to join a suitable golf club. By that yardstick £100 to play in a unique RNLI pro-am tournament does not seem a large amount.

The other event is a cricket match to be played by Whitbread Wanderers at

Exmouth on September 14, from which the RNLI is expected to benefit substantially.

Support from Banks

A central feature of the RNLI's plans for 'The Year of the Lifeboat' is an appeal to the public to contribute generously towards meeting the cost of the huge boat building programme which is now under way. In this respect the RNLI is receiving valuable help from the clearing and trustee savings banks. Throughout the period from Monday, April 29, to Friday, May 24, anyone who enters a bank will be provided with paying-in facilities for making a direct contribution to the RNLI. Posters appealing to the public to contribute will also appear in the banks. Such facilities are rarely provided and the offer has been made as a tribute to the work of the RNLI over the past 150 years.

During roughly the same period the RNLI will be provided with 2,000 sites for posters, free of charge, by the British Poster Advertising Association.

New Headquarters

By the time this number of *THE LIFEBOAT* appears the headquarters of the RNLI will have been established at Poole. In the next issue of *THE LIFEBOAT* there will be a review of Oliver Warner's new official history of the RNLI. In this he gives details of the moves of the RNLI's headquarters which have taken place over the years, from the City of London to Charing Cross Road and then to Grosvenor Gardens. During the last war the head office was transferred to the Boreham Wood depot, but apart from that emergency the major head office has always, until now, been in London. The transfer to Poole has been carried out with remarkable smoothness and a gratifying absence of disruption of administrative work.

This number of *THE LIFEBOAT* will be the first to be edited from Poole, the new assistant editor, Joan Davies, having taken over from Christopher Elliott, who after eight years with the RNLI has taken up an appointment with the Royal British Legion. It was during Mr Elliott's term of office that the presentation of *THE LIFEBOAT* changed more strikingly than in any other period of its history.

Annual General Meeting

The Annual General Meeting of the Institution will take place at the Royal Festival Hall on May 21. The guest speaker this year will be Coxswain Derek Scott, BEM, of the Mumbles. After a winter of such prolonged and severe gales there will not surprisingly, be an exceptionally large number of lifeboatmen present to receive medals for gallantry.

COVER PICTURE

Our cover photograph for the spring issue was taken by David Parker, one of the four people to whom, at the Boat Show, the Duke of Atholl presented statuettes of lifeboatmen for their outstanding service to the RNLI in the field of public relations. The photograph is of the latest type of ILB, the Atlantic 21, developed at Atlantic College, St Donat's Castle, Glamorganshire. She carries a crew of three.

The construction of the Atlantic 21 ILB is composite, incorporating a wood or grp bottom, subdivided into watertight compartments, to which is attached an inflatable tube.

The hull is flat-bottomed for beaching, and, having her own special launching trolley, the Atlantic 21 can be launched successfully from exposed beaches.

At the after end of the hull a roll bar is now fitted. Should the boat be turned over in shoal water or among rocks it would protect the crew from being crushed; and it carries a deflated buoyancy bag so that, if she capsizes, the crew, by pulling a cord, can inflate the bag with CO₂ gas and, within 18 seconds, the boat will right herself.

The Atlantic 21 carries navigation lights for night work and also a VHF radio.

THE MODERN LIFEBOAT EXHIBITION

SCIENCE MUSEUM, SOUTH KENSINGTON

FEBRUARY 21-APRIL 21

OPEN: WEEKDAYS, 10 a.m.-6 p.m.

SUNDAYS, 2.30 p.m.-6 p.m.

FOR TWO MONTHS in the spring of its 'Year of the Lifeboat' the RNLI is staging an exhibition at the Science Museum, South Kensington, designed to show something of the great advances made in recent years in the design of lifeboats and their equipment—and who could have been more appropriate to open such an exhibition than Raymond Baxter, so widely known for his work on the BBC programme 'Tomorrow's World'? He very kindly stepped into the breach at the last moment when Norman St John Stevas was prevented from coming by election commitments.

Raymond Baxter is himself a tireless worker for the RNLI, and in his very happy opening speech he also admitted having once found himself in difficulties when his steering gear failed among the shallows of the Thames Estuary; as was only to be expected, two lifeboatmen appeared ('in an inflated hot-water bottle') and quietly and calmly did all that was necessary. Mr Baxter added that in his experience lifeboat people were without exception 'very gentle gentlemen'.

The central exhibit of 'The Modern Lifeboat' is a Blue Peter Atlantic 21 ILB, and there is also a mock-up of a 52' Arun Class wheelhouse, as well as photographs of all the other modern self-righting lifeboats. Displays of equipment include engines, electronics, first aid, survival food and clothing.

The designer of the exhibition was Frank McNichol, and the project officer Jack Sims.



Raymond Baxter, who opened 'The Modern Lifeboat' exhibition, studying crew position and VHF radio of the Atlantic 21 with Miss Margaret Weston, Director of the Science Museum. (Below) Commander F. R. H. Swann, CBE, Chairman of the Management Committee, describes steering position details to Alderman F. W. Marshall, Mayor of the Royal Borough of Kensington and Chelsea, and the Lady Mayoress.

photographs by courtesy of the Science Museum



BIRTHDAY AND NEW YEAR HONOURS

CB

Rear-Admiral I. G. W. Robertson, DSC, RN, Admiral Commanding Reserves and an *ex-officio* member of the Committee of Management.

CBE

Commander F. R. H. Swann, RNR, Chairman of the Committee of Management. Commander Swann was co-opted on to the Committee of Management in

1953, became a Vice-President in 1962, Deputy Chairman in 1964 and Chairman in 1972. He has been Chairman of the Boat and Construction, Helicopter and Operations Sub-Committees, as well as serving on a number of others.

The Marquis of Normanby, a member of the Committee of Management since 1972 and also the President of the Whitby Lifeboat Station.

MBE

J. G. Groves, who joined the RNLI in 1945 and is now Resident Engineer at Littlehampton.

Mrs E. M. McMaster, Assistant District Organising Secretary for Northern Ireland, who joined the RNLI in 1940 and has continued her work on its behalf unremittingly, despite the troubles of the past years in Northern Ireland.

BEM

W. H. Kellam, who has been with the RNLI since 1926 and is now Chief Examiner of Stores.

THE PAST – ON CALL

Computer Analysis of Rescue Records

by Commander Paul C. Chapman, OBE, RN, DSO, DSC

ONE OF THE PEOPLE upon whom honorary life governorship was bestowed at the 1973 annual meeting of the RNLI was Professor William W. Flexner, PhD, in recognition of the very valuable help which he has given to the lifeboat service in the application of computer technology to the analysis of service records.

It was the Professor, a United States citizen resident in London, who in 1971 initiated the Computer Analysis of Rescue Records (CARR), volunteering his services as an unpaid consultant to the RNLI. 'Consultant' is an inexact description of his work, since he has had to supply all the know-how, and in the early stages all the hard work, because no one else was qualified to do it.

The essence of the CARR system is that services by lifeboats and inshore lifeboats are recorded on magnetic tape, and in rather more detail than was, and for the time being still is, noted in the service registers and service books. This means that each return of service is processed by the computer section into code acceptable to the computer. The services are then from time to time added to the tape record in batches of from 100 to 500.

As in the past, therefore, the return of service is the all-important document; also, it not being practicable to record all the detail even with a computer system, later reference to the return of service may be required to supplement computer information. A description is given below of the computer tape record of each lifeboat or inshore lifeboat service.

The magnetic tapes used are about the size of a reel of film. Each could record about ten years of RNLI activity, but for practical reasons we shall probably settle for about five years per tape. At present the tape record contains the whole of 1970, 1971, 1972, 1973 and 1974 to date.

The tape record is more compact than the heavy brass-bound volumes hitherto used, more detailed, and infinitely more flexible. At the same time it is far more vulnerable; it could easily be corrupted, burnt, lost or damaged. For this reason we have at least two computer-based lines of defence on which to fall back, should the master tape be lost or damaged. The tape record cannot, of course, be examined as can a book; to get information it must be decoded. This is done by

the output programmes devised by Professor Flexner, plus *ad hoc* supplementary instructions prepared by the computer section.

All the information as shown below can be retrieved (obviously, or there would be no point in putting it there) in tabular form. Also we have a programme which can indicate coast lines, and features such as RNLI stations, together with the positions of casualties attended by the RNLI. Both tabular and geographic programmes can cover any area, and any period of years, months, or days as may be selected. The largest scale for the geographic programme is 'squares' of one minute of latitude by one minute of longitude. A new and better geographic programme, based on digitised charts provided by the Hydrographer of the Navy, is being prepared by Professor Flexner.

Reference has been made above to flexibility. The more than 11,000 records already on tape are arranged in order of years, 1970, 1971, 1972, 1973 and 1974. Within a year they are arranged by stations, starting in Ulster, thence to North West England, Scotland,

England, Wales and finally Eire. Within a station the records are in date order. This is convenient for many, but not all, requirements. Recently, to meet a particular need, it was preferable to have the records (then about 8,000) arranged differently. In layman's language, we wanted the parade to dismiss, and then fall in again in 31 companies according to the cause of service, such as stranding, collision, swamping, capsizing, fire, machinery failure, fouled propeller, or recovery of body. So we asked the computer please to do this. It did so, and added, 'The time taken was 88 seconds, and the charge, please, is 80p'.

Not all operations are so startlingly cheap. An average sized tabular record for three years for a coast review area costs about £10, and the associated maps about £20.

The point of the story is, however, that, with CARR, we are able to address, with what passes for a smile, questions which would have been ruled out of court if measured in man/months. But remember, please, that CARR data start in 1970.

DESCRIPTION OF TAPE RECORD

Weather

Visibility
Darkness or daylight
State of sea at station
State of sea at casualty
Wind force
Wind direction

Station and Boat

Station code (each station has its own four figure code)
Lifeboat or ILB
Vehicle number (official number)
Vehicle class

Casualty

Flag of casualty (48 codes)
Type of casualty (32 codes)
Cause of service (31 codes)
Distance from lifeboat/ILB station
Latitude of casualty
Longitude of casualty

Launch

Year of launch
Month and day
Time
Account of launching (9 codes)
Delay in launching

Launching method (12 codes)
Number in crew

Description of Mission

Mission duration
Time spent at casualty
Co-ordination of service (6 codes)
Co-operating services (32 codes)
Use of RT (9 codes)
Use of swimmers (9 codes)
Presence of medical personnel (6 codes)
First aid by RNLI crew (9 codes)
Defect in lifeboat/ILB (6 codes)
Damage to lifeboat/ILB (8 codes)

Outcome of Mission

Assessment of outcome (28 codes)
Feasibility of other rescue methods (7 codes)
Vehicle-hours at sea
Crew-man hours at sea
Number rescued
Number landed
Boats saved
Value of property saved (7 codes)
Property salvage claimed
Number injured
Non-RNLI lives lost

1824-1974

DOUGLAS, ISLE OF MAN

Birthplace of the Royal National Life-boat Institution



by Joan Davies



JUST AS at a time of family celebration, wherever its members may be, their thoughts will turn to home, so in the spring of 1974 the thoughts of the RNLI and its friends must inevitably turn to Douglas; the little seaport on the Isle of Man from whence, 150 years ago, came the beginnings of a service which through years of persistent and loyal hard work, highlighted by moments of unbelievable tenacity and courage, has won world-wide respect and affection.

But why, with the whole of the British Isles to choose from, did the Institution find its genesis in a little bay on one of our smallest islands, away up in the Irish Sea? Why Douglas? Presumably, before any great movement can be born, a number of elements must meet; the time, the place, the man, must all be right.

What, then, was the background to the events of 1824? Perhaps the most important factor was that in the 19th century there was an enormous expansion of sea trade under sail. It was to build up to the great days of the clippers and deep sea sailing ships, before they in their turn were superseded by steam; but in the early part of the century it was the day of the little ship. Roads were generally bad and the railways had not yet been built. As well as such basic cargoes as coal and grain, the little ships were often the most convenient carriers of all the small odds and ends that the human race grows to need: everything from masonry to private parcels. Often, too, they were the most convenient way of travel. Perhaps the nearest parallel we have today is the fleet of little mail ships which daily ply up and down the west coast of Norway, calling in at remote fishing villages which would

1826 Plan of Douglas Bay and Harbour clearly shows hazardous rocks. Improvements to harbour works, running out from Douglas Head and St Mary's Rock, proposed by Sir William Hillary, are hatched.
by courtesy of the Manx Museum, Douglas

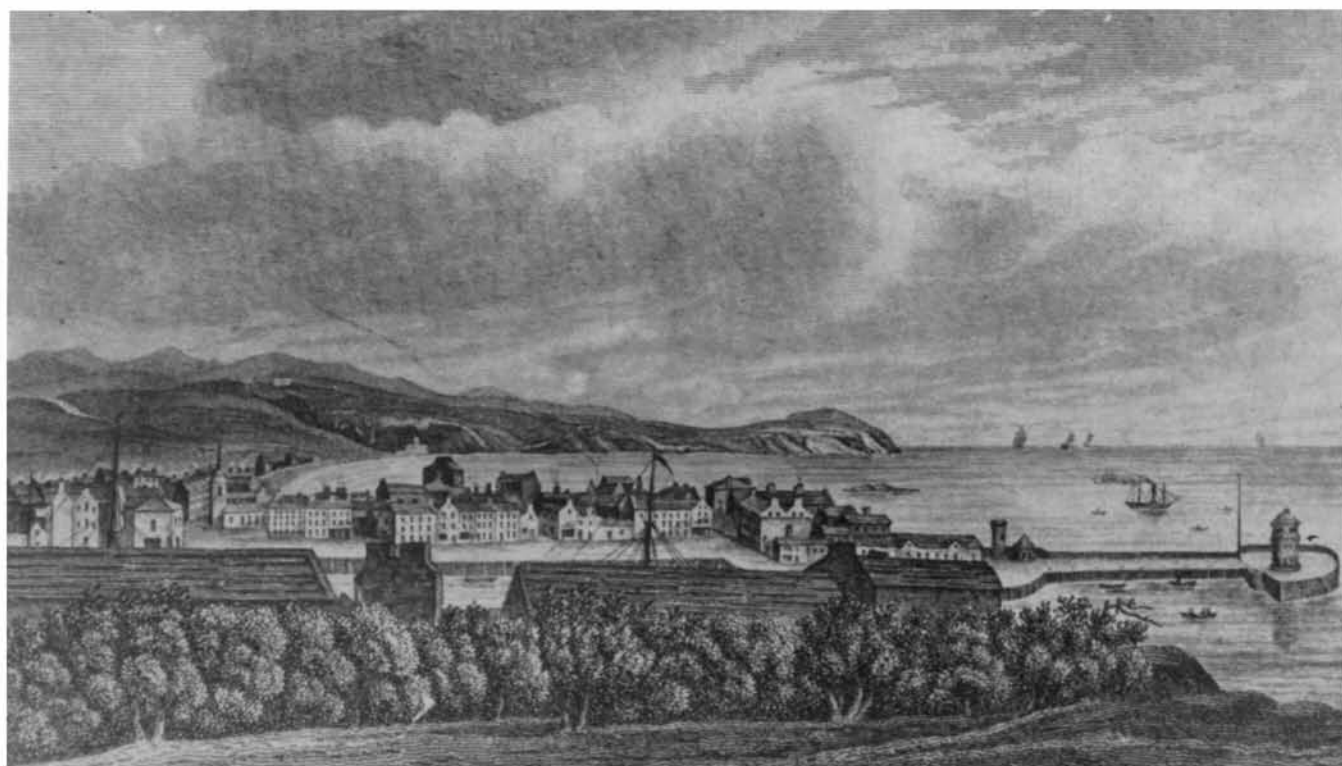


Douglas Head and Harbour, 1974. Note lifeboat boathouse and slip in outer harbour, or Crough; Fort Anne, above inner harbour; and St Mary's Rock with its Tower of Refuge at bottom right of picture.

photograph by courtesy of Manx Technical Publications

Douglas Bay as Sir William Hillary would have known it: 1823 print shows St Mary's Rock before Tower of Refuge was built.

by courtesy of the Manx Museum



otherwise be completely isolated, bringing letters, vegetables, goods of all kinds in small quantities and taking the place of the local bus or suburban train. Alongside the trading ships, of course, there would also have been the fishing fleets.

Describing the crowded seas and the clustering of small ships in the ports



offered half the prize money, but his ideas were incorporated in Henry Greathead's 'Original' pulling lifeboat launched in 1790; more than 30 of these boats were to be built, and by 1824 there were 39 lifeboats stationed at various places round the coast of the British Isles.

It is some indication of the situation in Douglas that, in 1802, the fourth Duke of Atholl, Governor of the Isle of Man, presented the town with one of Greathead's 'Original' lifeboats, though it appears to have been swept away and lost in about 1814.

To look at Douglas Bay is to appreciate why it was among the first ports to

Sir William Hillary, founder of the RNLI and triple gold-medallist, himself saved more than 300 people from drowning.

Isaac Vondy, Sir William's coxswain, was awarded three silver medals for gallantry.

illustration by courtesy of the Manx Museum

have a lifeboat. Of the bay the modern Admiralty *Pilot* says:

'Douglas bay is entered between Douglas head and Banks Howe, 2½ miles north-eastward. The shore is formed by precipitous cliffs which, at the southern end, extend inland from Douglas head backed by the slopes of Carnane. . . . The bay is open eastward, and the holding ground in most parts is indifferent. . . .'

The inner harbour, long and narrow, running inland at the south western corner of the bay, dries out; how often must a ship have come in for shelter from a south west gale, anchored off and then been caught on a lee shore when the wind backed to south east or east?

To starboard of the harbour mouth when entering port, and about three-quarters of a mile from the shore, lies St Mary's (or Conister) Rock; an uncovered plateau at low water but covered by as much as 3' at high water springs. To increase the danger, a long reef of rampant slate, 'The Flakes', runs out from the rock into the bay. How often, beating in to harbour at night or in bad visibility, must sailing ships have

and havens of the 19th century, Michael Bouquet, in his fine book *No Gallant Ship*, writes:

'If some mariner of the mid-19th century could return today, I think that what would strike him most would be the emptiness of our coastal waters.'

So, there were ships in plenty; and there is no doubt that they were much more vulnerable to wind and sea than the merchant ships of today. How often, however long her story, the end of it for a sailing ship was foundering, breaking up on rocks or being lost without trace, overwhelmed by the storms round our shores?

The problem must have been only too apparent to seaboard communities; they saw the ships wrecked and it was they who tried to save the sailors, often their own menfolk, from the sea. As early as 1786 a lifeboat had been stationed at Bamburgh; it was a pulling coble which Lionel Lukin had made 'unimmergible', with a projecting cork gunwale and built-in watertight compartments to give her buoyancy, and an iron false-keel to keep her upright.

In 1789, after the wreck of *Adventure* at the mouth of the Tyne, the Gentlemen of the Lawe House offered a prize of two guineas for the best design for a lifeboat. Outstanding among the entries was William Wouldhave's model boat embodying a self-righting principle he had learnt from playing, at first idly, with an old woman's curved wooden water dipper. In fact, he was only

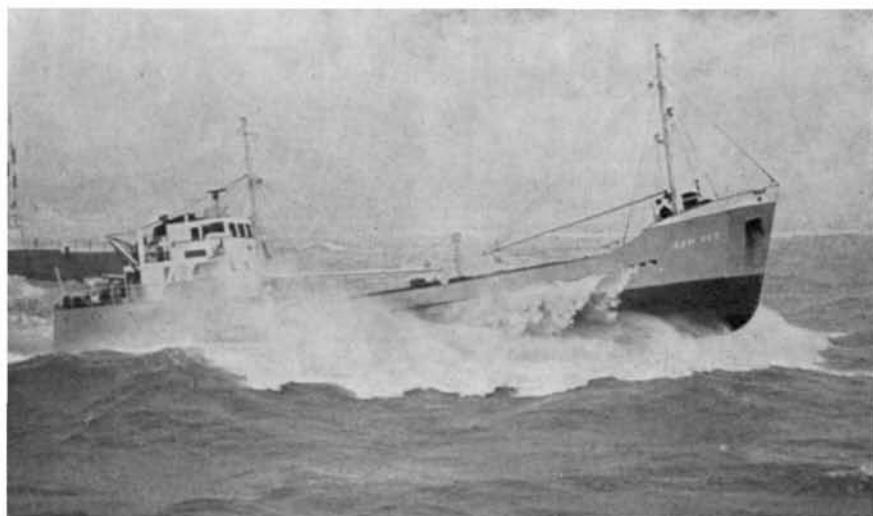


When the wind blows up in Douglas Bay: Monas Queen, car ferry from Liverpool, ploughing in through this year's January gales. . . .

photograph by courtesy of W. S. Basnett

. . . and Manx steamer Ben Veg meeting a force 8 gale as she left harbour in January 1966. At times during this winter's gales, seas were breaking over road and jetties right up to the head of the inner harbour.

photograph by courtesy of W. S. Basnett



stood in too far to landward or have failed to gather way quickly enough on the new tack and foundered on this unmarked, unlit hazard? Even if the crew managed to scramble on to the rock, in gale conditions the chance that anyone could reach them before they were swept away was extremely slim. It was to provide shipwrecked sailors with a safe shelter until the storm had passed that Sir William Hillary, in 1832, instigated the building of the famous Tower of Refuge on St Mary's Rock. In fact, he must have done a much greater service to shipping by crowning this lurking hazard with a solid, visible and unmistakable mark.

So, the time was ripe for the national conscience to be moved on behalf of the seafarer; the climate of public opinion was right; it just wanted the right man to come forward—and it so happened that that man lived in Douglas with the problem spread out in the bay before him: Sir William Hillary—a man surely born to change the course of public events, being quite incapable of standing by, inactive, in the face of need. During the Napoleonic Wars he obtained a commission in the army and raised, at his own expense, the first Essex Legion of Infantry and Cavalry, about 1,400 men; he was to write pamphlets advo-

cating a number of reforms or innovations; he had made geographical explorations in small boats round Sicily and Malta; and, such was the man that, at the age of 70 he could still launch a pulling boat single-handed from the beach through heavy swell.

It was in 1808 that Sir William Hillary came to live in Fort Anne, standing above the southern shore of Douglas Bay. From there he had an uninterrupted view across the harbour mouth to St Mary's Rock—and he just couldn't stand by. Time and time again he was personally involved in saving life. There is a ring of timeless seaman-ship about the account in the *Manx Sun* of December 12, 1827, of his rescue of crew and pilots from *Fortrondet*, dragging her anchor on to St Mary's:

'It was first attempted by means of hausers to bring the vessel into port, but on her striking on the rocks and bilging this was given up, and the Life-boat, by letting go her anchor to windward and veering down upon the wreck, was enabled to take all the people and most of their personal baggage from her lee bow. . . .'

Sir William's refusal to be deterred by circumstance is well illustrated by the account of the rescue from the wreck

of *Eclipse* in North Bay, reported in the *Manx Advertiser* on January 19, 1830:

'From the great surf over the bar of Douglas harbour, and the tide being low, it had become almost impossible to get any boat out, at all events much valuable time must have been lost in the attempt; but the new Life-Boat intended for Ramsey . . . being just finished, though the air-tight cases by which the buoyant qualities of the life boat are produced, unfortunately were not sufficiently complete to be made use of, and were not put on board. Sir Wm. Hillary however resolved, even in her present state, on making the attempt in her, to save the people from the wreck—and by the prompt aid of several gentlemen, and every other description of people present, the new boat was launched for the first time, on the beach near to the Baths, when Sir William instantly put off in her, accompanied by his coxswain, Isaac Vondy, and a volunteer crew of twelve men. . . .

'The attempt was successful, and the wreck gained; when by passing under her lee bow the people were rescued;—but on their return, when off the north end of St. Mary's rock, they encountered so tremendous a sea that they were nearly overwhelmed by a succession of those heavy waves which at intervals occur in a storm, by which the boat was filled to the thwart, and the space left for the large air-tight case in the bow, full of water which added a dead weight of nearly half a ton, and greatly increased the danger. . . .

'After great efforts she reached the beach, upon which she was run, nearly full of water. . . .'

But this is going too far ahead. It was following a winter of unusually severe gales in 1822, during which Sir William himself helped in the rescue of more than 200 sailors in Douglas Bay, that he wrote his 'Appeal to the British Nation, on the Humanity and Policy of forming a National Institution for the Preservation of Lives and Property from Shipwreck'. As a result of his campaign, a meeting was held on March 4, 1824, in the City of London Tavern, at which it was resolved to form the body now known as the Royal National Life-boat

Institution. The time, the place and the man had come together, and a great movement was started.

Between 1824 and 1841 five gold and 15 silver medals were awarded to Douglas, three of the gold to Sir William himself and three of the silver to Coxswain Vondy—who died in 1835, aged 73. This great man it was who, after saving Sir William's life during a rescue, refused a gift of land from him, saying, 'he didn't save life for gain'.

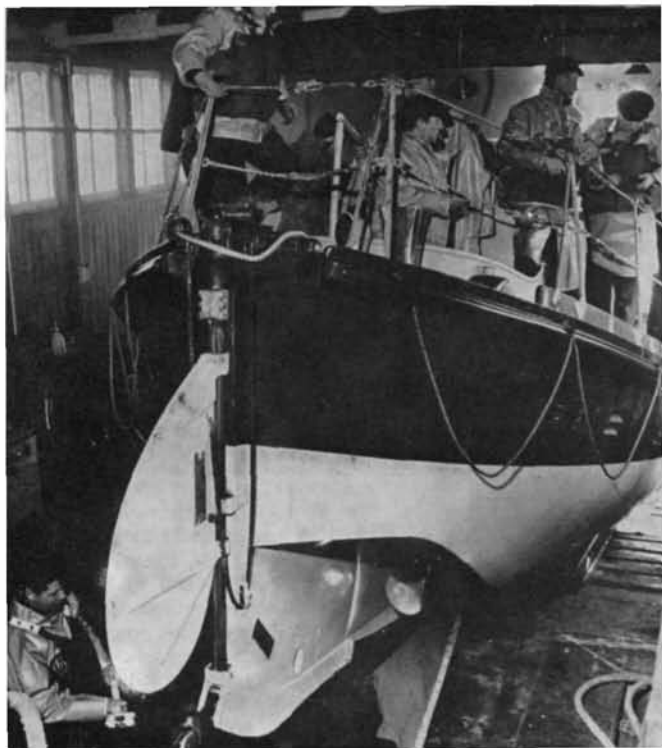
Of such stuff were the giants of the past; but they would have been at one

with the men that have followed them right down to the present day. There would be full understanding, for instance, between them and Billy Swindlehurst, retired now, but whose sharpest memory is of the first time he went out, at the age of 13 or 14, in the second *Civil Service No. 6*, a pulling and sailing lifeboat; he still remembers vividly the south west gale, the 21' flood tide—and how hard the new sheets in the boat were to the hand. Lifeboatmen, Mr Swindlehurst is at pains to explain, are not brave; they may well be just as

frightened of the elements as anyone else; they go out because help is wanted and because there is no other course possible. I may be wrong, but that, to my mind, is what bravery is all about.

Billy Swindlehurst, like the majority of Douglas lifeboatmen, is a fisherman. Douglas may have grown into a holiday town round the bay, but down round the harbour there is still the indefinable atmosphere of a small fishing port; the catch is escallops. At one time all the crew lived close round the harbour, and although some have now moved further into the town, the harbour is still the centre of their lives. 'You'll find them all down on the quay', the visitor is told.

There is a strong family tradition in Douglas lifeboat station. The present coxswain, Bob Corran, joined the crew in 1938, became second coxswain in 1940, and coxswain in 1970, when Bobby Lee, BEM, coxswain since 1950, retired; Bobby Lee's grandfather was bowman until he was lost at sea while fishing, his father, Dickie Lee, had also been coxswain in his time, his son Richard is assistant mechanic in the present crew. Coxswain Corran is commonly known as 'Fish', to differentiate him from Bob 'Eats' Corran, his cousin, and Robert, his son, both crew members. Billy Ash is another fisherman crew member; his brother, Robert, who works with a steamship company, is the launcher; their father, Bobby Ash, retired in 1970 after 33 years' service, 17 of them as bowman ('We none of us can swim—but the devil takes care of his own!'); their grandfather, another Bobby Ash, served in the crew for 45 years, some of that time in *Civil Service No. 6*. Second Coxswain Jack Griffiths, Alfie Moore



Ready . . .



Away! Launch practice for lifeboat R.A. Colby Cubbin No. 1. Upper photograph by courtesy of Manx Press Pictures; lower photograph by courtesy of W. S. Basnett

and Reg Jackson are all fishermen; the full-time mechanic is Bernie Sayle; Harry Martland, the station administrative officer, is a civil servant and yachtsman, and First Aider Don Bookless is a retired engineer and another keen yachtsman.

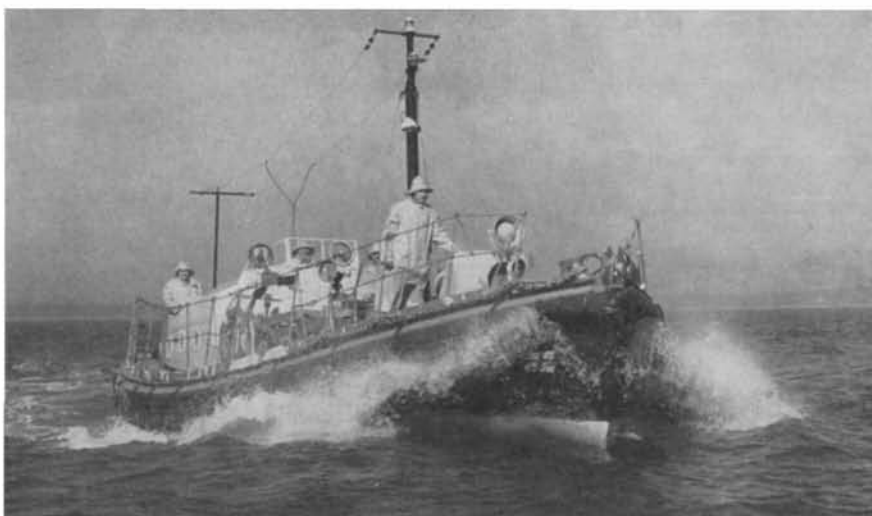
In so many cumulative years of service there are bound to be many memories. There was the night the Douglas lifeboat was called out to *Teazle*, off the north point of the island. It was wartime, blackout, with a north north east gale so severe that it



Coxswain Bob Corran (l. above) aboard his fishing vessel Manx Maid, with Bernie Sayle, Mechanic, and Harry Martland, station Administrative officer.

photograph by courtesy of W. S. Basnett

Bobby Lee, BEM, coxswain of the Douglas lifeboat from 1950 to 1970. On one of his first services as coxswain, in April 1950, Bobby Lee rescued ten men from Mary Heely.



R. A. Colby Cubbin No. 1 a 46' 9" midship steering Watson lifeboat.

photograph by courtesy of Beken and Son

was impossible to read the compass and navigation had to be by the feel of wind and waves. Bobby Lee, Bob Corran and Billy Swindlehurst were all in the crew that night. Then there was the launch which Bobby Lee remembers most when, as coxswain, he took the Douglas lifeboat out on the morning of December 2, 1966, to search for the Greek ship *Nafsiporos*, first reported eight miles off Douglas Head. The wind was north westerly, force 10 gusting 11, and *Nafsiporos*, sailing light ship, was being blown off towards the coast of Wales. Later reports gave her position

as 12, 23½ and then 25 miles from Douglas Head. The lifeboat followed for 36 miles, continuing her search but without sighting the ship, until it was learned that Holyhead lifeboat had made contact; then the Douglas boat returned to base. In the end 15 men were saved by the Holyhead and Moelfre lifeboats; two gold and fifteen other medals were awarded to members of those two crews.

Since 1861, Douglas Station has saved 237 lives. The present lifeboat is *R. A. Colby Cubbin No. 1*, a 46' 9" midship steering Watson boat much

loved by her crew, who have great confidence in her. When the honorary secretary (the present office-holder is Captain F. N. Curphey, MN) orders the maroons to be fired, telephone calls are already going round and the crew making for the boathouse, anyone running along the quay being picked up by passing cars. Inside the boathouse everything is ready; a row of seaboots (with a stool set beside them); then up the steps on to the boarding platform; lifejackets on a row of pegs; oilskins hung from a rack; first seven on board are the crew; engines started; doors opened; launching pin struck out and they are away down the slipway into the Crough, the outer harbour; the lower the tide, the bigger the splash. Re-housing at the end of a service, when the crew is cold, wet and tired, is a much longer business.

Like so many other towns, Douglas decided to celebrate the 150th anniversary of the RNLi with an inter-denominational service on March 10; but at Douglas it was held in St George's Church, where Sir William Hillary, the founder, is buried. The Lieutenant-Governor, Sir John Paul, GCMC, OBE, MC, was at the service with Lady Paul, and laid a wreath on Sir William's grave. The Mayor and Mayoress of Douglas attended, as well as the Chairmen of the town and village districts and representatives from the Coastguard and Harbour Board. Crew, branch and ladies' guild members from Ramsey, Port St Mary, Port Erin and Peel as well as Douglas were there, and members of the non-operational branches of Lonan and Laxey, Marown and District, and the Castletown ladies' guild. Lifeboat people from the whole of the Isle of Man met together in this 'Year of the Lifeboat' to remember Sir William Hillary and all the men and women who have followed. The people may change, but the sea does not: it is always there.



FIRST EVER LIFEBOAT INTERNATIONAL EXHIBITION

PLYMOUTH: JULY 19 – AUGUST 17

by Commander Peter D. Sturdee, OBE, RN

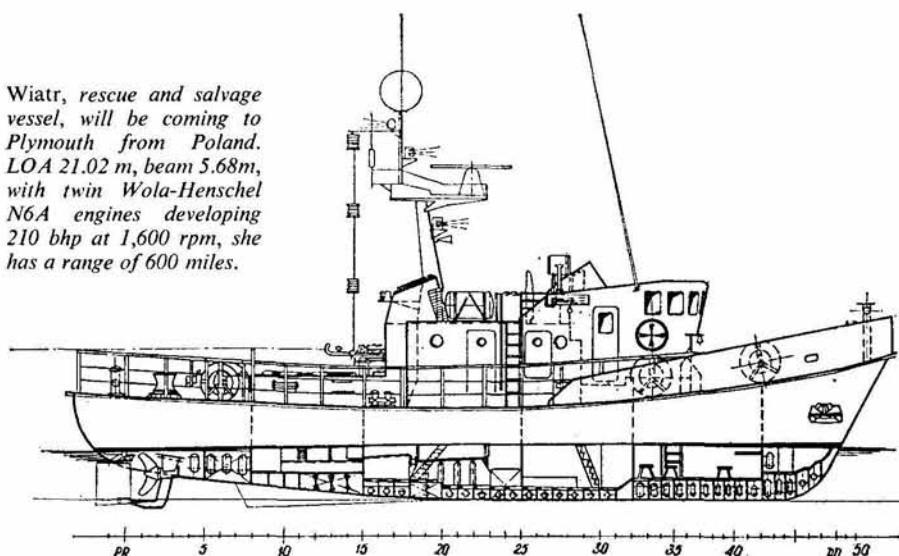
LIFEBOAT INTERNATIONAL is the slogan chosen for the International Lifeboat Exhibition which is to be held in West Hoe Park, Plymouth, from July 19 to August 17. It is to be one of the major events in 'The Year of the Lifeboat'.

The people of Plymouth are very proud that their port and city has been chosen for the exhibition, and are showing their pleasure in a number of practical ways: a site has been provided free, some financial support has been promised, and a wealth of advice based on local knowledge has been put at our disposal.

The exhibition area will extend over about four acres and it will be housed under special framed tents. As well as displays depicting the history and development of the RNLI, five overseas lifeboat services are taking stands: Canada, France, German Federal Republic, the Netherlands and the USA. Other UK services engaged in search and rescue operations will also be represented: the Royal Navy, Royal Air Force, HM Coastguard, the Post Office and Trinity House will all be there. Finally, some of the firms associated with the building, maintenance and supply of equipment, materials and stores for the RNLI's fleet will have their own stands. Souvenirs will be on sale and there will be refreshment facilities.

No exhibition would be complete

Wiatr, rescue and salvage vessel, will be coming to Plymouth from Poland. LOA 21.02 m, beam 5.68m, with twin Wola-Henschel N6A engines developing 210 bhp at 1,600 rpm, she has a range of 600 miles.



without the boats themselves, and the RNLI plans to have at Plymouth a new lifeboat from each of the following classes: 70' Clyde, 52' Arun, 50' Thames, 44' Waveney and 37' Rother—all self-righting boats. These will be joined by five foreign lifeboats. One, from France, will be there the whole time, but the others will make visits of varying length during the exhibition. A lifeboat from Norway is expected, although the dates of her visit are not yet known; *Arwed Emminghaus*, a 26.6 m rescue cruiser with daughter boat from the German Federal Republic, will be in Plymouth from the opening for four days; *Wiatr*, a 21.02 m rescue cruiser from Poland, will be there from July 19-30; and *Sigurd Golje*, a 23.8 m

patrolling steel lifeboat from Sweden, from July 19-August 5.

The US Coast Guard may be sending one of their Coast Guard cutters on a short visit to Plymouth during the exhibition period.

On display inside the exhibition it is hoped to have the RNLI's last pulling lifeboat from Whitby, and, if a suitably generous sponsor can be found to cover the transportation costs, an 1873 RNLI standard 30' self-righting double-banked lifeboat on loan from the Mariners Museum, Newport News, USA. Outside the tented area it is intended to have a 'Liverpool' lifeboat on her carriage: a boat which is expected to become a permanent exhibit at the Exeter Maritime Museum after she leaves Plymouth.

Special attractions will include search and rescue demonstrations in Plymouth Sound by RN and RAF helicopters, HM Coastguards and lifeboats. The Royal Marines will perform the ceremony of Beat Retreat on Plymouth Hoe, there will be a firework display and lifeboats will be present at some of the major local yachting and waterborne events.

A yacht rally at Plymouth is being arranged over the opening weekend, and with races, receptions and visits to the exhibition and lifeboats it should prove a most enjoyable gathering. Ex-lifeboats will also be welcome.

The two Dutch lifeboat societies also celebrate their 150th anniversaries in 1974 and they wish to show parts of the Plymouth exhibition at their own international lifeboat exhibition being held in Amsterdam later in the year. It is hoped that the Lord Mayor of Plymouth and Burgomaster of Amsterdam will each pay official visits to the other's city and exhibition.

Response to requests for volunteers to help at the exhibition has been wonderful. The manning of the large souvenir stall is now assured for the whole period, but other jobs, such as wardens, sellers of programmes, membership, admission and draw tickets, as well as jobs in the office and at the enquiries desk, are still available. Anyone willing to help should get in touch with me, Commander P. D. Sturdee, OBE, RN, RNLI Exhibition Office, 30 George Place, Stonehouse, Plymouth, PL1 3NY, telephone 69124.

We are looking for support for this unique exhibition from all friends of the RNLI and hope that as many people as possible will visit Plymouth while it is on. You may have to wait 150 years for the next one!

Sigurd Golje, one of Sweden's latest rescue cruisers, will be visiting Plymouth in July. In January she was breaking ice in the Bothnian Gulf.



CADABRA: Sandhursts' floating showroom

Throughout 1973 the motor yacht *Cadabra* toured the coasts of Great Britain on a sales promotion for Sandhurst Marketing Ltd, a firm of stationers.

At the end of the tour in January, Captain Nigel Dixon, RN, Director of the RNLI, went aboard *Cadabra* at Westminster Pier and was presented with a cheque for £2,500 from Mr Brian Hulme, Managing Director of Sandhurst Marketing. This money will pay for the compass and navigational equipment in one of the RNLI's latest lifeboats.

The sum of £2,500 represents 2½ per cent of the turnover achieved by Sandhurst Marketing salesmen at each port of call and has been credited to the lifeboat branch or guild involved in that port. At no time have RNLI voluntary workers been asked or been expected to act as salesmen for the company.

This year *Cadabra* is repeating the operation and is already on her way round the coast; it is hoped that a cheque approaching £5,000 will be the

result. Just as before, the branch or guild concerned at each port of call is to be credited with 2½ per cent of turnover.

Cadabra made £2,500 for the RNLI in 1973.



PROFILES

FOR SEVENTY YEARS Mrs Olwyn M. Lloyd, now in her ninetieth year—just 60 years younger than the RNLI—has been concerned with men of the sea. It seems fitting, therefore, that she and her husband, Mr R. M. Lloyd, celebrated their diamond wedding in 1969 on Trafalgar Day.

The very beginning of Mrs Lloyd's interest in the sea was in 1904 when she went to Dreadnought Seamen's Hospital at the RN College, Greenwich; in five years' nursing, until her marriage in 1909, she cared for seamen of all nationalities. From then on, the RNLI was her greatest interest. In 1923 Mrs Lloyd was a member of the first committee at Menai Bridge, and when she moved to Conway in 1930 she was appointed treasurer of the ladies' guild. It was her job to organise the collection of annual subscriptions, so she called to see everyone herself to explain the need for money. Very few people refused to help; at first it would just be 6d. or 1s. but gradually the amounts grew. In the early years, Mrs Lloyd collected about £30, but now Conway alone raises about £200. Later, Mrs Lloyd was to become

the vice-chairman of the ladies' guild.

Over the years Mrs Lloyd has raised about £760 in her own home, with coffee mornings and other events. Her last effort was a wine and cheese party, from which came the grand sum of £111. 'Now', writes Mrs Lloyd, 'I must think of something to raise a little for the 150th Anniversary.'

Mrs Lloyd's efforts have not gone unappreciated. In 1937 the Committee of Management presented her with a framed record of thanks; in 1948 came a lifeboatman statuette; in 1957 she received a gold badge and in 1961 Mrs Lloyd was elected an Honorary Life Governor, an honour rarely conferred and only for long and very distinguished service. Mrs Lloyd, receiving the vellum from the Duchess of Kent, regarded it as an honour for her whole branch as well as for herself: 'That day in London when the Duchess presented me with this beautiful vellum, I felt very humble'.

Perhaps, however, an honour which must have given Mrs Lloyd as much pleasure as any was when, in 1966 at the inaugural meeting of the Civilian Committee of the Conway Inshore Rescue



Mrs Olwyn Lloyd, president of Conway ILB Station and an Honorary Life Governor of the RNLI.

Boat Station, she was unanimously invited to accept the Presidency. When three of the Conway ILB crew were presented with the thanks of the Institution inscribed on vellum after saving the lives of three men off Great Orme, it was Mrs Lloyd's pleasant duty to express the feelings of her branch: 'Brian, Trevor and Ronnie, we are all so very proud of you. God bless you.'

The last word should be Mrs Lloyd's: 'I have enjoyed every minute of the work; it has given me great pleasure. I only wish old age did not prevent me from doing more, but I'm nearly 90 and not out! All the wonderful honours I have received are on behalf of the ladies' lifeboat guild, for without their wonderful and loyal help I could have done nothing.'

ALDERMAN Miss Mary Burton's connection with the RNLI also goes back for 70 years. As so often happens, she was following a family tradition. Her father became honorary secretary at that time of the Penmon Lifeboat Station, which was moved to Beaumaris in 1914. From the time Miss Burton left school, she and her mother would go out with her father whenever he took

the boat out on practice, until his death in 1938. Her mother was the first president and chairman of the Beaumaris ladies' guild, and Miss Burton was a member right from the start. On her mother's death in 1940, she was elected president and chairman and still holds the latter office, although a new president was elected in 1955.

During the war, as a member of the

Red Cross, Miss Burton used to take hot drinks out to the lifeboat crew when they came in from services, and this she continued to do right up until a few years ago when it became possible for the honorary secretary to prepare these drinks in the ILB boathouse; no wonder the Beaumaris crew presented her with a beautiful model of their lifeboat!

For seven years, from 1953, Miss Burton was honorary secretary of the Beaumaris Station. The service she remembers most from those years was when, on October 27, 1959, the lifeboat *Field Marshal and Mrs Smuts* went out to stand by the Greek tanker *Essar I*. The lifeboat was launched at 2 p.m. to steam about 19 miles in four hours into the teeth of a force 10-11 wind against the flood tide. She stood by *Essar I*, at anchor but with engine trouble and her engine room flooding, until relieved by the *Moelfre* lifeboat at 9 a.m. next morning. Altogether, the Beaumaris boat was out for 22 hours.

Like Mrs Lloyd, Miss Burton has received the highest honour the Institution can bestow, having been elected an Honorary Life Governor in 1972.



Alderman Miss Mary Burton, Honorary Life Governor, with the model of Beaumaris lifeboat given to her by the crew.

International Boat Show 1974

EARLS COURT, January 2-12

DIM — BUT BUOYANT

DESPITE a background of national anxiety, reduced opening hours and minimum heat and light, the 1974 International Boat Show at Earls Court was, as always, a buoyant and happy prologue to the new year. The Bahamas theme of the central feature was, perhaps, a particularly fortunate choice; its atmosphere of carefree sunshine, the lightheartedness of goombay and calypso rhythms and the simple gaiety

Exchequer, Mr Barber. Crew members and friends from branches and guilds all over the country came to call, and among the 365 people who signed on as new members of Shoreline was Captain Baines of *The Onedin Line* (Howard Lang in private life).

As usual, the stand was manned by members of branches and guilds from in and around London. Although the Show ended at 7 o'clock each evening



Seaman's cartoonist extraordinary, Carl Giles, receiving his lifeboatman statuette for outstanding service to the RNLI in the field of public relations from the Duke of Atholl.

photograph by courtesy of the 'Daily Express'

instead of 9, had to close at 4 on the first Saturday (the day of the bomb) and did not open at all on Sunday, a grand total of £3,543.41 was raised. Of that amount £202.48 was collected, single-handed, by Sergeant Elverson of the Royal Chelsea Hospital, with us for the third year running. £1,333.30 came in entries for the 'find the wreck' competition, popular with both helpers and the general public alike. The first prize was a Zodiac Cadet inflatable dinghy presented by University Marine, won by T. R. Franks of London, W6.

One of the highlights of the Show came on Wednesday, January 9, when, in a ceremony at the Pool, the Duke of Atholl, Deputy Chairman of the RNLI, presented statuettes of lifeboatmen to four people who have given outstanding service to the Institution in the field of public relations; the great cartoonist, Giles, who has presented many draw-

continued on page 131



During the Show, John Meakes, Managing Director of J. G. Meakes Ltd, presented a cheque for £105 to Captain Nigel Dixon, RN, Director of the RNLI. photograph by courtesy of the 'Daily Express'

Cdr Leslie Hill answers the questions of the Chancellor of the Exchequer, Mr Anthony Barber on the RNLI's principal exhibit, an Atlantic 21 ILB (below). photograph by courtesy of Fox Photos

of its dancers, formed a bright oasis keeping, at least for a little while, the gloom of the world outside at bay. It seemed that business at the stands, both for the home market and overseas, was encouraging, and, as always, for ten days, Earls Court was a magnificent rendezvous for all those who love the sea. Even wanton destruction, although it succeeded in wrecking the boat of one unfortunate exhibitor, could not destroy the spirit of the Show. When the bomb warning came at 4 o'clock on the first Saturday afternoon, everyone just walked quietly out; and the next Monday it was business as usual.

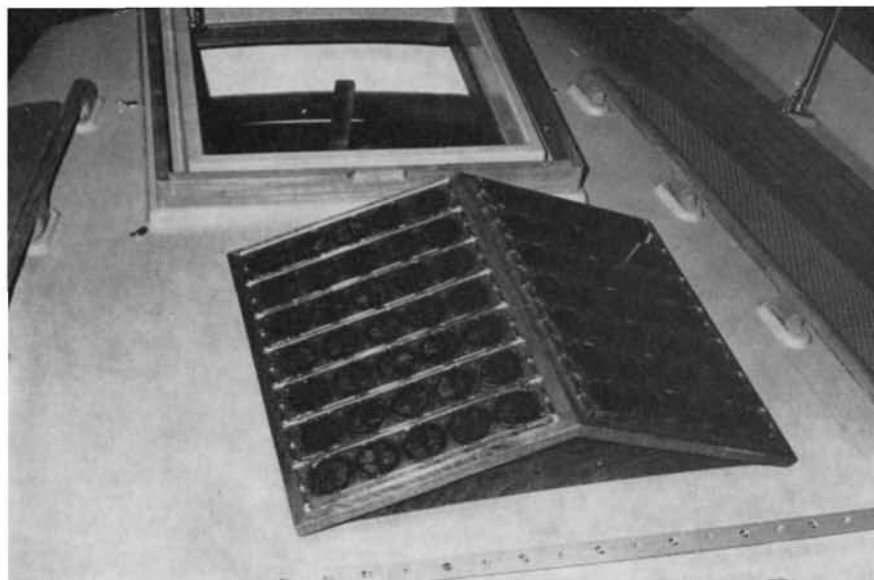
The RNLI stand, not far from the pool, was always thronged with people and the main exhibit, an Atlantic 21 inshore lifeboat, was a source of interest to everyone, from the schoolboy lifeboat enthusiast who arrived on the pre-view day anxious to help, to such distinguished visitors as the Prime Minister, Mr Heath, and the Chancellor of the



New Equipment

FROM THE BOAT SHOW

● Very encouraging it was, at a Boat Show just managing to weather a fuel crisis, to find on display a means of generating power relying on neither oil nor coal. Lucas/C.A.V. Marine were showing a solar battery charger for boats and caravans, developed in conjunction with Solar Power Corporation of America, which, using silicon solar cells developed for space exploration, converts solar energy into electrical power. All that is needed is light; preferably sunlight, but even with the reduced lighting of Earls Court an ammeter recorded a charge. The charger is a rectangular plate, 18" by 14", containing a bank of five rows of seven cells; output is about 12 volts, 0.6 amps. One or two can be fitted in a convenient place on deck and connected up to the battery. That is all there is to it; the solar charger is apparently unharmed by salt water or exposure, does not corrode and needs no maintenance. The initial cost is high—about £200 each charger—but at least it is a step in the right direction (J. Lucas, Sales and Service Co., Dordrecht Road, Acton, London, W3).



● Every day of the Boat Show, the displays on the pool ended with a demonstration of a new simple life-saving aid (also on show on the stand of Simpson-Lawrence). Designed for use in small boats, it is called the Balcan Emergency Life Line (BELL), and consists of a hollow bright orange plastic container into which is sealed a mechanically wound head of 132' of braided floating line. To use, the sealing cap is pulled off, a short length of the line with a handle grip is withdrawn and the container thrown to the man in the water. The coil unwinds as the container flies through the air, and both line and container will float. There is a flickstick, which, slipped into the end of the BELL, makes it possible to throw the head the full 132'; thrown by hand it would not go quite so far. BELL is designed as a life line to a man overboard, but it could also be used as a messenger to lead a heavier warp to a rescue vessel. Being machine wound, BELL is expendable as emergency equipment; the line can, however, always be hauled in and thrown again by hand in the normal way. The price of a double unit with flickstick and stowage clips is £6.50, a single unit costs £2.95 (each plus VAT) (Simpson-Lawrence Ltd, 218-228 Edmiston Drive, Glasgow, G51 2YT).

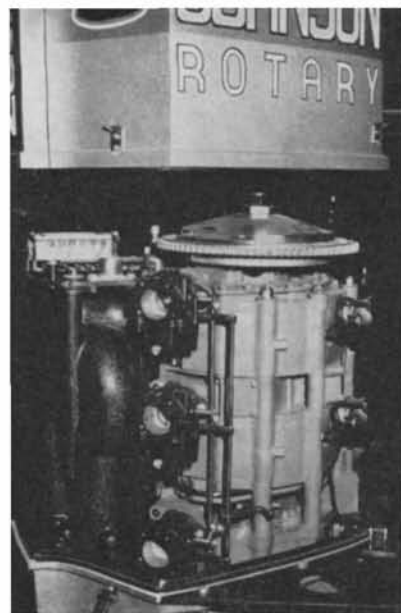
● Another new development in the field of power is the exploration at present being undertaken by Johnsons into the possibility of replacing the cylinder with a rotary unit for outboard engines; it is based on a principle first evolved by Dr Felix Wankel. Trials in America suggest that the rotary could well give a better performance than the reciprocating engine; also, having fewer moving parts, it is reasonable to expect that there would be added reliability and less wear and tear. E. P. Barrus had on display a development model of a four-rotor unit engine, but it is early days yet,

and Johnsons are not expecting to have rotary outboard engines for general release for some time.

That is for the future; for the present, Johnsons have added a generator to two of their smaller conventional outboard engines, and an electric charge can now be obtained from both the 9.9 and 15 hp models (E. P. Barrus Ltd, 12-16 Brunel Road, Acton, London, W3 7UY).

● Safetylink Mk IIIA, a light-weight portable distress radio telephone, was to be seen on several stands. Weighing 6½ lb and battery operated, it is designed for the use of crews of yachts or other small craft up to 60' LOA. It is crystal controlled, tuned to the international R/T distress frequency, and it has a normal transmitting/receiving range of more than 20 miles—with the right atmospheric conditions it could be as much as 150 miles; there is also an automatic alarm available. The case (on which working instructions are printed) is extruded PVC, fitted and sealed to an injected moulded cap; it has a shoulder strap and is buoyant and waterproof. Safetylink has been approved in the UK by the Ministry of Post and Telecommunications. Price £112 plus VAT (Channel Marine, 49 Harbour Parade, Ramsgate, Kent).

● An imaginative new compass was being shown this year by Henry Browne and Son: the Sestrel 'Port-hole', designed



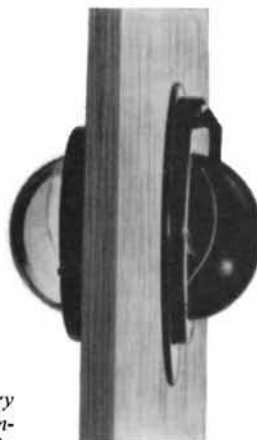
Johnson's experimental rotary unit outboard engine was shown by E. P. Barrus.

photographs by courtesy of David Parker

For converting solar energy into electrical power, a solar battery charger made by Lucas C.A.V. Marine, seen here fitted on cabin top of A. H. Moody's Carbineer 46 motor sailer. A ray of hope—from light—for the future?

to be fitted in the main bulkhead of a yacht, projecting both forward and aft. With a compass so positioned, the helmsman in the cockpit can see the course being steered, and the navigator in the cabin the reciprocal bearing, and there is no need for a separate 'tell-tale' compass below. The cabin dome is tinted yellow, for easier reading, and the compass is fitted with an edge reading card. Price £32 plus VAT. 'Port-hole' comes complete with either 12 or 24 volt weatherproof lighting, and it will be available in April or May (Henry Brown and Son Ltd, P. and O. Deck, P. and O. Building, Leadenhall Street, London, EC3V 4PU).

● Decca introduced a new version of their 050 Mini Radar at the Boat Show: the Super 050. The principal change is the doubling of the transmitted power to 3 kW, which gives improved performance on all ranges. A magnifier which increases the picture to 8" is now supplied as standard, and the number of rings on the $\frac{1}{2}$ and $1\frac{1}{2}$ mile scales has been doubled to improve ranging accuracy by helping interpolation between rings. There is a new anti-rain control which can be switched on when necessary and which also means that echoes from radar beacons can be seen or removed at will. Price from £785 (the same as its predecessor) (Decca Radar Ltd, Decca House, 9 Albert Embankment, London, SE1 7SW).



Two views of Henry Browne's 'Port-hole' compass: fitted into main bulkhead, it projects fore and aft into cabin and cockpit.

Safetylink Mk IIIa, made by Channel Marine (right).



Putting the finishing touch, a thin red line, to one of the 'Year of the Lifeboat' commemorative mugs made by Wedgwood. On show at Earls Court, they are available from Wedgwood Shop, 249 Oxford Street, London, W1, price £4.20 (postage and packing 25p).

Decca were showing a new version of their 050 Mini Radar, the Super 050. Principal improvement is the doubling of transmitting power to 3kW. Price remains the same, from £785.



Operation Completed

IN 1971 the decision was taken that all offshore lifeboats not already fitted, should be equipped with VHF radio in addition to the MF equipment which has been standard since 1945. The resulting fitting programme, which involved the Institution's electronic engineers in the installation of VHF in 64 lifeboats, has now been completed. In the same period, 35 VHF sets of outdated type have been replaced by modern equipment. All inshore lifeboats have carried VHF sets since March 1973.

International Boat Show (from page 129)

ings to the RNLI, his Christmas cards proving particularly popular (350,000 mantelpieces must have been the brighter for them last Christmas); Alan Jones, Secretary and Exhibition Organiser of National Boat Shows, who has consistently given valuable help to the Institution; J. P. Morris, a most active member of the Enthusiasts' Society who has given the RNLI many photographs and written a number of articles on lifeboats; and David Parker, who wrote the script and did much of

the camera work for a film about the service sponsored by the House of Martell, and has also taken many photographs of lifeboats and presented them to the RNLI—the cover photograph for this issue is his, as are some of the pictures taken at the Boat Show.

To round off 'The Year of the Lifeboat', the theme for the central feature at the next Boat Show, in January 1975, is to be a lifeboat village, so Earls Court, for ten days after Christmas, will become the home of the RNLI—J.D.

LIFEBOAT SERVICES

North Eastern Division

North Sea Hurricane

FORCE 9-10 north north east wind; rough sea with a heavy swell; low water; visibility down to about a half to one mile on an overcast morning with frequent hail and snow squalls; Flamborough lifeboat already at sea standing by cobsles returning to the landing; the lifeboat service and HM Coastguards in constant liaison. Such was the situation on April 2, 1973, when, at 10.34 a.m., the Bridlington lifeboat, the 37' *William Henry and Mary King*, was launched to stand by the coble *Calaharis* reported by the harbour master to be still at sea.

Coxswain John King had just set course for the position off Hornsea where it was believed *Calaharis* had been fishing, when it was learnt that another coble, *Moss Rose*, was also still at sea. Ten minutes later she was sighted making heavy weather on her return to harbour, and, because of her size and because she was less well equipped for the severe conditions than *Calaharis*, Coxswain King decided to escort her back to harbour before continuing his search for the other vessel.

By now seas were breaking over both lifeboat and coble, and *Moss Rose*, pumping continuously, was barely making steerage way. At 11.30, however, she entered harbour safely.

In the meantime, at about 10.50, Humber Radio had intercepted a PAN message from the MFV *White Knight* stating that she had broken down and was at anchor two miles south south east of the South Smithic buoy; although not requiring assistance, she was being pounded by heavy seas.

William Henry and Mary King had returned to her search for *Calaharis* when, at 11.31, the Bridlington honorary secretary, having heard from the Coastguard that *White Knight* was dragging her anchor, instructed Coxswain King to go to her assistance. At the same time, Flamborough lifeboat was asked to take over the search for *Calaharis*.

Coxswain King headed his lifeboat towards the position of the new casualty, clearing the relative shelter of the Smithic Shoal (at 11.50) to run into

the full force of the wind. With very heavy following seas breaking on to the boat, Coxswain King ordered the drogue to be streamed and at the same time reduced speed to maintain control and lessen the hazard to boat and crew. The wind had increased to force 12 gusting 13 (later confirmed by HMCG) and visibility was greatly reduced by the heavy squalls and spray.

A suggestion, at 12.12, that the crew of *White Knight* intended to abandon ship in their liferaft was strongly discouraged by Coxswain King; in such an abnormal sea he felt that they had a much better chance of survival if they stayed with their stricken, but still floating, ship and awaited the arrival of the lifeboat. He asked the skipper of *White Knight* to switch on his radar, hoping it would show the position of the lifeboat in relation to the fishing vessel; but the position of the only echo seen was discounted and Coxswain King continued on his course to leeward of the last known position.

Decca positions given by *White Knight* at 12.20 p.m. and 12.35 showed her to be some two-and-a-half miles south by west of the lifeboat and drifting rapidly to the south, too close to the beach for comfort. As the position was now serious, Coxswain King made for the casualty at full speed, but it was still essential to stream the drogue. Visibility was so poor that the lifeboat could not see the flares fired by *White Knight*, nor were her attempts to get a D/F bearing satisfactory as it proved impossible to get a 'zero'. However,

Coxswain John King: awarded a silver medal for gallantry after taking off five crew from White Knight in hurricane force winds.

Peace after the storm: William Henry and Mary King returning to Bridlington Harbour with the survivors of White Knight.

photographs by courtesy of

Arthur W. Dick

Flamborough Coastguard, also using D/F, reported that the signals of both the lifeboat and fishing vessel were on the same bearing, and at 12.50 *White Knight* was sighted fine on the port bow at a distance of about three cables.

By now the wind had risen to force 13, north north east. The sea was very rough with a very heavy north-east swell, and *White Knight* was lying broadside on to the sea heading north north west and rolling very heavily. On the advice of Coxswain King, her skipper readily agreed that their only hope was to abandon ship and come aboard the lifeboat. He said he would try to lay out a second anchor, which would take about five minutes.

Coxswain King took the lifeboat to the south of *White King* and waited his chance in the dangerous seas to trip his drogue and turn the lifeboat head to sea. This was safely accomplished and the drogue recovered.

With both *William Henry and Mary*



King and *White Knight* being swept by very heavy water, it was considered both undesirable and highly dangerous for the lifeboat to lie alongside the casualty.

At 1.02 the crew of the fishing boat were ready to be taken off. Coxswain King found that he needed almost full speed to maintain reliable way on his boat heading in towards the port side of the casualty. Contact was made by her port bow just forward of the bridge of the MFV, and two of the crew were successfully taken aboard before the lifeboat fell away. Two more men were taken aboard on another run in. Loose gear on the fishing boat fouled the guard rail forward, but this was soon cleared and the skipper was then taken on board.

Coxswain King, now certain that everyone was accounted for, took the lifeboat close under the stern of *White Knight* so as to be heading into the sea when he cleared her comparative lee.

Throughout the operation only superficial damage to the guard rails and after end box was sustained. No one was injured, and Coxswain King cleared the casualty at 1.06.

Once clear, it was not possible to steer a direct course back to Bridlington because of the heavy, breaking seas. Coxswain King had to nurse the boat back, heading the heaviest of them and dodging across as conditions permitted. Progress was extremely slow. By 3 p.m. the wind had moderated to force 9 north by east, but the heavy seas persisted and it was not until 3.48 that the lifeboat entered Bridlington Harbour.

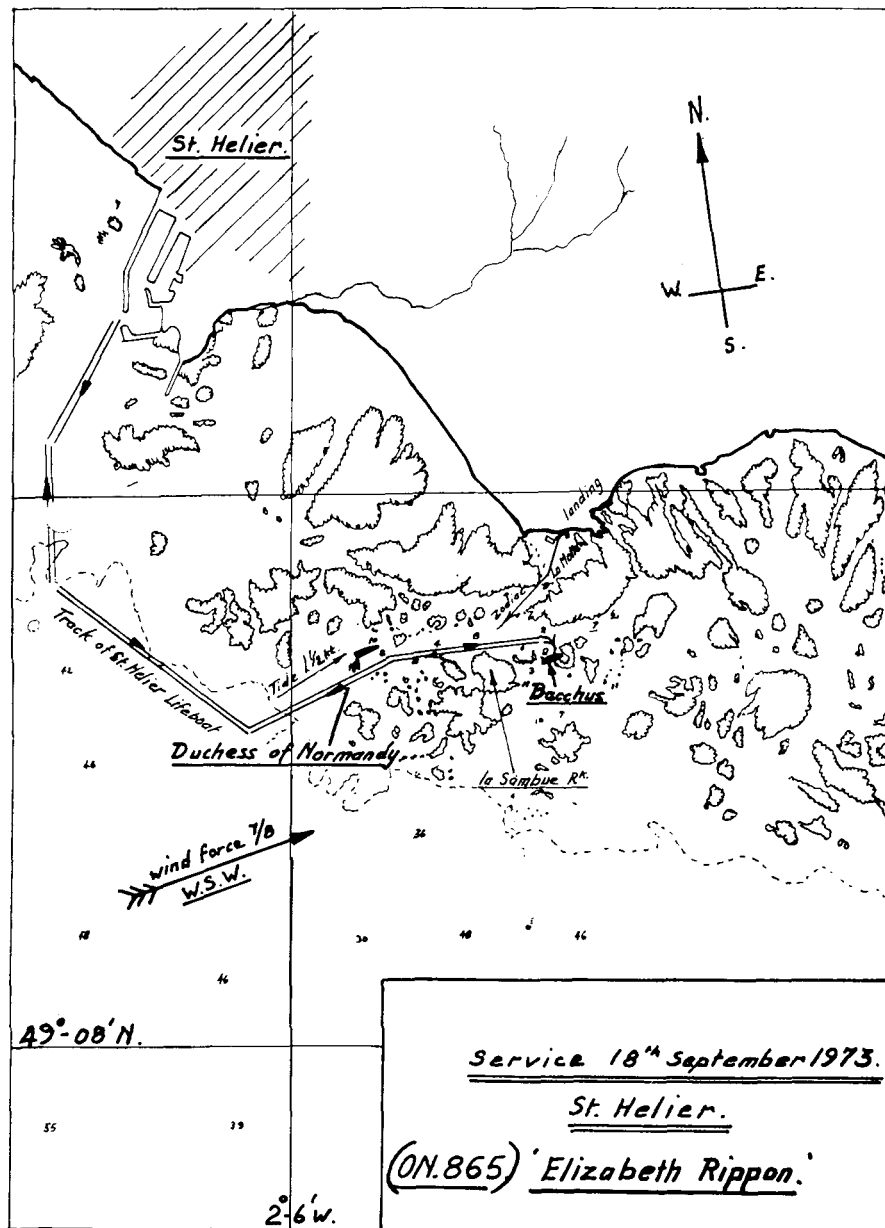
Throughout this long and arduous service sea conditions were very rough with a very heavy swell. Wind force at no time went below force 9 and during the most exposed periods was frequently gusting to force 12 and 13. The lifeboat was continually buffeted by heavy seas with water breaking into the cockpit and sweeping the decks. It was bitterly cold with visibility extremely poor in the heavy hail and snow showers.

For this service, a silver medal has been awarded to Coxswain John King. The thanks of the Institution inscribed on vellum have been awarded to Second Coxswain George Traves, Bowman Denis Atkins, Motor Mechanic Roderick Stott, Acting Assistant Mechanic Anthony Ayre, and Crew Members Fred Walkington and Kenneth Bentley.

South Western Division

Rescue from the Rocks

RED FLARES sighted in a position one and a half miles south east of St Helier, Jersey, were reported to the deputy launching authority of the St Helier Station by a member of the public at



8.30 p.m. on Tuesday, September 18, 1973; quarter of an hour later the lifeboat *Elizabeth Rippon* (a 46' 9" Watson cabin lifeboat) slipped her moorings with a crew of seven.

The wind was west south west force 7-8 with a very rough sea and heavy south west swell. The weather was overcast with heavy rain squalls, visibility was poor and it was the fourth hour of the flood, spring/neap tides.

After a very rough passage of two-and-a-half miles, the casualty, a French yacht *Bacchus*, was sighted half a mile ahead, about three cables east of La Sambue rock at 9.08. This area, with its many outcrops of rock, is notoriously dangerous and requires precision navigation in daylight, to say nothing of navigating at night in reduced visibility and gale conditions. Fourteen parachute flares were expended in the locating of the yacht, the subsequent rescue of survivors and the return passage clear of La Sambue.

Bacchus was at anchor lying head to wind and sea, lifting heavily to her cable and sheering violently about. She

was damaged extensively and holed on the starboard side, water filled her cabin and her freeboard was much reduced. The crew of six, four men and two girls, were clinging to the cabin roof on the port side.

Coxswain Berry was more than aware of the extremely dangerous nature of the area, but without regard for these dangers he closed *Bacchus* at slow speed, bent on the rescue of the survivors. Some 100 yards off the yacht, the lifeboat grounded four times on submerged rocks before clearing them. Recovering from this setback the coxswain closed the yacht, removing the six survivors at the first attempt and leaving the partly submerged yacht at anchor at 9.18.

The Fire Service Zodiac had launched to assist the yacht from the landing near La Motte. The sea conditions, however, proved somewhat overwhelming for this small boat and her crew of three were taken aboard the lifeboat and the Zodiac towed astern for the return passage to St Helier.

Coxswain Berry retraced his track

through the narrow passage with the assistance of parachute flares fired from the States launch *Duchess of Normandy* manned by the harbour master, honorary secretary Captain Taylor, and three crew members hastily recruited. The launch had stood by in the channel throughout the service to give assistance if needed.

The lifeboat *Elizabeth Rippon* returned to station at 10.10 under reduced speed.

For this service, a silver medal has been awarded to Coxswain Michael Edward Berry, and the thanks of the Institution inscribed on vellum to Assistant Mechanic Dennis Aubert and Crew Members Alan Alexandre, David Aubert, Robin Stevens, David Mills and Barry Sallows.

North Eastern Division

Broken Steering Gear

ON SEPTEMBER 29, 1973, Second Coxswain Rowley at Scarborough, Yorkshire (the coxswain being away on holiday), was informed at 11.22 p.m. by the duty officer of the lighthouse that red flares had been sighted off the Castle. He immediately telephoned to the deputy launching authority who, in turn, consulted the local Coastguard; they advised a launch. The maroons were fired and the 37' lifeboat, *J. G. Graves of Sheffield*, was launched at 11.35.

It was four hours after high water; the wind was north north west force 8; sea rough with a heavy swell. Acting Coxswain Rowley, keeping in the lee of the harbour and Castle Point, set course towards the area indicated off the Castle, but nothing was seen.

By now the lifeboat was well clear of the lee and was feeling the full force of the weather. The wind had strengthened to force 9 and the lifeboat was rolling heavily and taking water on deck and in the cockpit.

At 11.50 Flamborough Coastguard told the lifeboat that the vessel firing flares was reported to be about one and a half to two miles off Cayton Bay. With this new information, Acting Coxswain Rowley set course to the Cayton Bay area, keeping inshore in the hope of reaching the casualty should she be going ashore.

The weather was deteriorating all the time and the wind had reached a good force 10. At 11.56, when almost off Cayton Bay, the lifeboat observed a white flare to the east of the area. The acting coxswain ordered that a parachute flare be fired. It was answered by an amber flare, and the position of the casualty was estimated as some four miles to seaward.

Altering course towards this position, the lifeboat saw the lights of the casualty

at 12.17 a.m. She appeared to be running south east before the weather under power, but, like the lifeboat, she was being continually swept overall. With her high sides and shallow draft she was at the mercy of wind and sea.

Acting Coxswain Rowley took the lifeboat round the casualty, ex-HDML *Eun Mara an Tar*, to assess the situation, and the skipper told him that his steering gear had broken down; he had a jury rig—two wrenches on the stocks—but he could only run before the seas. He was prepared to abandon ship.

With the wind north north west, force 10, with heavy breaking seas and heavy swell, Acting Coxswain Rowley feared risk to life if he tried to take the crew off at that time. *Eun Mara an Tar* still had power, and he considered, quite rightly, that the most effective way of saving life was by trying to tow the vessel.

Several attempts were made to pass a heaving line to the casualty, but without result. Eventually Acting Coxswain Rowley took the lifeboat under the starboard bow of *Eun Mara an Tar* and a tow was passed.

Towing began at 12.45. At 1.13 the tow line parted. *Eun Mara an Tar* paid off the wind and headed in a south easterly direction. Thomas Rowley took the lifeboat round with great difficulty in the heavy seas and re-connected the tow. In the next 30 minutes the tow parted three times, each time due to the force of the weather; and each time *Eun Mara an Tar* swung round on to a south easterly heading requiring the repetition of the difficult task of passing under her bow to re-connect.

At 1.44 Acting Coxswain Rowley told the skipper that should the tow part again, his crew would have to abandon ship. Fortunately it did not come to this. Slow progress was made

through heavy seas and the harbour was entered at 2.46.

For this service, a bronze medal has been awarded to Acting Coxswain Thomas Rowley and medal service certificates to Bowman Kenneth Eade, Motor Mechanic Allen Rennard, Assistant Mechanic Dennis Dobson and Crew Members George Plummer, William Elliott and Barry McNally.

Scotland South Division

Blue Peter III

TWO MEMBERS of the North Berwick, East Lothian, inshore lifeboat crew, Benjamin Pearson and Alexander Russell, have both been awarded the RNLI's bronze medal for gallantry for rescuing a man who was in difficulties on July 26 last year. A third member of the crew, James Pearson, has been awarded the thanks of the Institution inscribed on vellum and the boathouse attendant, Thomas Brown, has received a letter of appreciation signed by the Director of the RNLI, Captain Nigel Dixon, RN.

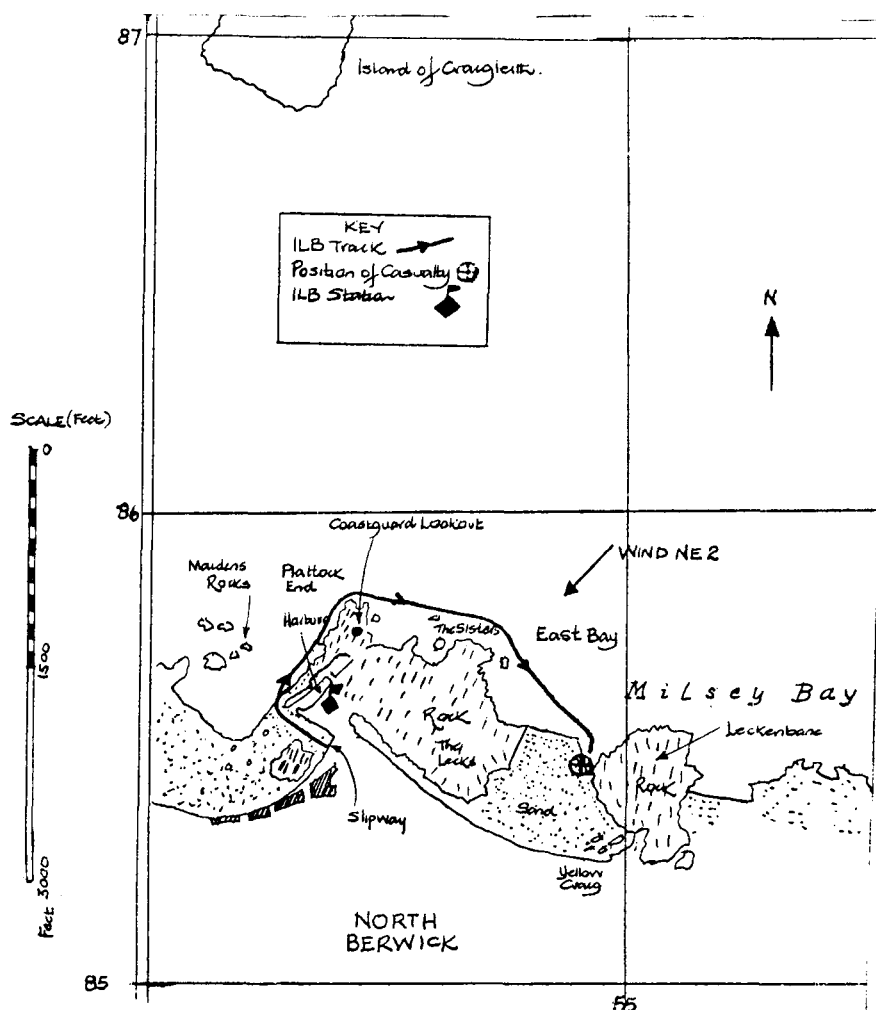
The North Berwick inshore lifeboat, which is known as *Blue Peter III* because she was provided by the sale of paperback books collected by viewers of the famous BBC programme, was launched when, at 3 p.m., a lady ran up to Thomas Brown and told him that several bathers were in difficulty in East Bay; this is to the east of North Berwick Harbour, some 500 yards from the inshore lifeboat station. The wind was north easterly force 2; the tide was three hours ebb and setting in a north north easterly direction; the sea was

North Berwick ILB Blue Peter III crew meet BBC 'Blue Peter' team when they received their 'Blue Peter' gold badges during the programme on December 20, 1973. (Left to right): Peter Purves, Benjamin Pearson, James Pearson, Alexander Russell, Lesley Judd and John Noakes.
photograph by courtesy of the British Broadcasting Corporation



NORTH BERWICK ILB SERVICE

26th July 1973



moderate with a heavy swell from the north east; visibility was good.

As *Blue Peter III* approached East Bay the crew spotted a man close to the rocks, struggling in the heavy swell. The ILB closed the area as fast as practicable and was, within seconds, into surf and swell reliably reported by those ashore to be at least 15' from trough to crest. The sea conditions were further worsened by a surging backwash off the rocks only some 15-20' away. At 3.10 the man seen in the water was hauled aboard the ILB, not without some difficulty on account of the swell and the very heavy pitching of the lifeboat. During the rescue two very heavy seas in succession hit the ILB with the result that the survivor, Mr Pagett, was injured in the shoulder, Alexander Russell was badly bruised and the ILB canopy batten smashed.

While the first man was being dragged aboard, Benjamin Pearson noticed another floundering in the water, but by the time *Blue Peter III* arrived at the position he had disappeared; despite a diligent search no trace was found.

As Mr Pagett was completely exhausted and the extent of the injury to his shoulder was not known, *Blue Peter*

III returned to harbour to land him for medical attention. By 3.25 she had returned to the scene with additional Crew Member James Pearson aboard, it being thought prudent to increase the crew to three to give the ILB more stability and to provide a further pair of hands for hauling casualties out of the water.

The crew continued the search together with an RAF helicopter, but at 4.30, after over an hour of fruitless search, the honorary secretary, via Dunbar Coastguard mobile, ordered the ILB to return to harbour because of a heavy swell building up and starting to break across the fairway. By 4.50 *Blue Peter III* was re-housed and being re-fuelled and made ready for service. The helicopter continued searching to no avail until 6.30.

It was learnt later that a girl who had been bathing had got into difficulties and two people had gone to her help. Mr Pagett had then set off from the shore in a home-made boat, but this had capsized. The girl was dragged ashore safely, but the two people who had first gone to her rescue were both drowned.

Benjamin Pearson and James Pearson

are both fishermen by trade, Alexander Russell is a hairdresser and the shore helper, Thomas Brown, is a postman.

All three members of the crew received 'Blue Peter's' gold badge, its highest award for outstanding achievement, on Thursday, December 20, 1973, during the 'Blue Peter' programme.

Eastern Division

Speedboat on Pye Sands

WHILE RETURNING from an earlier call to the Kentish Knock Lightvessel on August 15, 1973, the Walton and Frinton lifeboat, *Edian Courtauld*, received a message at 9.47 p.m. from the Coastguard that a red flare had been sighted in the area of Stone Point in the Walton Backwaters. The tide was entering the third hour of flood and, with an easterly wind force 4 to 5, there was a choppy sea. The weather was fair with visibility of five to six miles.

A small alteration of course headed *Edian Courtauld* towards the entrance to the Walton river, from which direction, 13 minutes later, the lifeboat sighted another flare fired by the casualty. This flare was answered at 10 p.m., and the sequence was repeated 23 minutes later.

By 10.25 the lifeboat could see the casualty, which was an 18' speedboat with an 80 hp outboard engine. It was awash on the Pye Sands. In the light of the lifeboat's searchlight and Aldis lamp it could be seen that there were five occupants, wearing lifejackets, but up to their waists in water and waving and shouting frantically.

Coxswain Frank Bloom knew there were many shallow areas in the vicinity. The night was now extremely dark and there were no aids to precise navigation in the narrow channels. He was not surprised, therefore, when, at about 10.30 the lifeboat grounded a little over one cable from the casualty. The plight of the survivors was not certain, but it was obvious that they needed at least immediate reassurance, and help as soon as possible.

Two crew members, Keith Richardson (Assistant Mechanic) and Jack Barrett, immediately volunteered to attempt to reach them by wading and swimming. The coxswain agreed, provided that they took with them a line to be tended from the lifeboat, for they could expect a fast run of tide of 2½ to 3 knots through the swatch they had to cross, and its depth was uncertain and uneven.

The two men stripped to their under-clothing and, wearing lifejackets, Keith Richardson secured a 50 fathom veering line to himself and led the way with Jack Barrett following. It soon became necessary for a second veering line to be bent on to the end of the first. Keith Richardson is over 6' tall, and even he had to swim in places, his feet barely

able to touch bottom. Jack Barrett, being shorter, admits to being quite frightened as he struggled across the current.

Meanwhile, on board the lifeboat, the end of the second veering line was at hand and a heavy nylon berthing rope had to be made fast to it. The whole line was now being swept in a great bight down tide behind the two rescuers as Keith Richardson reached the speedboat. He found two men, one of whom had an artificial leg and was already suffering from shock and exposure, as well as two boys and a girl. He decided to stay to reassure and assist them while James Barrett returned to the lifeboat to report the situation to the coxswain.

On the return journey, James Barrett had difficulty in holding on to the life-line, as it had now sunk and buried itself in the soft sand. Once again he had to make the precarious journey of over one cable with the very uneven bottom and waves about 3' in height frequently knocking him off his feet. On arriving back at the lifeboat he found she was beginning to lift, and, after hearing James Barrett's report, the coxswain decided that if he could now get off the sand bank he would be able to close the casualty. At that moment the port engine throttle control cable parted, and so all manoeuvring from then on had to be accomplished on the starboard engine only.

Keith Richardson, meanwhile, was laying out the speedboat's anchor to windward to prevent the boat being washed over the sand and sinking in the deeper swatch beyond. By 11 p.m. the lifeboat had manoeuvred her way to within 5 yards of the casualty and the survivors were taken on board within five minutes. They were all treated for shock and exposure and were finally landed at Walton by 11.40; from there the handicapped survivor was taken to hospital and the remainder returned home. The lifeboat re-secured to her moorings at 12.37 a.m.

For this service, the bronze medal for gallantry has been awarded to Assistant Mechanic Keith Richardson and Crew Member Jack Barrett, and the thanks of the Institution inscribed on vellum to Coxswain Frank Bloom.

South Eastern Division Injured Yachtsman

SUNDAY, AUGUST 5, 1973, was overcast with rain squalls when, at 5.35 p.m., the deputy launching authority of Eastney station, Hampshire, was informed by Hayling Island Coastguard that a helicopter from the SAR flight, HMS *Daedalus*, Lee-on-Solent, attending the yacht *Jo of Ryde* three miles south south west of Eastney Point, was unable to lift her two crew clear owing to their injuries.

The Eastney 18' McLachlan ILB



Helmsman Donald Jones (right) has been awarded a bronze medal and Crew Member Paul Frost a medal service certificate for the rescue, in a force 7 gusting 9 wind, of two boys cut off by the tide.
photograph by courtesy of Philip Micheu

A508, manned by Helmsman Denis Faro and Crew Member Ronald Needle, was launched within five minutes. A south south west force 7 wind against the first of the spring ebb tide had whipped up heavy, confused seas off the harbour entrance and in the vicinity of Langstone bar, and, after becoming airborne twice on clearing the harbour entrance, the ILB had to reduce speed.

Having shown *Jo of Ryde's* position by a smoke marker, the SAR helicopter landed at Hayling Coastguard lookout to conserve fuel; but the ILB lost contact with the casualty, so the helicopter took off again, re-located the yacht and hovered over her until the ILB came within sighting distance, at 5.56.

Jo of Ryde was lying bow to sea on a dragging anchor and the ILB approached to within 15' astern whilst it was explained how her crew would be taken off. The first attempt to put the bow of the ILB alongside was unsuccessful, but at the second attempt both men were safely taken on board. As one of the men was suffering from a suspected rib fracture and the other had had his foot jammed in some of the yacht's gear, it was a manoeuvre of considerable difficulty; nevertheless, it was accomplished in about seven seconds and the ILB cleared the yacht at 6.01 to return to station.

By this time the wind was estimated to be gusting to force 9 from the south south west and the sea was very rough and confused. Approaching Langstone Harbour the ILB partially broached to and shipped a considerable quantity of water. In recovering she was pooped, but, with skilful handling by her helmsman and with her well-designed freeing ports, the water quickly cleared and she was able to negotiate the harbour entrance safely. By 6.20 she was back on station. Both survivors were landed

to a waiting ambulance and taken to hospital.

For this service a bronze medal has been awarded to Helmsman Denis Faro and a medal service certificate to Crew Member Ronald Needle.

Scotland South Division Escort for Lobster Boat

A LOBSTER FISHING VESSEL, *Amidas* of Castleton, was known to be fishing west of Islay, Hebrides, with a crew of two on Thursday, September 27, 1973. When, at 5.20 p.m., with the westerly wind at storm force, she had not returned to port, the Coastguard alerted the honorary secretary of the Islay station. *Francis W. Wotherspoon* of Paisley was launched at full flood, with high seas, heavy rain and visibility down to 35 yards. At 6.50 *Amidas* was found two miles due west of Rhuvael and escorted back to the safety of Port Askaig. The lifeboat returned to her station by 8.45.

North Western Division Boys on a Perch

ON HEARING from the Coastguard that two boys were cut off by the tide and were clinging to the perch marking the sewer outfall between Rhyl and Presatyn (Flintshire), the Rhyl honorary secretary immediately assembled his crew. It was 5.46 p.m. on August 7, 1973, half an hour before high water. After discussion it was decided to use the ILB as the lifeboat would not be able to reach the perch at that state of the tide.

Visibility was good, but the wind was

west force 7 gusting 9, with broken cloud. There was heavy surf on the beach, estimated up to 5-6' in height, and a heavy swell clear of the beach. Donald Jones and Paul Frost volunteered to attempt the rescue in the ILB; if they failed the offshore lifeboat would follow up.

Launching conditions were extremely bad. Immediately the ILB left the drive-off trolley at 5.58 she was filled with water and could not get up sufficient speed to clear the surf quickly. Fearing she would be set back on to the beach, the shore crew followed into the water, but the ILB was just able to make headway to seaward, cleared the surf and turned down wind. After that she had no difficulty in running down to the Rhyl-Prestatyn border, clearing herself of water through her self-bailer as she went.

Within five minutes of launching the ILB arrived in the vicinity of the perch. This perch, a post with a cage on top, is at the end of a level concrete wall extending about 100 yards from shore. The height of the concrete at the seaward end is at present about 5', but this varies considerably from time to time. The two boys had climbed the post and were clinging to the cage. The concrete was covered but was showing in the trough of the surf; it would have been impossible to walk ashore for another hour and a half, by which time the boys would have been marooned for nearly three hours and Helmsman Jones did not think they could hold on that long.

By now it was high water. There was a large area of broken water around the perch and concrete over the sewer. About 100 yards to leeward is a groyne. Clear of the broken water the wave height was 6-8' from trough to crest and estimated at about 40' from trough to trough.

The helmsman decided to put the bow of the ILB against the perch to pick the boys up; an approach which allowed the stern of the boat to remain in deep water clear of the concrete. One dummy approach was made from leeward and the ILB then turned for the first run. As the bow was brought up to the perch Crew Member Frost pulled the first boy into the boat. The ILB was blown back and when clear turned for another run. Again the run was perfectly timed and the second boy was dragged into the boat, just 11 minutes after launching.

By this time the ILB was again full of water which, with the weight of the crew and two survivors on board, proved impossible to clear; so the honorary secretary instructed the ILB to beach at Splash Point, about half a mile west of the perch, where there was some shelter.

The helmsman started back up wind with the crew and one boy right forward; the other boy was brought further aft to get some protection, but he had to be moved forward again immediately

as the wind was beginning to lift the bow.

Although the boat could not plane with so much weight aboard there was no difficulty in beaching at 6.17. Five minutes later the ILB arrived back at the boathouse by road. The two boys were none the worse for their experience and were returned to Robin Hood Camp, Rhyl, also by road.

For this service a bronze medal has been awarded to Helmsman Donald Jones and a medal service certificate to Crew Member Paul Frost.

Eastern Division

Gear Box Failure

ON SUNDAY, September 16, 1973, a local fisherman at Wells, Norfolk, informed the coxswain's wife that the 54' fishing vessel *Graceful Lady*, on passage from Great Yarmouth to Wells, was stranded on the east side of Wells harbour entrance with three people on board. The lifeboat, *Ernest Tom Neathercoat*, was launched at 9.55 p.m. in fine weather, good visibility and a slight sea with a north east swell. The ILB was also launched to assist in taking a line to the casualty.

When the lifeboat came up alongside, it was found that *Graceful Lady's* gear box had broken down while entering harbour; the boat had grounded and started to take in water. The three fishermen were taken off at 10.09 and landed ten minutes later. The lifeboat returned to her station at 10.40.

South Eastern Division

Catamaran in Distress

A WELL-REEFED CATAMARAN making heavy weather two-and-a-half miles off St Margaret's, Kent, was seen by the Coastguard at 9.10 a.m. on Sunday, October 21, 1973. Dover lifeboat station was put on alert, but it was not until 2.18 p.m. that a Korean trawler reported the catamaran to be in real trouble seven-and-a-half miles from the station on a bearing of 170°. The lifeboat *Faithful Forester* was launched immediately. It was just before low water and the sea was rough with a strong to near gale force north north westerly wind.

The catamaran, reached at 3.10, was identified as *Jeanine of Hamble* on passage from Hamble to Queenborough with a crew of three. Her sails had been ripped by the heavy winds of the previous day and night and her engine had failed. Unfortunately she carried no flares or signal flags to call for assistance and had been drifting more or less helplessly for many hours. The crew had tried to attract the attention of passing ships, but all to no avail; their waving anoraks had been taken as a

friendly greeting, and the owner, his wife and their passenger were becoming desperate and exhausted. The catamaran was taken in tow at 3.30 and reached the safety of Dover harbour at 4.50. The lifeboat returned to her station at 5.41.

South Western Division

Combined Operation

THE DEPUTY LAUNCHING AUTHORITY OF Appledore, North Devon, was informed at 3.26 a.m., on Wednesday, September 19, 1973, that a yacht was in distress 28 miles to the west of the lifeboat station. The weather conditions were severe in the area, with very high seas, squally rain and a strong north-westerly gale force wind, occasionally gusting up to 50 knots, as well as a flood tide. *Jesse Lumb*, on temporary duty at the station, was launched at 3.45 and the harbour bar was crossed without too much difficulty. The worst conditions were experienced in the Hartland Point area.

The casualty, reached at 7.31, was the 35' yacht *Chong Peng* from Littlehampton, bound from the south coast to Milford Haven. After requesting the MV *Dublin*, which was standing by *Chong Peng*, to fire a flare, a tow line was put aboard at 7.32. The tow started successfully but the line became detached at 8.20 and a member of *Jesse Lumb's* crew was put aboard to make it secure. Finding *Chong Peng's* two crew both sick and distressed, a helicopter was called to land them.

The tow was then resumed, but *Chong Peng's* engine was finally restarted and she was able to motor to Ilfracombe, under escort, arriving there at 1.50 p.m. The lifeboat remained in Ilfracombe until 5.35 to await a suitable flood for crossing the bar, and returned to her station at 8 p.m.

For this service the coxswain and crew were sent a letter of appreciation from the Director, Captain Nigel Dixon, RN.

Western Division

Stolen Yacht

A YACHT was seen to be in difficulty just outside New Quay harbour, Cardiganshire, one-and-a-half miles from the station on a bearing of 070° on Wednesday, September 19, 1973. Within ten minutes, at 9.35 a.m., the lifeboat, *Birds Eye*, was launched in a rough sea and flood tide; the wind was strong to near gale force north north westerly. When the lifeboat reached her at 9.55, the yacht was identified as *Susie Wong*, an old-time gaff cutter from Aberystwyth. The weather was rapidly deteriorating. The yacht, although sailing on a

continued on page 149

BOOK REVIEWS

● 'In the lifeboat service people are all important.' With this, the opening sentence of his foreword, Patrick Howarth sets the pattern of his latest and most intriguing book on the RNLI, **Lifeboats and Lifeboat People** (White Lion Publishers, £1.95). People come first, and although it would be easy to suggest that this is merely a manifestation of expertise in public relations, those who have known the author over the 20 or more years of his pre-occupation with the lifeboat service will testify that his interest is intensely human.

We begin by meeting an attractive cross-section of people who are deeply involved in lifeboat work and from the details of their lives it is easy to trace the ties which bind them all together. The selection of biographies must have been extremely difficult, for the lifeboat service has attracted the allegiance of so many intensely interesting people. Indeed, for those of us who meet old friends here there is no little regret on reaching the end of Part One. For those to whom 'The people' come as strangers it will be a happy occasion to meet the representatives of coxswains, honorary secretaries, fund-raisers, RNLI staff and boatbuilders, all of whom contribute an essential part of the work of the lifeboat service.

The lifeboats themselves are briefly but clearly dealt with in Part Two, which in some 20 pages reviews the progress of design and construction from the 'Original' of 1790 to the Arun Class of the 1970s, together with the ubiquitous inshore lifeboats including the new 21' Atlantic type. The tremendous advances made in the last decade or so are emphasised and there are some very impressive illustrations.

Part Three deals with the equipment of modern lifeboats and here the great changes that have taken place in recent years are even more apparent. From the compass, leadline and drogue with which crews were content not many years ago the boats now boast a mass of sophisticated instruments. Hardly the sort of thing generally associated with horny-handed seamen perhaps, but lifeboatmen have taken all the electronic complications in their stride and have still kept their traditional hardiness.

The final section of the book deals with the essence of lifeboat work, the actual rescues. It must have been very

difficult to make a choice from the many outstanding examples of fine seamanship and courageous endurance in the long history of sea rescue. The services to the *Rohilla*, fine as they were, might perhaps have been omitted on this occasion in favour of some lesser known epic. The story of the *Indian Chief*, however, insists upon a place. The rescue of 11 men from the stranded vessel in January 1881 must rank as one of the most courageous and determined services ever performed and the account published in *The Daily Telegraph* at the time was an inspired piece of fine writing. By an unusual navigational error Mr Howarth has put the *Indian Chief* on the Goodwin sands; in fact she stranded on Long Sand head.

The rescue of the crew of the Greek vessel *Nafsiporos* by the Holyhead and Moelfre lifeboats could hardly have been excluded on any count. Two gold medals were awarded for this outstanding service, Dick Evans, coxswain of the Moelfre boat, gaining a bar to the one he won in the service to the *Hindlea*. In his account of this really remarkable co-operation between two lifeboats Mr Howarth tells the story of the only English-speaking member of the Moelfre crew who remarked on the courtesy of his Welsh-speaking shipmates who confined themselves to English for his benefit. A former coxswain of Moelfre was once describing the rescue of some foreign seamen and ended with the remark, 'Proper heathens they were; didn't speak a word of English!' You need a sense of humour in lifeboat work.

All those enthusiastic supporters of the lifeboat service, ashore and afloat, at home and abroad, will certainly get much pleasure from reading this book. In this 'Year of the Lifeboat' it is to be hoped that many other people, having read it, will become equally enthusiastic and valuable supporters, too.—E.W.M.

● **Boating Britain**, by Peter Johnson (Nautical Publishing, £4.90) is indeed a highly entertaining, up-to-the-minute review of the yachting and boating scene and contains a great deal of fact and a certain amount of amusing fable. Even the most knowledgeable of sporting seafarers may undoubtedly glean much of interest from its pages and the comprehensive index will serve to

ensure its place on many bookshelves as a work of reference.

The general plan of the book is a little uneasy, although the author's line of thought is clear. Possibly a rather more explanatory list of contents would help the browser. From the tremendous achievements of the lone ocean voyagers the text reverts to the (comparatively) humble dinghies and their helmsmen and on to the single-mindedness and expertise of high-speed sailing.

The cruising chapters make excellent reading and contain sage advice. Except that the author's remarks on safety at sea leave his meaning somewhat obscure, as if he nearly went a little farther but thought better of it. Certainly it will be generally agreed that safety at sea does not mean liferafts, lifebelts, flares and other emergency equipment. These are the last resort. Safety begins before proceeding to sea, with seamanlike inspection of gear, careful navigational planning and thought for the comfort and well-being of the crew. In fact, the forethought which is second nature to the professional seaman but which still needs fostering in the amateur sailor.

The chapter on yachting journals and journalism will no doubt help to add to the reader's interest and enjoyment of articles on sea subjects. And for good measure there are some splendid illustrations.—E.W.M.

● **Motor Yachting and Boating**, by Peter Heaton (Pelham Books, £5), is a very comprehensive study of the subject and provides a good deal more than disinterested advice to the man or woman with a growing urge to own a motor yacht. Peter Heaton has considerable experience not only of the yachting scene but of writing about it, too. He has set out to give the uninformed enthusiast all the details necessary to help him make the right decisions and, having made them, go afloat with a reasonable chance of avoiding disaster.

It would be churlish to complain of the book containing too much information or dealing with too many aspects of the endless ramifications of seafaring for pleasure but there must be some people who will end up by saying, 'It can't be necessary to know all that!' Of course it is necessary and although the introduction suggests that it is not essential to use seafaring terms like port and starboard the beginner would be well advised to become familiar with the terminology of the sea. The International Regulations for Preventing Collisions at Sea uses them and a thorough knowledge of the regulations is essential for the master of any sea-going craft. All the literature of the sea also uses the same terms.

An old—not to say ancient—hand found a great deal of interesting up-to-date information, some of which came as a surprise. As, for instance, the sort of speeds now considered necessary for 'a family cruiser', one version claiming

34 mph! It is to be hoped that father does not allow little Willie to take the wheel unless there is plenty of sea room. Many attractive vessels are described in some detail and the lines of the sturdy Cheverton work-boats will catch many discerning eyes.

Not everyone will agree with the suggestion that having bought a boat you proceed to find somewhere to keep

her. A prospective owner would do well to explore the possibility of getting a mooring in a reasonably suitable place *before* buying a vessel. The exercise may well affect his decision. Harbours are not getting crowded; they have got!

Some excellent illustrations together with chapters on every aspect of motor yachting and boating, including power-boat racing, make this a handsome

addition to any sea-library—in spite of the author's rather pessimistic forecast of the speed with which books go out of date.—E.W.M.

Lifeboat Enthusiasts' Society January Newsletter

MEMBERS ARE advised that due to production difficulties distribution has been delayed.

Central Appeals Committee

'THE YEAR OF THE LIFEBOAT' is getting off to an excellent start, if the Central Appeals Committee's projects are anything to go by—although it was a great disappointment that owing to the fuel crisis, the Midnight Matinee at the Victoria Palace planned for March had to be postponed indefinitely. The Civic Heads Appeal is receiving very good and encouraging support, as is 'Operation Lifeboat', the national Scout project in which it is hoped that 200,000 boys will take part in various ways to raise the sum of £100,000 for a new lifeboat. Reports are already coming in of an enthusiastic reception of this event, with plans being made to run all kinds of events. Sponsored cycle rides, either along the coast or, for inland troops, to the nearest point by the sea, are high on

the list. There is also talk of a balloon race.

Further, and almost the last, on the Tesco Green Shield stamp scheme is that the north have indeed equalled, as was hoped, the figure for the south, with another million and a quarter stamps collected.

The national sponsored swim has now reached £19,909: with only one or two more results to come, shall we reach the £20,000?

The Jimmy Savile project involving schools has been a slow starter, but at last some results are coming in—with £947 to date. Also getting off the ground is the project mentioned in the January journal being organised by the Guides, Brownies and Rangers under the good auspices of the Guide Friendship Fund: their target is £5,000 for an inshore lifeboat.

Knit-ins have already raised the grand sum of £1,477.65, and not all results have yet come in by a long way. There is still another nine months to go. It is one of those projects where, be you ever so humble and retiring, a group can get together and have a jolly good evening—or even a morning—and not only raise money by being yourself sponsored, but also by the sale of the article made by putting together all the squares or strips knitted. It has been reported that after one knit-in the strips knitted were made into dog basket

covers, which sold like hot cakes! One well-known person was heard at Lifeboat House to say that it was such a very good idea—really money for old rope!

Finally, one old item: the national balloon race final result is £2,587.81—how many remember the terrible job of blowing up all the balloons those years ago? And one new item: a proposed national darts tournament, details of which will appear in the summer journal if the preliminary investigations show that it is both feasible and money-raising.

For those wishing to get in touch with the secretary or chairman of the Central 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.

As a forerunner to 'Operation Lifeboat', Devon Scouts visited Plymouth lifeboat station on December 8, 1973, when they were taken out in Thomas Forehead and Mary Rowse for practical demonstrations: on steering (right), with Coxswain John Dare; in seamanship on the after deck (left) with Crew Member John Sheldon; and in electronic equipment (below, right), with Mechanic Cyril Alcock.

photographs by courtesy of the Scout Association

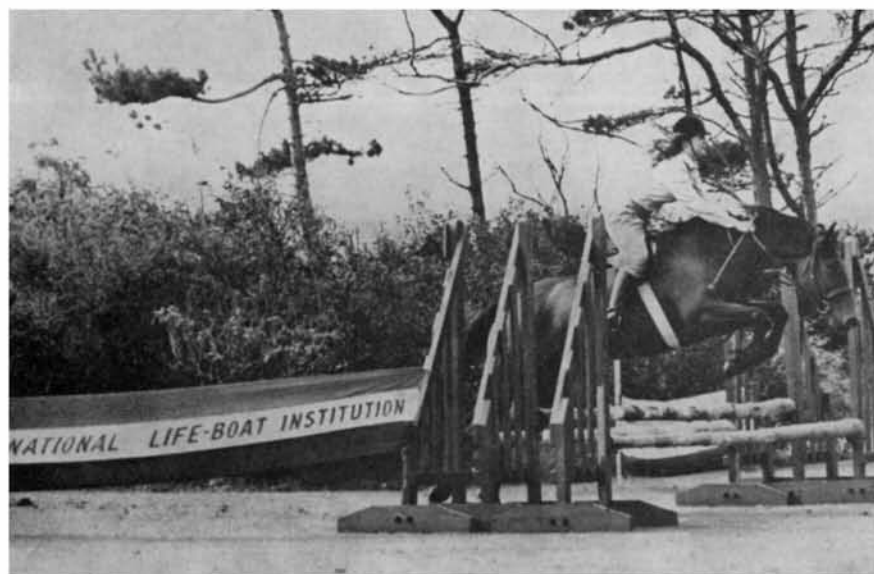


Some Ways of Raising Money

For the past two years, Mrs Patricia Duncan has held hunter trials in her garden in aid of the RNLI. Her daughter and gardener made the jumps—last year they even achieved a water jump, as well as different shapes and styles through the woods, across the lawn and through the paddocks. The local riding club provided the jump judges, starters and time-keepers, and local and surrounding riding members turned out in strength. Well-known firms were asked to sponsor jumps; the tyre jump, for instance, was sponsored by the motor garage, and the water jump by Tarbert Boatyard. The garage was turned into a snack bar serving hot soup, rolls and coffee; there were side shows on the house lawn; and a saddler set up his tent. RNLI souvenirs were

Hunter trials in the garden of Mrs Duncan, president of Troon ladies' guild.

photograph by courtesy of Douglas Studio



Martin and Nigel Lutt raised £33 for the Leighton branch with their own exhibition of model aircraft and soldiers.
photograph by courtesy of the 'Beds. and Bucks. Observer'

sold on the verandah, with ice-cream stall placed in a vulnerable position close by. There were 147 entries for the competitions and a cup donated by Mr Duncan for the open entry was presented by the chairman of Troon lifeboat committee. The amount raised for the RNLI: £450.

One of the most successful fund-raising events held each year in Wales is the Sunday luncheon organised by the Cardiff ladies' guild. For the last three years it has taken place at Atlantic College, St Donat's Castle, overlooking the Bristol Channel, on a Sunday at the end of July or in August. Over the past six years it has become one of the principal events in the Cardiff calendar and, generally, there is a waiting list for any of the 500 tickets that might be returned at the last moment. Last year £650 was raised for lifeboat funds. This active guild is also to be congratulated on their 1973 street and house collection, which proved to be the first in Wales to exceed £1,000.

Who would have thought that the Battle of Waterloo would provide funds for the RNLI? Given two imaginative schoolboys and a sympathetic aunt, anything is possible. Nigel Lutt, 12, had collected and painted enough model soldiers to reconstruct part of the battle scene, making his own scenery; his 10-year-old brother, Martin, contributed 30 model vintage aircraft he had made; their aunt allowed herself to be persuaded into opening her flat to the public for three days; and the result was an exhibition that raised £33 for the Leighton branch. The boys decorated the walls of the flat with posters, leaflets and books about the historic battle and prepared their own publicity literature, while their aunt provided refreshments for the visitors. No entry fee was charged, visitors were just asked to give what they liked, and extra money was raised from the sale of RNLI souvenirs.

Seahouses lifeboat mechanic recently received a donation of £19 through the post from as far afield as South Korea. Captain Storey, whose ship sails in those waters, was approached by his crew to accept this contribution before they were paid off and flown home. Captain Storey's home is in the North East of England, and it is reckoned that altogether he has sent Seahouses about £100.

The City Varieties Theatre, Leeds, famous as the home of the BBC's programme 'The Good Old Days', was full to capacity one Monday night last spring when the Wetherby Round Table took over the entire theatre and the cast appearing there that week for a special evening performance. Lucky souvenir programmes were sold as well, and at the end of the evening a cheque for £500 was presented to the RNLI; a handsome contribution to Yorkshire-based lifeboats in celebration of the 150th anniversary.

A sponsored 'toddler' round the school by the infants' class of Danehill Church of England School, Danehill, near Haywards Heath, raised the splendid sum of £6. The children were aged between four and six years.

During its lifetime of 20 years, the Stanmore branch ladies' guild must have raised a hidden 'bonus' of something like £1,000. The guild meets once a fortnight for an afternoon's sewing and knitting, preparing for its annual bazaar. At each meeting a charge is made for tea, and the hostess for the afternoon provides a small prize for a raffle; and so funds mount up while goods are produced for sale. There are four silver badge-holders in the branch—Mrs Q. H. Boutwood, Mrs G. H. Brewer, Mrs J. Church and Mrs D. Haynes—as well as four members who have received letters of thanks. When, a few years ago, sub-standard RNLI tea towels were offered for sale, the Stanmore ladies snapped them up and made them into aprons, with large pockets, which are now worn by the 'crew' at all lifeboat functions.

A most generous cheque for £22.78 has been received from the Shropshire Voluntary Association for the Blind. It represents donations from the blind people and their friends who attend the association's socials and classes.

A farmer and two of his friends, a farm contractor and a farm worker, who walked from John o' Groats to Land's End, raised nearly £900 which they presented to John King, coxswain of the Bridlington lifeboat. They are Christopher Marshall, Robert Dolphin and Colin Robinson, known as 'The Black Swan Walkers'. The Black Swan is their 'local' at Beeford, near Bridlington, where the idea for the walk started. From Bridlington they took a bottle of Yorkshire liqueur to the lifeboat station at Wick, where it was handed over in exchange for a bottle of malt whisky. This they carried to Sennen Cove where it was exchanged for a bottle of Cornish mead, which they finally gave to the Bridlington crew: full circle.

For the past two years the organisers of the Hawarden, Flintshire, harvest festival have given a donation to the local branch of the RNLI: the total—£116.

Friday the 13th—unlucky? Not for the Portchester branch, Hampshire, because on Friday, July 13, Wicor-marine Ball, organised by Christopher Waddington, raised £700. Chay Blyth and his crew of *Great Britain II* were guests of honour. During 1972-1973 the branch fund totalled £1,600; a cheese and wine party in aid of the Hampshire Rose appeal held in Port-

Last August Taunton achieved a total of £227 for the RNLI with a 'Mile of Money'. First off the mark was the Mayor, here seen laying his coins on the tape...

photograph by courtesy of Jack Beale



And another £227—with 75p extra—was collected by Mr Swift of The Blue Posts, Newman Street, London, W1. He raised this magnificent sum since July 1972 by using his lifeboat box as a 'swear box' and by holding an annual Christmas raffle. It was received by Mrs Heather Hodges, secretary of the central London women's committee.



At their Army Air Day 1973 last July at their base in Middle Wallop, Hampshire, the Army Air Corps raised more than £2,000 for the RNLI. The money is to be used at the inshore lifeboat station, Yarmouth, Isle of Wight. In appreciation of this tremendous effort, Anthony Oliver, Southern District Organising Secretary, presented a plaque to the Commandant Army Air Corps Centre, Middle Wallop, Brigadier Maurice Sutcliffe, together with a letter of thanks from the Director of the RNLI, Captain Nigel Dixon, RN.





In competitions with lifeboat themes for children organised by London Co-op, winner of the painting section for children under 11 was Gerald Flynn, and for the essay section for children aged 11-16 Carolyn Williams. Mrs E. A. Mewis, Director and Vice-Chairman of the Board of London Co-op, and John Atterton, Deputy Director of the RNLI, examine the prize-winning painting. In six months, a collection of Co-op blue stamps has raised £392 towards a new ILB.

chester Sailing Club made a profit of £100, and races for pennants organised by the Sailing Club itself raised £16.

The grand sum of £109 was raised by the newly formed ladies' section of the Moreton-in-Marsh and District branch at a coffee morning organised by Miss S. M. Brackenbury and held at the Manor House Hotel by kind permission of J. R. Blanchard, vice-president.

The Westminster Chamber of Commerce invited the RNLI to run a tombola in aid of its funds at their annual dinner and dance held at The Inn on the Park, Park Lane. As the chairman of the Chamber of Commerce lives in Bracknell, Berkshire, Bracknell were invited to 'have a go'. The Chamber of Commerce indicated that they hoped to see a stall of about 500 prizes, to which a number of their own members generously contributed. Her Majesty

Queen Elizabeth the Queen Mother, as a Westminster resident, sent a handbag; and Mr Edward Heath sent a record, signed, of a recent concert that he had conducted. The tombola made a grand total of £850.

As a result of the efforts of staff and pupils of Torrells School, a grand total of £210 was raised for the RNLI during 1973 in Grays, Essex.

Shrewsbury branch broke all its previous records during 1972-1973, both for its flag day, taking £600, and its overall collection for the RNLI, £1,500. There are four serving members of the committee who have received 'lifeboat men' awards: the chairman, Mrs J. Tombling, Mrs Barnwell (secretary for over 20 years and still serving on the committee), Mrs Saint and Miss Williams.

Having already raised the money for a new inshore lifeboat at Tenby, Pembrokeshire, the Rag Committee at Harper Adams Agricultural College, Newport, Shropshire, has now given another £600 to help towards her running costs.

SURPLUS CASH

WHENEVER the Institution has any cash surplus to immediate requirements, it is put on deposit with the London money market. The best possible rates of interest are obtained by 'shopping around' to get the 'best buy' from a selected list of reputable City banks and finance houses.

Recently interest rates on call and short-term deposits have been high. Usually these rates are considerably higher than those obtainable on bank

deposit, but this is only possible when dealing in relatively large amounts.

Therefore, any honorary treasurers who have cash in the branch bank accounts surplus to their immediate needs are requested to remit this to Head Office as soon as possible. This will enable the Institution to make the best use (and most money) from any surplus cash.

The Institution is very grateful to those honorary treasurers who have already arranged to remit surplus cash to Head Office regularly.

Coming Events

Safe Anchorage: Festival of Flowers to celebrate RNLI 150th Anniversary, Hyde Chapel, Gee Cross, Hyde, Cheshire, July 12-14. Details from Mrs E. B. Higginbotham, 104 Dowson Road, Hyde. (061 368 3318).

Caithness Sea Angling Association Annual Festival, September 19 - 21, organised with Thurso ladies' guild. All proceeds for local lifeboat. Details from Jim Mackay (CSAA), 50 Castle-green Road, Thurso, Caithness.

LIFEBOAT PEOPLE



WITH deep regret we announce the death on January 24 of Mrs Patricia Rickard. Mrs Rickard (left) had worked for the RNLI since 1961, was a member of the London ladies' bridge committee and six years ago founded the Droitwich ladies' lifeboat guild. On December 31 she heard she had been awarded a silver badge for outstanding service, but was never to receive it personally. Much loved for herself, and much valued for her work, she will be greatly missed.

Ron Dixon retired as coxswain of Redcar lifeboat at the end of 1973 after more than 40 years' service. He joined the crew in 1932, was assistant motor mechanic from 1946 to 1955, and coxswain/mechanic from then until his retirement. Of the four lifeboats in which he served, his favourite was

Aguilla Wren; his most hazardous time when, in his own fishing coble, he towed a mine ashore for defusing by the Navy.

David Aubrey, honorary secretary of Port Talbot ILB Station, has been awarded a Churchill Fellowship to study inshore rescue methods. He hopes to travel to the United States, spending most of his time there with the US Coastguard.

In the estate of the late Mrs R. M. Reed, bequeathed to the RNLI, there were premium saving bonds to the value of £1,250 which were being retained until March 1974, when they had to be encashed. A note came from the executor bank last November to say that one of these bonds had been drawn for a prize of £50.



Thirty-five years back

● Reading the winter issue of *THE LIFEBOAT* brings back memories of, incredibly, nearly 35 years ago. Memories of those hectic days may have become a bit mixed up by the passage of time, but I think it was in the autumn of 1940 and in the vicinity of Kinnaird's Head that a southbound convoy was attacked by enemy aircraft and—we were told by a colleague of the escort—German E-boats. It was almost dark and the resulting brawl was more noisy than effective, but one merchant ship was damaged by torpedo. After the enemy had withdrawn we were sent back to assist the damaged ship, which we found and towed into port.

It was while we were taking this ship in tow that we heard the sound of petrol engines, and soon after saw dimly the curiously low silhouette of a small vessel. It was positively not a friendly warship, and so could only be a German E-boat.

We were about to act on the principle embodied in the saying 'Thrice armed is he who gets his blow in first' when our captain began to have doubts about the silhouette, and, as the stranger was not in a position to slip a torpedo into us without first making a large change of course and position, he decided instead to take a chance and live up to the name of our ship, *HMS Challenger*. The reply to our challenge was not the correct official one, but its nature and the broad Scots accent in which it was delivered were even more convincing!

Having established friendly relations with what was an RNLI lifeboat, we went about our tasks of clearing up the mess. I don't think we recorded the identity of the particular lifeboat at the time, but it could well have been the Fraserburgh boat. Whoever it was, the coxswain was taking a devil of a chance in getting involved in an action at sea, which must have been going at full blast when he set out—and the risks were not all from acts of the enemy!

I am sorry to be a bit vague about details, but, as I said earlier, so much happened at that time that events tend to get mixed up. I don't remember the name of the merchant ship involved, or what happened to her crew (did the lifeboat collect them?), but I do know

that we had her ship's cat for the rest of the commission of our ship, and then found a suitable home for it in a naval dockyard where it would get, we were assured, VIP treatment as a cat which had to our knowledge sacrificed two of its lives to enemy torpedoes.—D. H. PEARSON, CDR, RN (RETD), 21 Purbeck Heights, Mount Road, Parkstone, Poole, Dorset.

Coxswain Blogg

● On seeing the photograph of *H. F. Bailey* in your last journal it brought back many wartime memories for me when I was acting secretary to the Cromer branch. I well remember I used to go round to Coxswain Blogg's house in Corner Street, and there we used to make out the service reports, which owing to the number of services seemed to be an almost nightly job.

When we were on petrol coupons I remember we ran out of supplementaries and were always asking for additional ones, which I believe the Coastguards used to supply. No petrol was allowed to be stored in Cromer and we used to go to a village with two-gallon cans, generally a total of 60 gallons, and Mr Blogg never left his boat until she had been re-fuelled and was ready for service,

however tired he may have been. I also remember I got the Institution's permission to have *LIFEBOAT* painted on our boat, because of daylight services to stricken vessels; there were enemy aircraft about but I always hoped they would leave a lifeboat alone!

I believe we had about 150 services during the war; it was said we had more than any other boat, but at that time, owing to restrictions, I could not have committee meetings to report on services nor could I disclose anything to the press, although they used to phone me at all times of the night for details of services.

We had a wonderful crew at that time and the medals and vellums they received must have been a record.—T. H. BALDWIN, *Walcot, 60 Norwich Road, Cromer, Norfolk.*

RAF Bond

● In the winter issue of *THE LIFEBOAT*, reference is made to the war years, and in particular to the rescue of RAF personnel. The bond is still there. The RAFA Barry Branch can boast that seven of its members form the full crew of the Barry Dock lifeboat (five members, ex-RAF, and two Friend members, RAFA).—JOHN P. WELLS, 30 St Andrews Road, Barry, Glamorganshire, S. Wales.

Spurn Point

● The article on the Spurn Point Lifeboat Station in the winter issue of *THE LIFEBOAT* was of great nostalgic interest to me. Almost half a century ago, as the first County Librarian in the East Riding of Yorkshire, I had the pleasurable duty of supplying books to Spurn Point—alas, quite a small number of books in those early library days.

Your photograph of the wind-driven

continued on page 144

RAF Association lifeboatmen of Barry, South Wales: Standing (left to right): John Wells (assistant mechanic), Frank Wells and Norman Long (mechanic). Sitting: David Brooks, Melvyn Hobbs (coxswain), Ray Cridland and John Prigg.

photograph by courtesy of Peter Wilson



Shoreline Section

THE BOAT SHOW at Earls Court in January went with a bang this year! First there was the bomb. Luckily no one was injured, and the way in which everyone walked quietly and calmly to the exits and cleared the building in a matter of minutes was most impressive.

Then there was the success of the Shoreline Stand. 365 people signed on as new members—one for each day of the year. I 'signed on' the 365th, Mr Van Tijn, in the train on my way home from London to Salisbury on the last night. We were particularly pleased to welcome aboard Howard Lang, Captain Baines of the BBC television serial 'The Onedin Line', and to hear his comments on seafaring; apparently the BBC received congratulatory letters from all over Europe on the high degree of authenticity achieved by this programme.

On the last day of the show, Member No. 165 called at the stand—the Prime Minister, the Rt Hon. Edward Heath. He was greatly interested in the Atlantic 21 ILB which the RNLI had on display.

Elsewhere in this journal details are given of 'Lifeboat International', the exhibition to be held at Plymouth from July 19 to August 17. A special Yacht Rally is to be held at Plymouth during

the opening weekend. The Royal Western Yacht Club of England is kindly helping the RNLI in providing the following Programme:

Saturday, July 20:

- (i) Finish of any passage races arranged by individual clubs to Plymouth.
- (ii) Race round Eddystone and perhaps one other mark: start 9 a.m.
- (iii) Yachts received in Millbay p.m.
- (iv) Seafaring party late p.m., including food and drink.

Sunday, July 21:

- (i) Privileged viewing of Exhibition.
- (ii) Special lifeboatmen's service a.m. in Millbay, to which yachtsmen will be welcome.
- (iii) Royal Western Y.C. of England 'At Home' to all yachtsmen 12.00. 'Pay for your own drinks' basis.

It is very much hoped that this will provide the basis for an enjoyable weekend at Plymouth coincident with yachtsmen lending their support to the

RNLI at one of its major 150th anniversary events. Any Shoreline member who would like to join the rally is asked to write to:

The RNLI Exhibition Office,
30 George Place,
Stonehouse,
Plymouth PL1 3NY,
Devon (Plymouth 69124).

giving the following information:

- a. Yacht's name, tonnage, length overall.
- b. Owner/Skipper's name } RNLI mem-
- c. Number in crew } bership nos.
- d. Intended attendance at which events:
Club Passage Race: Eddystone Race:
Evening Party: Privilege Viewing:
At Home RWYC.

With spring upon us, many of our members will be fitting out their boats for the coming season. Please do not forget to check your distress flares and replace them if necessary.—G. R. (Bob) Walton, *Shoreline Organising Secretary (Membership)*, 29a Castle Street, Salisbury, Wiltshire (Tel.: Salisbury 6966).



Heather Deane of the RNLI Poole Office signs on Howard Lang: 'The Onedin Line's' Captain Baines.

Letters . . . Letters . . . (from page 143)

trolley as the only mechanical means of conveying anything to the Point from Kilnsey was especially interesting because it was on this vehicle that I had to transport my boxes of books. Memory tells me that there was never any wind available on my visits so that I had to push the wretched thing there and back from Kilnsey. Nevertheless, I enjoyed my visits to the Point and I have happy memories of the people there.—H. J. B. WOODFIELD, *Beckfoot House, Carters Lane, Ilkley, Yorkshire.*

Caister record

● From the autumn 'Notes of the Quarter' I see that Ramsgate had just made its 2,000th rescue; congratulations to them. I was, however disappointed to see that Caister was not mentioned along with Gorleston and Holyhead.

The station was established in 1857,

the youngest of all mentioned, and officially closed in 1969; during that period a total of 1,814 lives were saved.

This was not the end of lifesaving at Caister, for since 1969 a volunteer service has operated and approximately 15 more lives have been saved.—

FRANK H. MUIRHEAD, 43 *Howards Hill West, Cromer, Norfolk.*

Newfoundland Dogs

● I am researching for a book on the Newfoundland dog and wonder if any readers of THE LIFEBOAT can help me. Newfoundlands have a well-earned reputation as life-savers and there have been many instances of people being rescued from drowning by these dogs. They were also kept by fishermen, to help with pulling in nets.

If any readers know of any particular stories, I would be very grateful to hear

them. I would be particularly interested if anyone had any photographs which they would be prepared to lend me. I will, of course, refund the postage and ensure their safe return.—MRS D. S. COOPER, *Vine Court, Bowbridge Lane, Stroud, Gloucestershire, GL5 2JH.*

German Airmen

● I should be pleased to hear from readers who may have been involved in the rescue of German airmen around our coasts during the war years. I would also like to see any photographs of these incidents, all of which would be returned.

My brother-in-law, Ken Wakefield, hopes to write a book about German air operations over this country and he is particularly interested in West Country incidents. All letters will, of course, be answered.—CLIFFORD VINCENT, 6 *Cano- wie Road, Bristol, BS6 7HS.*

LIFESAVING IN FRANCE

The Société Nationale de Sauvetage en Mer 1973

NEWS HAS COME from France of the launching by the *Société Nationale de Sauvetage en Mer* of a new 15.5 m 'all seasons' lifeboat, *Pierre Loti*; a boat which cost over £100,000 to build. Three new 'all-weather' boats have been added to the fleet of 50, while rapid *vedettes* now number 90. The popular and economic inflatable boats have now been increased to 310.

During the two summer months last year, when pleasure boats of all sizes are most numerous, the *Jeunes Sauveteurs Qualifiés* (young qualified life-savers) formed by the SNSM gave valuable help: 218 were sent to special places, 63 were added to full-time stations, 12 on *vedettes* or small fast motorboats. They were responsible for



Pierre Loti, one of France's latest 'all seasons' lifeboats.

helping 941 people, assisting 481 boats and saving 123 lives. As in 1972, these young auxiliary lifesavers certainly proved their worth.

Statistics show that 2,710 people were rescued during 1973: 571 of them from certain death. Speaking for the *Société*, Admiral Amman called for larger government grants and further public

support. He particularly congratulated Britain on the voluntary support given to the RNLI and hoped his appeal would be heard by the French people. Finally, he said that 350,000 pleasure boats were actually afloat and used by 1,200,000 holiday-makers: just 5 francs a boat (50p) would save the SNSM from sinking.—G.R.T.

Midnight Matinee

The Midnight Matinee which was planned to be held at the Victoria Palace theatre in London on March 8, and which was announced in the last number of THE LIFEBOAT had to be cancelled as a consequence of the economic outlook at the beginning of the year. One or two other festivities planned for 1974 are also likely to be casualties, but in general the RNLI programme of events is being carried forward with enthusiasm.

Summer is coming, when many stately homes and gardens will be opened to the public in aid of the RNLI.

Lifeboat Painting

The well-known artist, Ben Maile, who has been selected as one of Britain's top ten artists by the Fine Art Guilds for the past three years, has painted a new painting of the St Ives lifeboat at sea. An edition limited to 600 of signed artist's proofs will be sold by Solomon and Whitehead, Art Publishers, of 5 Ave Maria Lane, London, EC4, for £100 each, the proceeds to be donated to the RNLI. From the sale of these and of the original picture it is hoped to provide funds for the provision of a new lifeboat.

In such a way can art become reality.

8 mm films

Many small groups of people interested to hear about the work of the RNLI are only able to provide a projector for an 8 mm film. Unfortunately, as the demand is relatively small, the Institution cannot use its budget for the making of this size of film. There may well be friends of the RNLI, however, who have a private 8 mm film about the lifeboat service which they would be willing to offer for exhibition purposes. If so, help in this way would be most welcome, and I should be interested to hear details of any film available.—THE EDITOR.

LAUNCHES AND LIVES SAVED BY LIFEBOATS AND INSHORE LIFEBOATS

January 1, 1973 to December 31, 1973: Launches 2,673, lives saved 1,823

THE STATION FLEET (as at 31/1/74)

134 station lifeboats

116 inshore lifeboats operating in the summer

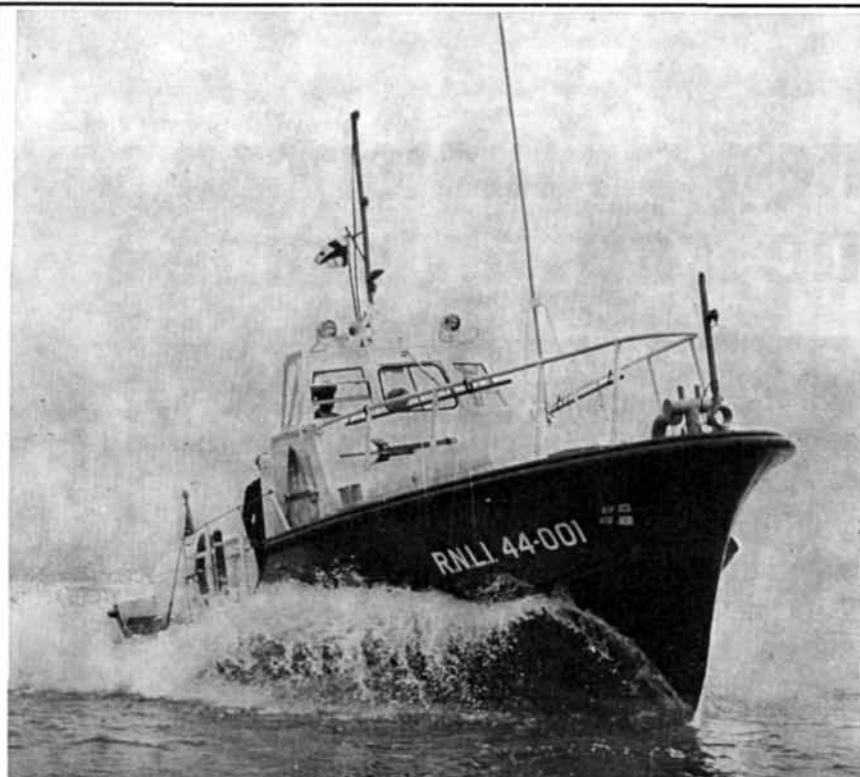
LIVES RESCUED 98,431

from the Institution's foundation in 1824 to December 31, 1973

Awards to Coxswains and Crews

THE following coxswains and members of lifeboat crews were awarded certificates of service on their retirement and in addition those entitled to them, by the Institution's regulations, were awarded an annuity or a retirement allowance and a gratuity.

<i>Name</i>	<i>Station</i>	<i>Rank</i>
John Guyan Martin	Aberdeen	Coxswain 3½ years. Second Coxswain 6¾ years. Motor Mechanic 9¾ years. Assistant Motor Mechanic 9¾ years.
Joe Watkins	Angle	Bowman 4 years. Crew Member 10 years.
Lawrence Ford	Appledore	Assistant Motor Mechanic 5½ years. Crew Member 5½ years.
James Fitzgerald	Baltimore	Coxswain 7 years. Second Coxswain 5½ years. Bowman 7 years. Crew Member 13 years.
James McLeod	Ballycotton	Second Coxswain 22½ years. Crew Member 28½ years.
Roland Moore, BEM	Barrow	Coxswain 26½ years. Second Coxswain 1¼ years. Assistant Motor Mechanic 1 year. Crew Member 4 years (Bronze Medal 1958).
John Robertson	Broughty Ferry	Bowman 6½ years. Crew Member 14¾ years.
Robert W. Barclay	Broughty Ferry	Crew Member 21 years.
Alick MacKay	Broughty Ferry	Coxswain 9¼ years. Motor Mechanic, Arbroath 7 years. Reserve Mechanic 1 year. Crew Member, Anstruther 26 years. Assistant Motor Mechanic 7¼ years.
John Michael Madden	Courtmacsherry	Crew Member 14½ years.
Vivian John Carey	Coverack	Coxswain 2 years. Second Coxswain 1 year. Crew Member 10¼ years.
Ben Roskilly	Coverack	Crew Member 17 years.
Michael Rowe Eustice	Coverack	Motor Mechanic 18½ years. Shore Helper 7¼ years.
Frank Daw	Coverack	Assistant Motor Mechanic 10¾ years. Crew Member 21¼ years.
Sam Blackmore	Dun Laoghaire	Second Coxswain 26½ years. Crew Member 4½ years.
Peter John Croxford	Fishguard	Acting Second Coxswain 2 years. Bowman 8¾ years. Crew Member 8¼ years.
Alfred Edward Joy	Hastings	Bowman 11 years. Crew Member 1½ years.
Brian James Foster	Hastings	Motor Mechanic 3 months. Crew Member 11 years.
Frederick Somerville Barbeary	Ilfracombe	Bowman 20½ years. Crew Member 6 years.
Edward George Williams, BEM	Ilfracombe	Coxswain 19½ years. Second Coxswain 4¼ years. Crew Member 20½ years.
James Bates	Kilmore	Coxswain 6½ years. Second Coxswain 11½ years. Crew Member 15¼ years.
Philip Redmond	Kilmore	Head Launcher 22 years. Shore Helper 11 years.
James William Lane	Margate	Bowman 7¼ years. Crew Member 13½ years. Crew Member 15 years.
William Sutherland	Margate	Crew Member 21 years.
William John Scott (posthumous)	Margate	Winchman 24 years.
Charles William Escott	Minehead	Coxswain 2¾ years.
Donald Murley Francis	Moelfre	Second Coxswain 15¾ years. Crew Member 9½ years. Bronze Medal 1959. Bronze Second-Service Clasp 1966.
Evan Owens	Moelfre	Reserve Mechanic 3 years. Motor Mechanic 23¼ years. Crew Member 12½ years. Silver Medal 1959. Silver Second-Service Clasp 1966.
Edwin James Nash	The Mumbles	Crew Member 18 years.
Thomas Haydyn Randall	The Mumbles	Crew Member 18 years.
Jack Brenton	Padstow	Crew Member 37¾ years.
Arthur Permewan	Padstow	Crew Member 12¾ years.
Sydney Stephens	Poole	Crew Member 27 years.



**Twin Mermaid
Type 595 TP
TURBO-PLUS**

**Marine Diesels
now installed
in this craft.
To be followed
by similar
installations in
new 44 foot
Steel Lifeboats**

Mermaid Marine Engines Ltd

THAMES MARINA THAMES DITTON SURREY

Telephone: 01-398 6802 and 6159



<i>Name</i>	<i>Station</i>	<i>Rank</i>
Robert William Vowell	Pwllheli	Coxswain 12½ years.
David Phillipson	Redcar	Crew Member 11 years.
Ivor Griffiths	St David's	Head Launcher 5 years.
Alfred Arthur de Ste Croix	St Helier	Helper and Crew Member 6 years.
John Anthony Hart	St Ives	Winchman 44 years.
John Lawry Tanner	St Ives	Crew Member 24 years.
John L. Devin	Stronsay	Launcher 44 years.
Sydney Miller Swanney	Stronsay	Head Launcher 16 years.
Archie Reid	Stronsay	Launcher 2 years.
William Craigie Miller	Stronsay	Launcher and Reserve Crew Member 15 years.
John Dennison	Stronsay	Shore attendant 21 years.
William Cooper	Stronsay	Motor Mechanic 19½ years.
James C. Work	Stronsay	Assistant Motor Mechanic 6 months.
David H. Rendall	Stronsay	Second Coxswain 2½ years.
John George Maxwell	Stronsay	Bowman 12½ years.
Dudley Stone	Torbay	Crew Member 1½ years.
William David Burton	Walmer	Assistant Motor Mechanic 10½ years.
Henry Charles Brown	Walmer	Crew Member 2½ years.
Reginald Frederick Bailey	Walmer	Second Coxswain 12½ years.
		Bowman 6 months.
		Assistant Motor Mechanic 4½ years.
		Crew Member 2½ years.
		Crew Member 16½ years.
		Assistant Motor Mechanic 4½ years.
		Crew Member 14½ years.
		Crew Member 20½ years.
		Crew Member 20½ years.
		Coxswain 2 years.
		Second Coxswain 9½ years.
		Crew Member 34½ years.
		Crew Member 12½ years.
		Coxswain 7 years.
		Second Coxswain 4½ years.
		Crew Member 7½ years.
		Second Coxswain 3 years.
		Bowman 4½ years.
		Crew Member 3½ years.

How even a non-swimmer can save someone from drowning

Join Shoreline now. Why Shoreline? Last year the RNLI saved 1,704 lives. This year we expect to save even more. In order to maintain the service we need £3½m every year.

But as we're a voluntary organisation we have to raise funds for all our work through the generosity of our friends old and new. Flag days, gifts and fund-raising events all help, but they're not enough, nowadays we need a regular source of income.

That's why we started Shoreline. Increasingly, Shoreline is going to become more important.

In 1974 our 150th anniversary will see the start of the programme to build 49 self-righting lifeboats of the latest design. And that's going to cost a lot of extra money, £6m in fact, which is over and above the £3½m.

Please help us.

I wish to join Shoreline, enclosed is my cheque for:

(Please tick appropriate box)

- ☐ **An "Off Shore" Member (annual subscription £3 including journal).**
- ☐ A Member and Governor (minimum annual subscription £10 including journal).
- ☐ A Life Member and Life Governor (minimum donation £60 including journal).

I enclose P.O./Cheque/Cash for £.....

Total Annual Subscription L.1

Name.....

Address.....

Please send me details of Shoreline insignia.
Post coupon to The Director, RNLI,
West Quay Road, Poole, Dorset, BH15 1HZ.

RNLISHORELINE



Lifeboat Services

(from page 137)

north easterly course, was making no headway and drifting towards the rocks, but the three men on board refused help, saying that they were on their way to Ireland.

It was at this point that the Coast-guard received information that *Susie Wong* was missing from Aberystwyth Harbour. The yacht was shipping a great deal of water, her engine had stopped and some of her sails had been carried away. Eventually her occupants agreed to being towed back to harbour, which was reached by 11.30. The lifeboat returned to her station at 12.00.

Lifeboat launches on service during the months September, October and November, 1973

Aldeburgh, Suffolk
September 20 and October 7.
Angle, Pembrokeshire
September 5 and 22.
Anstruther, Fife
September 28.
Arklow, Co. Wicklow
October 20, November 7 and 22.
Ballycotton, Co. Cork
September 29, October 21 and 24.
Baltimore, Co. Cork
September 2, 11, 22, October 12 and November 1.
Barmouth, Merionethshire
October 13 and 20.
Barra Island, Outer Hebrides
October 31.
Barrow, Lancashire
September 3.
Barry Dock, Glamorganshire
September 15, 30, October 10, 12, 14 and 20 (twice).
Beaumaris, Anglesey
September 8.
Bembridge, Isle of Wight
September 8, 18 and 19.
Bridlington, Yorkshire
September 11 and October 26.
Calshot, Hampshire
September 27 and October 13.
Clacton-on-Sea, Essex
October 10 and November 3.
Clovelly, Devon
September 3, 17 and 28.
Cromer, Norfolk
November 5 and 15.
Douglas, Isle of Man
October 3.
Dover, Kent
September 16, October 21 (twice), November 10, 12 and 17.
Dungeness, Kent
September 10, 22, October 30, November 17 and 29.
Dun Laoghaire, Co. Dublin
October 6, 7 and 31.

Dunmore East, Co. Waterford
September 5.
Eastbourne, Sussex
September 21, October 6.
Exmouth, Devon
September 14 and 29.
Falmouth, Cornwall
September 18 (three times) and October 31.
Fishguard, Pembrokeshire
September 20, October 2, 5, 21 and November 5.
Fleetwood, Lancashire
September 27 and October 21.
Galway Bay, Co. Galway
September 2 and 9.
Great Yarmouth and Gorleston, Norfolk
September 3, 22, 23, October 19 and 21.
Harwich, Essex
September 12, 25 and 28 (twice).
Hastings, Sussex
September 1 (three times), 21, October 19 and November 17 (twice).
Holyhead, Anglesey
September 6, 19, October 13, November 16 and 17.
Howth, Co. Dublin
October 30 and November 17.
Hoylelake, Cheshire
September 28.
Humber, Yorkshire
September 12, 15, 17, 27, 29, October 21 (twice), 25, 28, November 15, 23, 24 and December 3.
Ilfracombe, North Devon
September 19 and November 1.
Islay, Inner Hebrides
September 27.
Lizard-Cadgwith, Cornwall
September 18.
Llandudno, Caernarvonshire
November 17 and December 13.
Lochinver, Sutherland
November 16.
Mallaig, Inverness-shire
September 28 and November 10.
Margate, Kent
September 1, 17, 22, October 20 and November 25.
Mumbles, Glamorganshire
September 8 and November 11.
Newbiggin, Northumberland
November 16.
Newhaven, Sussex
September 1, 16, 20, 28 and October 8.
New Quay, Cardiganshire
September 19 and 23.
Padstow, Cornwall
September 1 and December 7.
Penlee, Cornwall
September 1, 8, 18 and October 27.
Plymouth, Devon
September 18.
Poole, Dorset
September 9, 15, 19, October 12 (twice), November 25 and December 1.

Port Erin, Isle of Man
October 17.
Porthdinllaen, Caernarvonshire
October 1 and November 4.
Port St Mary, Isle of Man
September 26.
Pwllheli, Caernarvonshire
September 20.
Ramsey, Isle of Man
September 20 and October 27.
Ramsgate, Kent
September 4, 6, 30, October 6, November 10 and 22.
Rosslare Harbour, Co. Wexford
September 26.
St David's, Pembrokeshire
November 5 and 14.
St Helier, Jersey
September 3, 18 and October 13.
St Ives, Cornwall
September 12, 18 and 29.
St Mary's, Scilly Isles
October 13, 21 and 31.
St Peter Port, Guernsey
September 7, 10, 18, 21, 30, October 5, November 10, 15 and 26.
Scarborough, Yorkshire
September 19 and November 12.
Seaham, Durham
September 24, 29 and November 11.
Selsey, Sussex
September 21, 27, 28 and October 20.
Sennen Cove, Cornwall
November 6.
Sheerness, Kent
September 29.
Sheringham, Norfolk
November 7.
Shoreham Harbour, Sussex
September 18, 20 and November 4.
Skegness, Lincolnshire
November 20.
Southend-on-Sea, Essex
October 21.
Stornoway, Outer Hebrides
October 9, November 5 and 7.
Stromness, Orkney
October 21.
Sunderland, Northumberland
September 27, 29 and November 25.
Swanage, Dorset
September 9, 16, October 4, 16 and 21.
Teesmouth, Yorkshire
September 7, 9, 30 and November 6.
Tenby, Pembrokeshire
September 10, 12, 16, 18, 21, 27 (twice), 29, October 12, November 3 and 5.
Torbay, Devon
September 13 (twice), 18, October 5, November 8 and 11.
Tynemouth, Northumberland
September 2, 17, November 18 and 23.
Walton and Frinton, Essex
September 15 and November 6.

Cardiff Ship Store Co. Ltd, Ship Stores Division, Britannia Buildings, 126 Bute Street, Cardiff, CF1 5TZ.
Salcombe Marine, Island Street, Salcombe, Devon.
Frank Moore Ltd, Marine Safety Division, William Street, Northam, Southampton, Hants.
Castlecraft, 58 Holderness Road, Hull, Yorks.
T. Young & Son (Sailmakers) Ltd, Sundial House, Clive Street, North Shields, Northumberland.
Sea-Dog Life Saving Appliances (Scotland) Ltd, 4 Constitution Place, Leith Docks, Edinburgh 6.
Mr William McKenzie, 46 Redmoss Road, Nigg, Aberdeen.
Liferafts & Inflatables Ltd, 14 Bromborough Road, Bebington, Wirral, Cheshire.
P & C Services (The Sailing Scene), 337 High Street, Harborne, Birmingham.
Cosalt Ltd, Battery Green, Lowestoft, Suffolk.

ILB launches on service during the months September, October and November, 1973

Coverack, Cornwall
September 16.
Criccieth, Caernarvonshire
September 9, 15, 22 and 23.
Crimdon Dene, Durham
December 4.
Cromer, Norfolk
September 1, 11 and October 5.
Cullercoats, Northumberland
September 11 and October 20.
Eastbourne, Sussex
September 16.
Eastney, Hampshire
September 2, 30 (twice), October 14, 19,
20 and November 15.
Exmouth, Devon
September 14 and October 21 (twice).
Filey, Yorkshire
September 1, 2 and October 21.
Fleetwood, Lancashire
October 21.
Flint, Flintshire
September 28.
Hartlepool, Durham
September 5, 10, 15, 30, October 28 and
November 23.
Harwich, Essex
September 2, 25, November 11, 12, 21 and
24.
Hastings, Sussex
September 1, 27 and November 17 (twice).
Helensburgh, Dumbartonshire
September 27, 28 and October 17.
Howth, Co. Dublin
November 8.
Kinghorn, Fife
October 13.
Largs, Ayrshire
September 4, 12, 15, 18, 22, 24, October 10,
13, 20, November 11 and 12.
Littlehampton, Sussex
September 1, 2 (twice), 27, 29, 30, October
2, 9, 22 and December 9.
Littlestone-on-Sea, Kent
September 2, 5, 22 and 28.
Llandudno, Caernarvonshire
September 4, 16, 23, October 2, 27 and
November 27.
Lyme Regis, Dorset
September 17, 20, 22 and 26.
Lymington, Hampshire
September 1, 11, 27, October 2 and
November 18 (twice).
Lytham-St. Anne's, Lancashire
September 16 and October 14.
Mablethorpe, Lincolnshire
September 1, 34 and 29.
Margate, Kent
September 11, 15, 27, 29, October 20, 22,
25 and November 25.
Moelfre, Anglesey
September 4, 7, 9 and 16.
Morecambe, Lancashire
September 30.

Mudford, Hampshire
 September 8, 15, 19, 27 and 30.
New Brighton, Cheshire
 September 4, 27 and November 16.
New Quay, Cardiganshire
 September 14, 22 and 23.
Newquay, Cornwall
 October 3.
North Sunderland, Northumberland
 September 1.
Oban, Argyll
 September 21.
Pill, Somerset
 September 22.
Poole, Dorset
 September 15, October 6 and 10.
Porthcawl, Glamorganshire
 October 14.
Port Isaac, Cornwall
 September 12.
Port Talbot, Glamorganshire
 September 9.
Pwllheli, Caernarvonshire
 September 23.
Queensferry, West Lothian
 September 12, November 2 and 4.
Red Bay, Co. Antrim
 September 1 and 2.
Redcar, Yorkshire
 October 14 and 23.
Rhyl, Flintshire
 September 3, 10 and 23.
Rye Harbour, Sussex
 September 15, 21 and October 18.
St Agnes, Cornwall
 September 15, 27 and October 9.
St Ives, Cornwall
 September 4, October 1 and 2.
Selsey, Sussex
 September 2, 9 and October 1.
Sheerness, Kent
 September 2, 15 (twice) and 21.
Shoreham Harbour, Sussex
 September 2, 6, 15, 29, October 7 (twice),
 26, 28, November 3, 10 and 25.
Silloth, Cumberland
 October 10.
Skegness, Lincolnshire
 September 6 and 29.
Southend-on-Sea, Essex
 September 15, 22, 29 and 30.
Southwold, Suffolk
 October 7.
Stonehaven, Kincardine
 September 9 (three times), October 2 and 15.
Tenby, Pembrokeshire
 September 9, 16 and October 8.
Torbay, Devon
 September 3, 8, 10 and 11.
Tramore, Co. Waterford
 September 5, 6 and 8.
Tre-Ardur Bay, Anglesey
 September 12 and 19.
Tynemouth, Northumberland
 September 2 (twice) and 17.
Walmer, Kent
 September 17.
Wells, Norfolk
 September 6 and 16.
West Kirby, Cheshire
 September 20, 24, 29, October 28, 30 and
 November 11.
West Mersea, Essex
 September 13 (twice), 16, 22, 26 and 29.
Weston-Super-Mare, Somerset
 September 26, October 20 (twice) and 21.
Whitby, Yorkshire
 September 1 and 29.
Whitstable, Kent
 September 2.
Atlantic 21, B500, on evaluation trials at
Appledore
 September 9.

This coupon entitles a bona-fide Shoreline member to purchase Schermuly Distress Signals (Dinghy Pack, Offshore Pack, Cruiser Pack) at reduced rates (at least 10 per cent) on personal presentation to any one of the dealers listed overleaf.

.....
L.B/4/74



Zodiac, the best inflatable in the world.

Zodiac is Number One. Built by the oldest and best known inflatable manufacturers in the world, Zodiac inflatables confirm their pedigree, as soon as the going gets tough.

Life Saving professionals, explorers in remote places and the military turn to Zodiac for their needs. In the cut and thrust of racing, Zodiac keep ahead of the rest - particularly in rugged conditions.

ZODIAC

As a fast yacht tender, ski-boat, sub-aqua boat or an honest-to-goodness runabout, the Zodiac range from 7' 3" to 19 feet provides all the correct answers.

UK Concessionaires:—
University Marine Ltd., Silverdale Road, HAYES, Middx.
Tel: 01-573 8311

Please send me your full colour brochure and price list describing the 1974 range of Zodiac inflatables.

NAME

ADDRESS

L/4

COASTAL RADIO

— the instant communication and precise navigation equipment that takes the rough with the smooth

Coastal Radio Limited, Westway,
Chelmsford, Essex CM1 3BH.
Telephone: (0245) 65533. 
A Marconi Marine Company

Read . . .

SHIP & BOAT INTERNATIONAL

the only technical marine journal which covers the small ship market up to 3000 grt.
Write or 'phone for a specimen copy to:

SHIP & BOAT INTERNATIONAL

Thomas Reed Publications Ltd

36-37 Cock Lane, London EC1A 9BY
Telephone: 01-248 7881

Publishers of the famous Reeds Nautical Almanac



TOWING BRACKETS

Approved by car manufacturers and issued with fitting instructions. Also shock absorbers stabiliser and couplings.

Please save a little for the people who save a lot—give generously to the R.N.L.I.

C. P. WITTER LTD. CHESTER

Tel: 0244-41166

SCOTLAND THIS SUMMER

Explore the romantic western isles or the glorious Clyde estuary on one of our 20 Self Sail charter yachts. Choose from Rivals, Nicholson's, Fishers, Sabres etc, or join an exciting skippered cruise and learn the ropes from one of our experienced Yacht Masters.

As a charter firm of 15 years' experience we ensure that all is shipshape and Arden Aid is always at hand.

DETAILED BROCHURE FROM:



ARDEN YACHTS LIMITED

27 EAST KING STREET
HELENSBURGH
Tel: Helensburgh 2177

There are five sides to the **Blakes** story

J. BLAKE & CO LTD



35 Hardman Street, Liverpool
Tel: 051-709 6622
Brownlow Hill used car
showrooms. Tel: 051-709 9010
Claughton Road, Birkenhead
Tel: 051-647 9851
Service and Parts Dept:—
Hind Street, Birkenhead
(adjacent to Central Station)
Sales, Service and Parts:—
Milner Road, Heswall
Tel: 051-342 6418

BLAKES CAR AND VAN HIRE

Brownlow Hill, Liverpool
Tel: 051-709 9010
Lodge Lane, Liverpool
Tel: 051-727 4501
Hind Street, Birkenhead
Tel: 051-647 9851
Milner Road, Heswall
Tel: 051-342 6418

BLAKES COMMERCIAL VEHICLE DEPOT

for Sales, Service and Parts
Lodge Lane, Liverpool
Tel: 051-727 4501

BLAKES MARINE & LEISURE LTD

45 Hardman Street, Liverpool
Tel: 051-709 6620
*for an extensive range of
chandlery for boats of all types,
Archimedes outboards and large
stock of sailing clothing.*

WEST KIRBY MARINE SERVICES LTD

MANUFACTURERS OF THE KELPIE 15.
*Volvo Penta Sales, Parts and
Service. Also parts and service
agents for Stuart Turner and Vire
engines and Archimedes Penta
outboards.*

Carr Lane Industrial Estate,
Hoylake, Cheshire
Tel: 051-632 3461

J. BLAKE & CO. LTD. GROUP



Index to Advertisers

Arden Yachts Ltd	151
Birds Eye	Inside Back Cover
J. Blake & Co. Ltd	152
Brooke Marine Ltd	Outside Back Cover
Henry Browne & Son Ltd	114
L. J. Bushnell	114
Coastal Radio Ltd	151
Cogswell & Harrison Ltd	115
Decca Radar Ltd	116
Gardner Engines (Sales) Ltd	Inside Front Cover
International Yacht Paints	114
Mermaid Marine Engines Ltd	147
Neco Marine Ltd	115
RCC Press Ltd	115
Thomas Reed Publications	151
Rentokil	115
RNLI Shoreline	148
C. P. Witter Ltd	151
University Marine Ltd	151
Classified Adverts	152

CLASSIFIED ADVERTISEMENTS

FUND RAISING

Fund raising with 200% PROFIT ON OUTLAY! Send stamp for catalogue of imprinted ball-pens and 20 other quick-sellers. Provincial Supplies, 1 Gardenfield Lane, Berkhamstead, Herts.

FETES, BAZAARS — ALL FUND RAISERS. Fully guaranteed ball pens and pencils gold die-stamped with your name or slogan (Max. 30 letters) standard postage 30p. PENS £2.50 per gross; PENCILS £2.10 per gross. Reductions for quantity. ALSO Extensive range of TOYS—STATIONERY — CHRISTMAS CARDS — DOMESTIC STATIONERY and PRE-SELECTED PARCELS. All at wholesale prices. Carriage extra. Comprehensive price list from: BAKER ROSS, 2a Handsworth Road, London N17 6DD. Tel: 01-808 6948.

TROPHIES

RACE SETS—MAINSAILS—DINGHYS —CUPS W. & E. Astin, 7 Westerley Lane, Shelley, Huddersfield. Kirkburton 2368.

For all types of Cups, Medals, Medallions, Shields and Statuettes, Sports Prizes, Fancy Goods, Carnival Hats, Balloons, Novelties, Fund Raisers. All requirements for

Children's Christmas Parties supplied. ALSO NOW AVAILABLE TO CLUB MEMBERS, Lounge, Dining Room, Bedroom Suites and Carpets. All types of light fittings and shades, etc. ALL AT WHOLESALE TRADE PRICES. Send for our 64-page catalogue: SWINNERTONS OF WALSALL LTD, DEPT. 'L', UNION STREET, WALSALL WS1 2HJ.

INSURANCE

FOR ALL INSURANCE, Phone, Call or Write J. A. Harrison (Brokers) Ltd. "Security House", 160-161 Bromsgrove Street, Birmingham B5 6NY Telephone: 021-692 1245 (10 lines). For keenest rates, service and security.

FOR SALE

Advertising pencils, superb ball pens, combs, brushes, each gold stamped Lifeboat name, etc., raise funds, quickly, easily. Bran Tub Toys: samples from, Northern Novelties, Bradford 2 (BD2 3AF).

CRYSTALS. Wide range. State Alternatives. (2182—£1.31.) S.A.E. Essential. S.S.B. 1 Frances Street, Truro. 0872-862575.

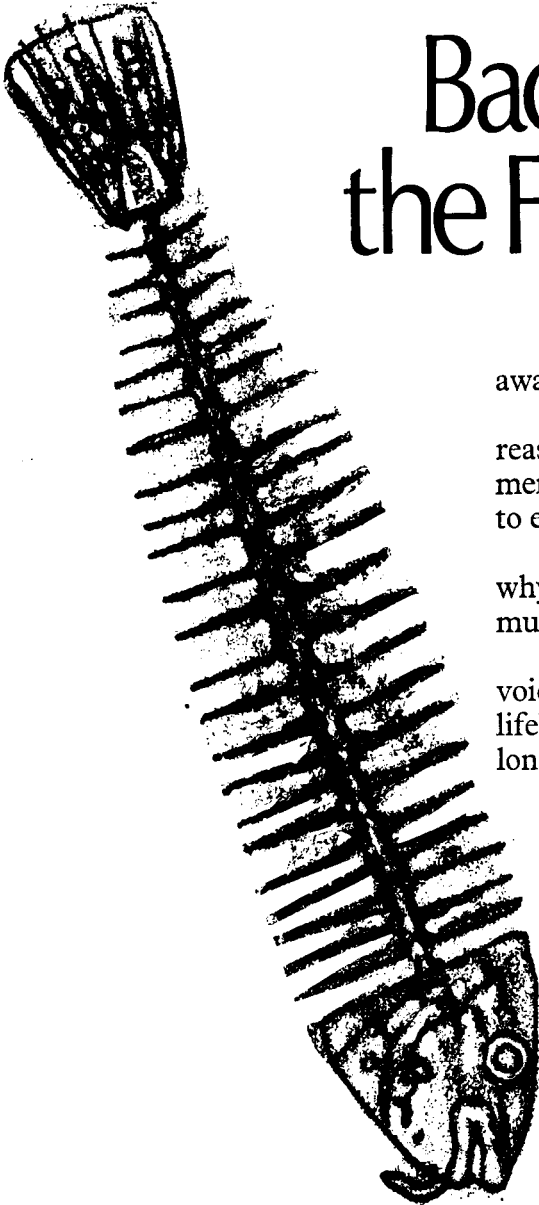
WANTED

Wanted, two back copies of Yachting World; December 1970 and December 1971. Davies, 7 Mariners Way, Warsash, Southampton.

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.

Designed and Printed in Great Britain by Ditchling Press Limited, Ditchling, Hassocks, Sussex



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.

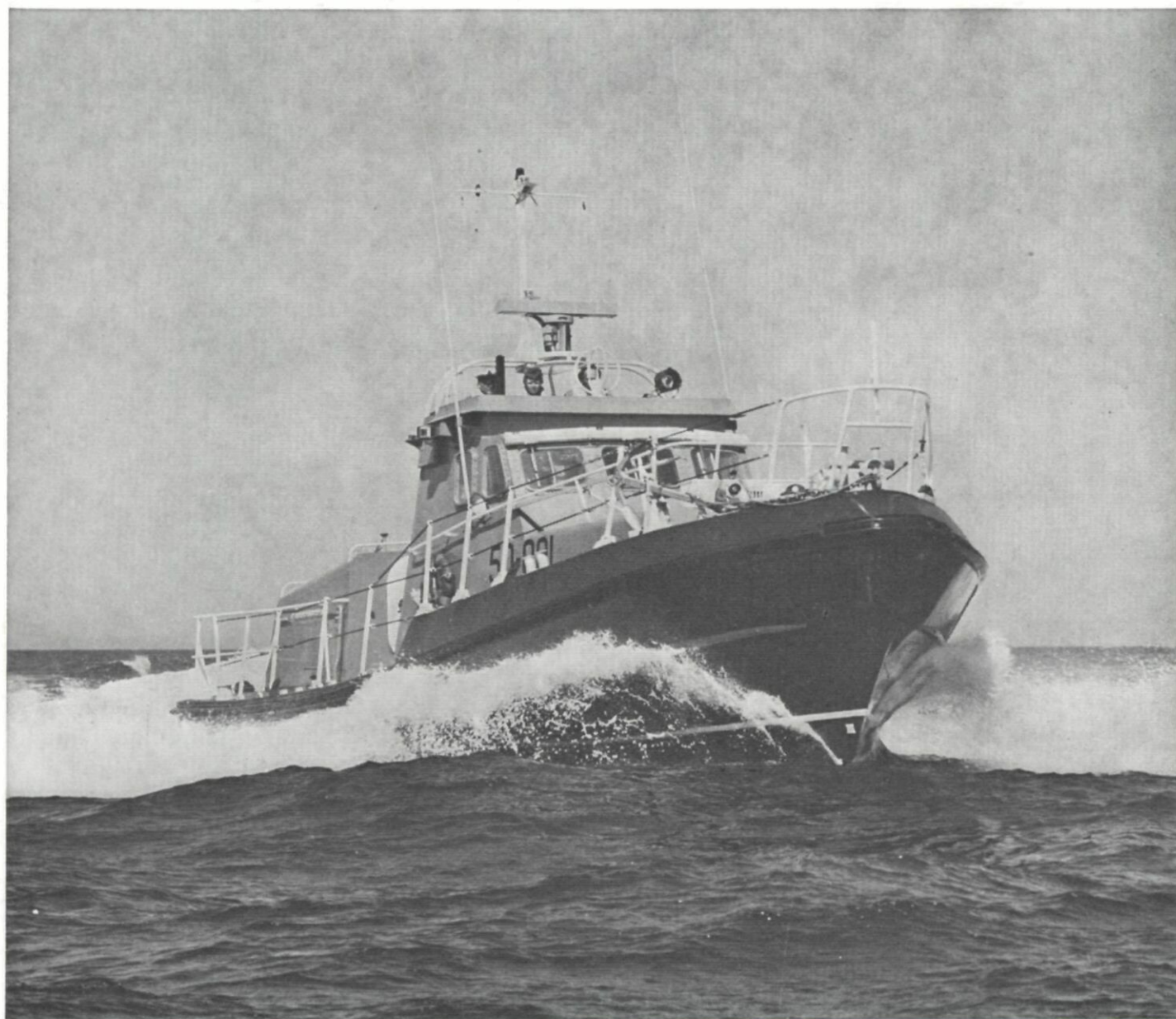
We at Birds Eye would like to voice our appreciation of the lifeboatmen. We are proud of our long association with them.



Brooke Marine Limited

SHIPBUILDERS · ENGINEERS AND CONSULTING NAVAL ARCHITECTS

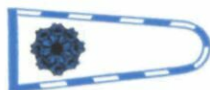
ESTABLISHED 1874



THAMES CLASS 50-001

Type 50 ft Self-Righting
Length overall 50' 0"
Beam 14' 6"
Displacement 23.5 tons
Fuel Capacity 400 imp. gallons
Twin General Motors 8V-71
Total Power 780 SHP
Maximum Speed 19 knots
Range at 17 knots — 229 miles

Electronic Equipment Comprises:
Kelvin Hughes Type 17W Radar
Kelvin Hughes Falkland M.F. R.T.
Decca Navigator Mk 21
Pye Westminster VHF
Radio transmitter and receiver
Ferrograph Echo Sounder
Easco Intercom 5-station Unit



A DOWSETT COMPANY

Shipyards : Lowestoft · Suffolk · England

TELEPHONE : LOWESTOFT 5221 TELEGRAMS : 'BROOKCRAFT' LOWESTOFT TELEX 97145