

THE LIFEBOAT

THE YEAR OF THE LIFEBOAT



Summer 1974 PLYMOUTH INTERNATIONAL EXHIBITION NUMBER

Volume XLIII Number 448

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THE LIFEBOAT

Summer 1974

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Volume XLIII
Number 448

Chairman:

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

Director and Secretary:

CAPTAIN NIGEL DIXON, RN

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OF THE
LIFEBOAT
1824-1974**

**Lives Saved:
98,523**

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

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



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1824-1974

**See how
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been saved by men
like these**



This is just one of the remarkable photographs included in The Observer Lifeboat Exhibition.

They are the work of Observer photographer, Chris Smith, who spent several months with the men of the Royal National Lifeboat Institution.

His pictures vividly recapture the heroism of the men who risk their lives to save those in peril on the sea. This exhibition celebrates the RNLI's 150th anniversary and will be travelling all over the country.

**Visit
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this summer**

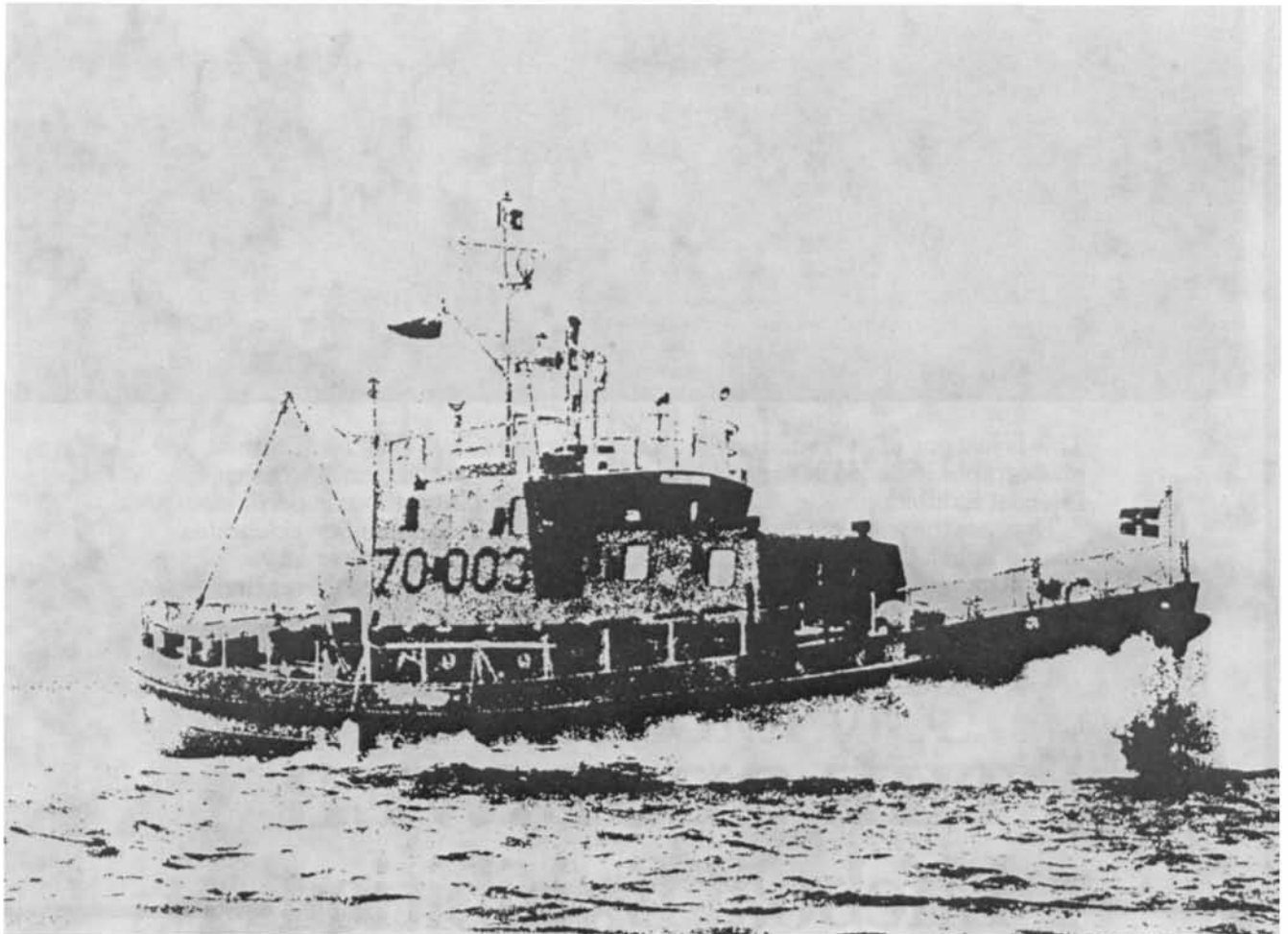
Congratulations to the RNLI on the occasion of its 150th anniversary



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NOTES OF THE QUARTER

by the Editor

WHEN RICHARD EVANS, the former Moelfre coxswain, concluded his reply to the toast of the Royal National Lifeboat Institution at a dinner given by the Corporation of London in Guildhall on April 26 to mark 'The Year of the Lifeboat', all those present spontaneously rose to their feet and gave him a standing ovation. It was a tribute both to a man of great distinction, who had spoken most felicitously, and also to a tradition of 150 years which was being respectfully marked. On only two other occasions since 1945 have speakers at Guildhall received standing ovations: one was Mr Harold Macmillan when he received the Freedom of the City of London; the other was Sir Alec Douglas-Home.

Second gift of lifeboat

In proposing the toast of the RNLI, the Lord Mayor of London, Sir Hugh Wontner, singled out two individuals for mention: one was Richard Evans, the other was Major Osman Gabriel. On April 25 the Lord Mayor, in his capacity of a member of the Committee of Management of the RNLI, had formally received from Major Gabriel a new lifeboat, which stood outside Guildhall for two days. This lifeboat is named *Mary Gabriel* and is the second which Major Gabriel has presented to the RNLI. To provide the money for the boat, Major Gabriel sold his collection of rare jade and stamps. The lifeboat, which is now stationed at Hoylake and which was presented by Major Gabriel to celebrate his 59th wedding anniversary, was named at Shoreham, near Major Gabriel's home, by Lady Egremont, on May 2. *Mary Gabriel* is one of the Rother class, and before the naming ceremony had taken place she had already been out on an effective lifesaving mission.



Guildhall Dinner: Ex-Coxswain Richard Evans replied to the toast of the RNLI and, as he ended his speech, received a spontaneous standing ovation.

Cathedral Services

The celebrations of 'The Year of the Lifeboat' began in Britain with a service in St Paul's Cathedral on March 4, and in the Republic of Ireland with a reception given by the Minister for Transport and Power in St Patrick's Hall in Dublin Castle on the same day.

The service in St Paul's was a deeply moving event attended by the Queen

Mother and the Duke and Duchess of Kent. The Archbishop of Canterbury preached a most inspiring sermon and a lesson from the Old Testament was read by Rabbi Dr Leslie Edgar. The congregation included Mr Harold Wilson, who later that day was called upon by the Queen to form a new Government.

It is known that at least 150 other



Mary Gabriel, second lifeboat presented to the RNLI by Major Gabriel, outside Guildhall, London. On board are Major Gabriel and Sir Hugh Wontner, Lord Mayor of London, with Commander D. B. Cairns (second from left), Chief of Operations.

Photograph by courtesy of the 'Financial Times'

COVER PICTURE

Thomas Forehead and *Mary Rowse II* has recently taken up station at Plymouth. She is a 44' Waveney class 'fast afloat' lifeboat built to a design introduced from the US Coast Guard in 1964. Her twin General Motors Detroit marine diesel engines give her a maximum speed of more than 15 knots, and she is exceptionally manoeuvrable. With steel hull and aluminium superstructure she is self-righting. The photograph was taken by Beken of Cowes.

Telegram received by Commander F. R. H. Swann, CBE, RNVR, Chairman, Royal National Life-boat Institution, May 22:

At the thirty-second session of the Council of the Inter-Governmental Maritime Consultative Organization now meeting in London it was unanimously agreed that the outstanding record of the Royal National Life-boat Institution be recognized on this its 150th anniversary. On behalf of the Council it gives me great pleasure to convey our congratulations on this proud occasion and to reaffirm our appreciation and commendation for the distinguished contribution made by the RNLI in the saving of life at sea.

Rear Admiral Edwards, US Coast Guard, Chairman IMCO Council.

services of thanksgiving and dedication have been held to mark 'The Year of the Lifeboat' in churches and chapels. Services were held in St Patrick's National Cathedral, Dublin, and in Exeter, Liverpool, Manchester, Chichester and St Albans Cathedrals on March 10, and in the Cathedrals of Winchester, York, Durham, Salisbury and Truro subsequently.

Paintings of lifeboats

A painting of the St Ives lifeboat entitled *In Face of Danger* by Ben Maile was presented to the RNLI and sold to a private collector for £5,000. A limited edition of 600 signed artist's proofs were printed by Solomon and Whitehead, also to be sold for the benefit of the RNLI for £100 each. Mr Maile was himself once helped by a Cornish lifeboat, the Newquay ILB, and in gratitude and in recognition of the work of the RNLI in the past 150 years he offered his picture for sale in the hope of raising enough money to provide a new lifeboat.

Lifeboat paintings were exhibited in the Guildhall Art Gallery in London in April. Many of the paintings have adorned the walls of 42 Grosvenor Gardens, and they include works by William Joy, C. Stanfield, T. C. Dugdale, David Cobb and Francis Russell Flint. James Carmichael's picture of Grace Darling and her father putting off to the *Forfarshire* was also included, and beneath the portrait of Sir William Hillary was a striking watercolour by W. L. Wyllie.

Lifeboat International

This number of *THE LIFEBOAT* is largely devoted to the important exhibition known as 'Lifeboat International', which is being held in Plymouth from July 19 to August 17. Its sub-title is 'The Men Who Never Turn Back'. It is known that new lifeboats from France, the Federal German Republic, Norway, Poland and Sweden will join the four

new RNLI lifeboats, the whole flotilla sailing from Poole on passage for Plymouth on July 16. From July 16-20 there will be a visit of a cadet squadron of the United States Coast Guard.

HRH The Duke of Kent, President of the RNLI, will formally open the exhibition at West Hoe Park, after visiting the boats afloat.

Among the principal exhibits will be the only pulling lifeboat of the RNLI still preserved in this country. This is the former Whitby lifeboat, *Robert and Ellen Robson*, which is normally on display in a museum at Whitby. As a curtain-raiser to the University Boat Race, this boat was rowed by a crew formed of past presidents of Oxford and Cambridge boat clubs at Putney on April 5. A commentary on the row was given in the BBC television programme 'Nationwide' by the former Sheringham coxswain, Henry 'Downtide' West.

New Chief of Operations

Attention has been called in recent numbers of *THE LIFEBOAT* to the huge boat building programme on which the RNLI is now engaged. In order to concentrate his immense energies on this programme, Lt-Commander W. L. G. Dutton, who has held the post of chief



Commander F. R. H. Swann, RNVR, Chairman of the Committee of Management, received the CBE from HM the Queen on March 19. It being London flag day, he bought his flag outside Buckingham Palace.

inspector of lifeboats since 1961, has assumed a new post as controller/lifeboat construction and development. The operational tasks for which the chief inspector was formerly responsible have now been taken over by Commander D. B. Cairns, with the title of chief of operations. Before taking over his new appointment, Commander Cairns held staff appointments in the RNLI head office. He has also served as inspector of lifeboats in areas from the Wash to Plymouth and in Ireland.



150th Anniversary Reception given on March 4 in the State Apartments, Dublin Castle, Ireland, by the Minister of Transport and Power, Mr Peter Berry, TD: (left to right) Vice-Admiral Sir Arthur Hezlet, Mr and Mrs Peter Berry, Commander F. R. H. Swann and the Lord and Lady Killanin. Photograph by courtesy of Independent Newspapers

More than 150 services of thanksgiving have been held around Britain and Ireland. In Norwich Cathedral the RNLI standard is carried to the altar. Photograph by Courtesy of Eastern Daily Press



Coxswain Gerald McLoughlin of Howth read one of the lessons at the commemorative service in the National Cathedral of St Patrick, Dublin. Photograph by courtesy of Independent Newspapers



Thanksgiving and Dedication

St Paul's Cathedral March 4

IT IS THE GLORY of St Paul's that it can embrace all the grandeur of national occasion and all the simplicity and friendliness of a parish service. The RNLI could have had no happier setting for its 150th anniversary service of thanksgiving and dedication than this great Cathedral, to which we turn alike in times of rejoicing and sorrow.

The story of the RNLI began when, on March 4, 1824, Dr Manners Sutton, Archbishop of Canterbury, presided at a meeting at the City of London Tavern at which it was resolved to form the body known today as the Royal National Life-boat Institution. At noon on March 4, 1974, 150 years later and just a short distance away, in a great interdominational congregation of lifeboat people, Dr Michael Ramsey, Archbishop of Canterbury, spoke of the

Christ-likeness of the lifeboat service, demanding as it does courage, self-forgetfulness and care for the individual. Rabbi Dr Leslie Edgar read the first lesson, and the Moderator of the Free Church Council was present, as also would have been Cardinal Heenan had he not been prevented by ill health.

When the Dean and Chapter, with the Bishop of London and the Archbishop of Canterbury, conducted Queen Elizabeth The Queen Mother and the Duke and Duchess of Kent to their seats under the dome, it was up a nave flanked with lifeboatmen in their blue jerseys. Representatives from crews, branches and guilds had come from all over the country; medal-holder and flag-seller came together to give thanks for the past and look to the future.

Music of organ and Royal Marine Band added splendour to a colourful occasion, ending on a fine triumphant note with an organ voluntary 'Away, lifeboat' written for this service by Michael Kidd.

Following the service, Captain Nigel Dixon, RN, the Director, received the following message:

'I am commanded by Queen Elizabeth The Queen Mother to write and let you know what a great joy it was to Her



The Queen Mother leaving St Paul's Cathedral with the Lord Mayor of London.

Photograph by courtesy of Keystone Press

Majesty to be present at such a moving and historical occasion.

The Queen Mother thought it a really beautiful service, which indeed in itself paid tribute to the dedicated and selfless duty carried out over the past 150 years by members of the Royal National Life-boat Institution.

Queen Elizabeth bids me send you all an expression of her warmest good wishes for the years ahead.'

NORTHERN IRELAND

THE WORK of our Northern Irish lifeboat crews continues in the same admirable way as that of their fellow seamen at all other RNLI stations. As to financial branches, last year RNLI committees and their helpers raised £30,000, a record sum.

We have become accustomed to news of tragedies and apparently intractable political problems in Northern Ireland; yet, despite difficulties, some 50 branches continue to raise funds in support of the lifeboats at Portrush, Donaghadee, Portavogie, Newcastle, Bangor and Red Bay.

There was a time in Londonderry when flag day collectors had their favourite stands, outside certain buildings, in certain streets. Now many of the buildings are gone and there is not much left of some of the streets. Nevertheless, in 1973 the street collection amounted to £750, £150 more than ever before. Similarly, denied the area of the city centre for their collection, Belfast flag sellers nevertheless raised a record £2,502 in house-to-house collections in Belfast suburbs last year.

One must admire the organisers of the Belfast boat show who have gallantly kept it going during the past four or five years. So confident have Garth Corbett and John Baxter been in the

ultimate success—certainly achieved this year—of their venture, that they accepted early difficulty with as much *sang froid* as they took the inevitable bomb warnings. RNLI stand space has always been generously given.

So, in 1974 as in previous years, lifeboat collections in Northern Ireland are likely to prosper, in the good hands of RNLI committees and voluntary workers. Furthermore, in this, 'The Year of the Lifeboat', R. W. Berkeley, CBE, JP, and his committee are aiming to raise £30,000 in addition to normal anticipated revenue. It is a measure of the hard work going into this special appeal that Mr Berkeley has personally 'topped and tailed' over 3,000 letters.

Congregation gathered round model of lifeboat Thomas Forehead and Mary Rowse after the service of thanksgiving at Mutley Baptist Church, Plymouth.

Photograph by courtesy of 'Western Morning News'



Many services of re-dedication were held on March 4 at lifeboat stations. Canon G. Oram conducted the service at Aldeburgh.

Photograph by courtesy of Tony Ray



LIFEBOAT SERVICES

Eastern Division

Explosion at sea

AN EXPLOSION, on the night of November 15, 1973, aboard the 300-ton deep-sea trawler *Boston Jaguar*, 37 miles 020° (T) from Cromer, Norfolk, left the ship without steering gear, with her mate killed and a crew member hurt with suspected internal injuries. The trawler had received medical advice via Humber Radio Station recommending that the injured man be taken ashore as soon as possible, but, although the trawler *Boston Wasp* was standing by, the skipper of *Boston Jaguar* thought it unwise to transfer the injured man before he had been examined by a doctor. Helicopter assistance could not be considered until daylight.

On receiving this information from Cromer Coastguard, the Cromer station honorary secretary at that time, Dr Paul Barclay, decided that although liable to seasickness he must go out with the lifeboat himself; of the other four local doctors, one was ill, one over 75 years old and two had no sea experience, and it was clear that professional medical help beyond the knowledge of the qualified first aider, Crew Member Richard Davies, was going to be needed.

Dr Barclay therefore handed over shore control of the service to the deputy launching authority, D. L. Snelling, and joined the assembled crew; *The Good Hope*, a 46' Watson lifeboat on temporary duty at the station, launched at 2310. The wind was north west, gale force 8, with seas of 20' running against a northerly ebbing tide. It was cloudy and raining.

Gorleston Coastguard, co-ordinating the service, directed *The Good Hope* to Dudgeon Lightvessel, as *Boston Wasp* reported having *Boston Jaguar* in tow at 2311, heading for the lightvessel. The lifeboat established radio contact with both trawlers soon after launching and relative positions were exchanged at frequent intervals.

Despite heavy head seas, the lifeboat reached the lightvessel at 0130, a distance of 21 miles in 2 hours 20

minutes. The trawlers were now eight miles east north east of the Dudgeon, so Coxswain Henry Davies, BEM, altered course to intercept the tow, reasoning that in the prevailing weather it would not be safe to have the two trawlers stopped close to the lightvessel. Visual contact was made at 0215 and the lifeboat approached the casualty at 0225.

The wind had now decreased to force 6 and backed to west north west. Rough seas and a heavy north-west swell were running, and the weather remained cloudy with rain.

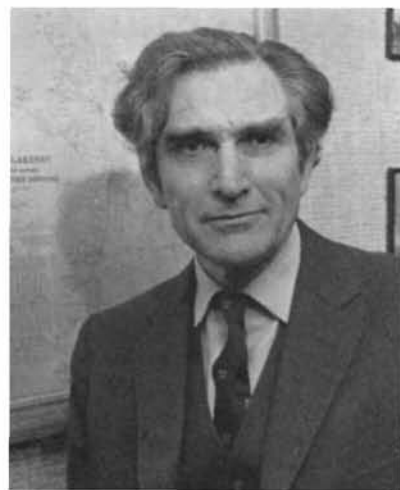
Coxswain Davies took the lifeboat close alongside *Boston Jaguar* and at 0230 passed a securing line. Dr Barclay and Richard Davies stood by at the starboard rail, but the first attempt to sheer alongside the trawler's starboard side resulted in the lifeboat being heavily knocked away. At the second attempt the impact threw both men from the rail on to the lifeboat deck, but at the third approach the coxswain held the lifeboat alongside for long enough to allow the two men to jump on to the trawler's deck.

Due to the heavy seas and swell, the lifeboat then stood off from the casualty to await the doctor's examination of the crew member. Dr Barclay first established that the mate of the trawler was dead, having sustained severe head injuries and a severed arm when gas containers exploded in the after compartment. With help from Richard Davies he then attended the injured deckhand, who had facial lacerations and was severely shocked. At 0302 Dr Barclay instructed that the deckhand should be taken off the trawler by helicopter at first light and taken to Cromer Hospital for further investigation of possible internal injuries. RAF Coltishall agreed to fly-off at 0630. The tow then altered course for Cromer with the lifeboat in company.

Coxswain Davies decided it imprudent to attempt to close *Boston Jaguar* a second time and the doctor agreed that he and Richard Davies should remain aboard the trawler; throughout the passage from Cromer, Dr Barclay had suffered from severe seasickness but not until he had attended his patient would he rest.

During the tow towards Cromer, Richard Davies realised that the skipper and crew of *Boston Jaguar* were still too shocked to give a rational appraisal of the situation aboard. He organised the covering of the mate's body and removal of the severed limb from view. He then helped in maintaining the vessel's course, while towing astern of *Boston Wasp*, by using main engines as necessary.

At 0600 the lifeboat and tow arrived off Cromer, the tow being piloted through the shallows by Richard Davies. The RAF helicopter arrived at 0650 and at 0705 the injured deckhand and Dr Barclay were lifted and taken to Cromer Hospital, arriving three minutes later. Due to the rough sea it was not



Dr Paul Barclay, former honorary secretary, Cromer: a bronze medal for gallantry.

possible to rehouse the lifeboat at Cromer and, after transferring Richard Davies from *Boston Jaguar* to the lifeboat, Coxswain Davies made for Great Yarmouth, in company with the tow, arriving at 1030. The tow continued to Lowestoft and the lifeboat crew returned by road to Cromer at 1200.

For this service Dr Paul S. Barclay, MC, TD, was accorded a bronze medal for gallantry. The thanks of the Institution inscribed on vellum were accorded to Coxswain Henry Thomas Davies, BEM, and Crew Member Richard Davies. Medal service certificates were presented to Second Coxswain L. B. Harrison, Motor Mechanic R. Amey, Assistant Mechanic L. J. Harrison and Crew Members J. Lee, W. Davies and H. Davies.

Scotland South Division

Seven rescued

ANGLESEY RADIO received a message from the 36' fishing vessel *Kia-Ora* at 1926 on January 27 to say that she had broken down off Hestan Island, was dragging her anchor in severe weather conditions and needed lifeboat assistance.

Given this information at 1941, the honorary secretary of Workington station, Cumberland, approved a launch and the crew mustered at the lifeboat station. However, due to damage which had been sustained, the boarding boat was off service under repair and, in the particular weather conditions prevailing, the substitute boat was going to be difficult to launch safely. To avoid possible further delay, therefore, Coxswain Albert Brown requisitioned a dinghy to ferry two crew members out to the 46' Watson lifeboat, *City of Edinburgh*, on temporary duty at the station. She was slipped from her moorings and laid alongside the dock wall where the remainder of the crew embarked.

City of Edinburgh cleared the harbour entrance at 2125. The wind was south south easterly force 9, with very rough sea, heavy swell, squalls of rain and sleet and visibility down at times to half a cable. It was one hour after low water. In view of the very rough seas and the depth of water there would be at that state of the tide over the sandbanks, she had to take the outside course to Hestan Island by way of North Workington Buoy and 2' Bank Buoy; two hands were stationed on deck as lookouts until these two buoys had been passed in safety, at 2213. Course was then set for Hestan Island (323° magnetic).

At 2243 the lights of the Scottish shore were sighted and ten minutes later Coxswain Brown asked *Kia-Ora*, by MF radio, to set off a distress flare to help identification. Half an hour later the casualty was sighted about half a mile north east of Hestan Island and Coxswain Brown altered course towards her.

By now the wind was south south easterly force 10, giving extremely rough seas and accompanied by sleet showers. As the lifeboat approached it was found that *Kia-Ora* was dragging her anchor badly and drifting to the north east.

Coxswain Brown made his first attempt to put the lifeboat alongside starboard side to the casualty, but in doing so was thrown from the wheel by the heavy seas. Control of the lifeboat was regained and by 2330 she was again manoeuvred alongside, and while, with great seamanship and determination, Coxswain Brown maintained her in this position for about four minutes, the youngest of the survivors, a ten-year-old boy, was carefully lifted across and the remaining six men were helped aboard. *City of Edinburgh* then manoeuvred clear of *Kia-Ora* stern first.

The echo sounder, working as well as could be expected in such seas, recorded 18' of water under the keel at the position of the casualty. While alongside *Kia-Ora* the bracket retaining the anchor was ripped from the deck by the violent motion, some of the gunwale was split and one stanchion twisted.

By now the tide had made sufficiently for the sandbanks to be crossed in safety, so *City of Edinburgh* set a direct course for Workington. It took two-and-a-half hours to battle back at reduced speed against the south south easterly force 10 wind; but despite failure of the breakwater and leading lights due to the severe weather, *City of Edinburgh* entered Workington Harbour at 0205 on January 28.

It should be noted that a request was made at 1926 to launch the Kirkcudbright lifeboat and Coxswain Davidson and his crew mustered at the lifeboat station. However, the tide gauge at the slipway showed that the depth over the bar was just under 36" and with a south south easterly wind force 8 to 9 causing a heavy sea and swell it would have

been impossible to cross the bar. Coxswain Davidson, with his crew, stood by until 2200, when he was told that the Kirkcudbright lifeboat would not be needed.

For this service a bronze medal for gallantry has been accorded to Coxswain Albert Brown. Medal service certificates have been presented to Second Coxswain Joseph Reay, Motor Mechanic William Watchorn Smith, Assistant Mechanic Donald Muir and Crew Member Leslie Beck.

Western Division

Yacht dragging anchor

A YACHT AT ANCHOR but in difficulties in heavy seas off Three Cliffs Bay, Gower, was seen by Mumbles Coastguard and reported to the Mumbles honorary secretary at 1350 on December 19, 1973. Maroons were fired and *William Gammon—Manchester and District XXX*, a 46' 9" Watson lifeboat, was launched at 1413.

The wind was force 7 to 8 from east south east and the sea rough. It was high water. The casualty, the 30' yacht *Karfinn*, was reached at 1500 after an uneventful downwind passage. She was at anchor about three to four cables off Three Cliffs, her anchor was thought to be dragging and she was in danger of being overwhelmed by heavy seas. There were two men on board who appeared to be in a distressed state. The sea was described as strength 5, the tidal stream negligible.

Coxswain Derek Scott, BEM, made

Karfinn (below) brought safely to harbour by Mumbles lifeboat, and the end of another successful service for Coxswain Derek Scott (right) and two of his crew, Garry Ridd and Jack Whitford.

photographs by courtesy of 'South Wales Evening Post'

two attempts to come alongside the yacht, and then decided to try to get a crewman on board. The bow of the lifeboat was angled in to the starboard side of *Karfinn* and Crew Member W. Clements, holding the end of the towing line, managed to leap aboard. The line was quickly secured and Mr Clements instructed one of the crew to slip the anchor cable. The tow back to Swansea began at 1506.

During the passage back the sea state became worse, but Crew Member Clements, with skill and determination, managed to prevent the yacht from sheering uncontrollably; *Karfinn's* crew went below leaving him to manage as best he could and did not appear again until the dock entrance was reached.

After a while Mr Clements had to lash himself into the cockpit, but in spite of being wet, cold and continually buffeted by wind and sea, he remained at the helm of *Karfinn* for three hours until safety was reached. Coxswain Scott did consider trying to put another crew member aboard the yacht, but decided the conditions were too bad to make the attempt.

William Gammon and *Karfinn* entered Swansea Docks at 1800, where the life-



boat remained for the night, it being too rough to rehouse her at Mumbles.

For this service a framed letter of appreciation signed by the Chairman of the Institution, Commander F. R. H. Swann, CBE, RNVR, was sent to Crew Member W. Clements.

Eastern division

Two under tow

AT 1209 on August 21, 1973, the honorary secretary of Sheerness, Isle of Sheppey, was informed by Warden Point Coastguard that a yacht had been sighted aground off the Red Sand area, bearing 050° three to four miles from Warden Point, and that Manston Coastguard helicopter had been alerted; he replied that the lifeboat would launch immediately. The wind was north east by north, force 5, with a moderate to rough sea; the day overcast with showers. High water at Sheerness was predicted at 1807.

While the 46' Watson lifeboat *Gertrude*, built in 1946, was heading eastward from Garrison Point, the Coastguard called up Coxswain C. H. Bowry to tell him that the helicopter was over the yacht *Bosun* (26' Bermudan rigged) but that her crew had indicated that they did not need help; their boat had now refloated and was at anchor. Nevertheless, through the Coastguard, the honorary secretary instructed the lifeboat to continue to the yacht as the helicopter was returning to base and the prevailing weather was producing a lee shore situation in very shallow water.

At 1253 *Bosun* was sighted under way, with foresail only, steering a north-westerly course. Coming along-

side half an hour later, Coxswain Bowry was told that the yacht had damaged her rudder pintle when aground on Spile Bank, but jury wires had been rigged. Assistance was emphatically refused.

Just as he was turning to make the return passage, Coxswain Bowry sighted a red flare to the south west, close under Eastchurch Cliffs. Telling Warden Point Coastguard that he was going to investigate, he altered course and a few minutes later it was seen that a large motor cruiser was aground in the breakers. Hearing this, the Coastguard once again alerted the Manston helicopter.

The lifeboat was taken close up wind of the new casualty, a 45' converted motor fishing vessel, *Gentlemaid*, with three people on board, and Coxswain Bowry assessed that the boat was in imminent danger of breaking up in the pounding surf. By now, 1330, the wind was north east force 6, with short, rough, breaking seas over the sand flats. The tide was 1½ hours flood to westward.

As the water was too shallow to approach *Gentlemaid* stern first veering on the anchor (if *Gertrude's* stern had gone aground, she would not have had the power to tow *Gentlemaid* into deeper water), Coxswain Bowry drove the lifeboat ahead on to the sand and used the engines to keep the stern up to windward. Three rocket lines were fired towards *Gentlemaid*, but her crew of three, in danger of falling overboard, were unable to retrieve the lines.

Crew Member Malcolm Keen volunteered to go overboard with a line. The crew bent all mooring warps into one long line, Malcolm Keen inflated his lifejacket and, with the line around his waist, waded 200' to the casualty through the breaking seas in up to 4'

of water. *Gentlemaid's* crew would not let go their holds on the boat and Malcolm Keen made fast the towline alone.

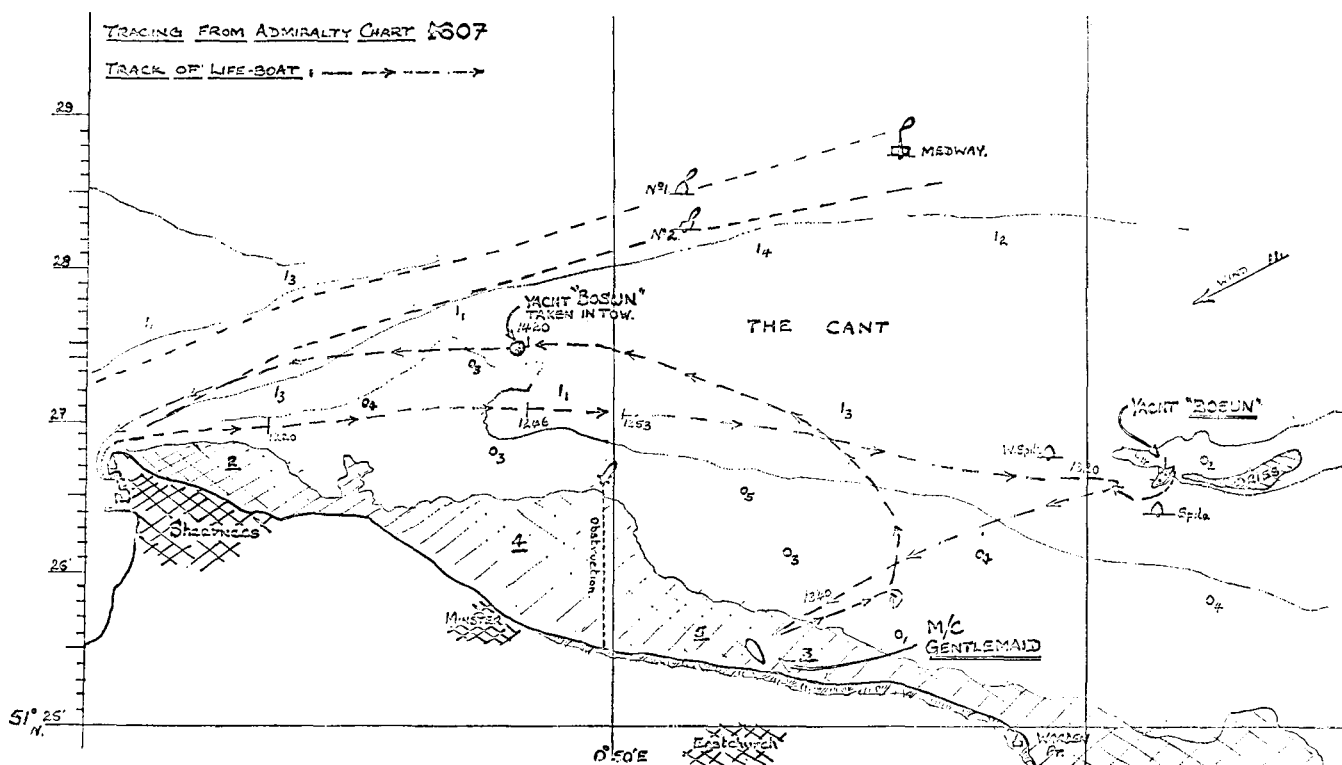
Meanwhile, the helicopter had arrived at the scene and landed on the adjacent cliffs to watch the lifeboat operation.

Coxswain Bowry towed *Gentlemaid* into deeper water, turned the lifeboat, shortened the tow and set off on the return passage leaving Crew Member Keen aboard the casualty to tend the tow line. *Gentlemaid* was unable to get her engines started as the batteries were flat and a considerable amount of water had been taken aboard while she was being towed off the flats stern first.

At 1420 *Bosun* was again sighted, south of the Medway Channel. She was wallowing and her crew waving to attract attention. Upon closing the yacht, Coxswain Bowry was told that the rudder had now been lost and *Bosun* had no auxiliary power. Her crew of three refused to abandon her as they feared her loss on the lee shore, so Coxswain Bowry manoeuvred the lifeboat and tow downwind, allowing *Bosun* to drift on to *Gentlemaid*, whereupon Malcolm Keen was able to pass another tow line.

The lifeboat completed the passage to Sheerness at reduced speed with the two boats towing in line astern, arriving at the berth in the Great Basin at 1516.

For this service the thanks of the Institution inscribed on vellum was awarded to Crew Member Malcolm Keen, and framed letters of thanks signed by the Institution's Chairman, Commander F. R. H. Swann, CBE, RNVR, were sent to Coxswain/Mechanic C. H. Bowry, Second Coxswain G. Mills, Assistant Mechanic B. Durrant and Crew Members A. Washford, C. Austin and V. Stupple.





French trawler Keriolet, towed back to Ilfracombe in storm force winds by Charles H. Barrett (Civil Service No. 35), Clovelly's 70' Clyde class lifeboat. photograph by courtesy of D. S. Evans

South Western Division

French trawler in tow

A FRENCH TRAWLER, *Keriolet*, in tow of the cable ship *Iris* and in need of help was reported to the honorary secretary of Clovelly, North Devon, by the Coastguard at 1610 on Thursday, January 17. She was 46 miles north west by north of Trevoise Head and making water in very rough sea.

Charles H. Barrett (Civil Service No. 35), a 70' Clyde class lifeboat, set course to west south west at 1645 in storm force wind. It was two hours before low water.

Keriolet was reached at 2000 and the tow taken over. The trawler was then anchored and pumped dry. Her skipper was taken aboard the lifeboat and advised, through an interpreter, that his vessel would be towed to Ilfracombe after being pumped dry again. This was successfully achieved and the lifeboat returned to her station at 1330 on January 18.

North Eastern Division

A canoeist brought a message to Filey Coastguard on August 14, 1973, that a man and two children were stranded on rocks north of Filey Brig. The Filey ILB was launched at 1905 and within an hour had taken the three people on board (right), landed them safely and had herself returned to station.

photograph by courtesy of 'Hull Mail'

North Eastern Division

Anglers in danger

HAVING BEEN informed by the Seaham Coastguard, Co. Durham, at 1632 on Sunday, November 11, 1973, that a number of anglers had been cut off on the drum head at the end of the north pier of the harbour, and that they were in danger of being swept off, the honorary secretary of the Seaham station assembled the crew, and himself went to the boathouse with Coxswain Arthur Farrington and Motor Mechanic Malcolm Maconochie to view the situation. In the past anglers have several times been cut off on the drum

head, which is higher than the pier itself, but were in fact perfectly safe as long as they remained where they were. Also, with a falling tide, the danger should have been decreasing.

However, on arrival at the boathouse, it could be seen that the pier and occasionally the drum head itself were being swept by heavy water; the situation appeared to be worsening and the anglers would soon be in an untenable position.

Maroons were fired at 1650. In view of the real urgency that had developed and the short distance involved, *The Will and Fanny Kirby*, a 37' Oakley lifeboat, set off at 1655 with a crew of four.

It was 1½ hours after high water. The wind was northerly force 5 with a rough sea outside the harbour and a very heavy swell which was breaking at the harbour entrance. A very heavy run of sea inside the outer harbour was sweeping round the pier head, resulting in a confused sea with a 5' rise and fall alongside the pier.

Coxswain Farrington took the lifeboat into the corner formed where the drum head joins the main pier, where there was a chance of holding her in position to effect a rescue. Although the anglers were in a relatively safer position on the drum head, it being higher than the main pier, any rescue attempt from there would have resulted in serious risk of injury and severe damage to the boat. Despite frequently being thrown clear by the surge of the confused sea and swell, with skilful seamanship and boat handling Coxswain Farrington succeeded in taking the boat into the corner.

As the lifeboat was brought alongside, rising and falling on the swell, the anglers were called to come off the drum head and jump into the boat two or three at a time. Sound judgement was required on the part of the coxswain to assess the effect of sea and swell as well as to handle the boat. Had any mistake been made in his judgement, some of



the anglers would doubtless have been swept into the sea or fallen heavily into the boat.

Seas continued to sweep the pier and, as an attempt was made to take off the fourth group of men, a huge sea must have broken against the outside of the pier and right over it. A considerable weight of heavy water crashed down on to the lifeboat, its effect magnified as she was at that moment just rising on the swell. The boat was completely engulfed and the spray canopy gave way at the bend in the tubular framework, crashing down on to the coxswain at the wheel. He fell clear of the wheel and in under the canopy but struck his head, injuring his forehead. He immediately resumed control of the boat and repeated the rescue operation until all 18 anglers were aboard.

One of the anglers, at first over-eager to be rescued, had then hesitated, sitting on the edge of the pier wall, and was washed off into the sea. He fell between the lifeboat and the pier and, but for the prompt action of Crew Member Ronald Leng who grabbed the man in the water and held him until help came to pull him on board, would almost certainly have been crushed.

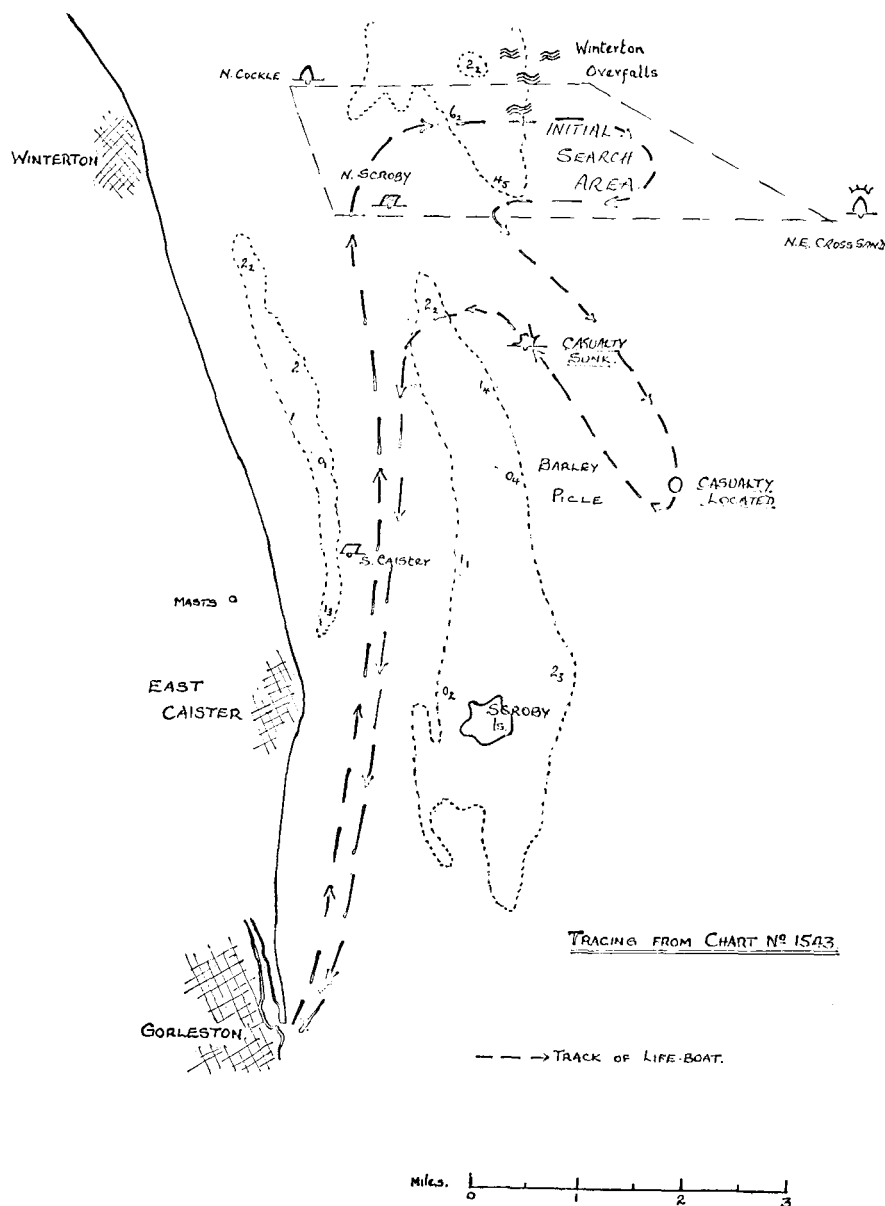
By 1730 the rescue had been completed and Coxswain Farrington landed the survivors at North Dock. Because of adverse slipway conditions, the lifeboat was then taken to Sunderland for a safe berth until the weather moderated. When she arrived, at 1910, Coxswain Farrington went to Sunderland to have his head injury attended to. It required six stitches. He was also complaining of a pain in his wrist and it later was found that he had broken his wrist at the same time as he had sustained the head injury.

For this service a bronze medal for gallantry has been accorded to Coxswain Arthur Farrington. Medal service certificates were presented to Motor Mechanic Malcolm Maconochie and Crew Members Ronald Leng and Maurice Thornton.

Eastern Division

Night search

TWO RED FLARES sighted by the Coastguards at Gorleston and Happisburgh at 0259 on Sunday, October 21, 1973, were reported to the Great Yarmouth and Gorleston honorary secretary. Some ten minutes later *Khami*, one of the first of the 44' Waveney steel fast afloat lifeboats, had cleared her moorings under the command of Second Coxswain David Bennington and headed northward from the harbour entrance towards the Winterton overfall area to search. The wind was north westerly, gale force 8, on a flood tide, and visibility was reduced in heavy rain squalls. High water at Great Yarmouth would be 0453.



At 0400 Second Coxswain Bennington began firing parachute flares in the vicinity of North Cockle Buoy, but nothing was sighted by the lifeboat crew or by either of the fishing vessels, *John Murray* and *Essex Shore*, which were in the area.

Gorleston Coastguard then suggested a search area bounded to the north by North Cockle Buoy and Winterton overfalls and to the south by North Scroby and NE Cross Sand Buoys. The lifeboat spent an hour here, using parachute flares, and having reported no sighting to Gorleston Coastguard, was advised to search further southward.

Second Coxswain Bennington headed towards the Barley Picle area and, at 0420, sighted a light to the southward. At 0500 he came up to the 45' converted naval pinnacle *Doris*, lying head to wind and listing heavily. There were two crew aboard.

The wind at this time was north west, severe gale force 9, with 16-18' seas.

Second Coxswain Bennington took the lifeboat close to *Doris* to pass a tow line because he considered it too dangerous to attempt to transfer the crew, and they showed no inclination to

leave the vessel. The tow was secured and, after an abortive attempt to tow the listing vessel in a very heavy following sea, Mr Bennington turned the lifeboat northward at reduced speed, advising the Coastguard of his intention to attempt the return passage north of the Scroby Bank.

Second Coxswain Bennington maintained a constant watch on the tow and, at 0630, saw that *Doris* had foundered and her crew were in the water, having cut the tow line before being thrown overboard. The searchlight was manned, and, with considerable skill, Mr Bennington manoeuvred the lifeboat astern, picking up both survivors at the first attempt.

Although wearing lifejackets, both men were shocked and cold and first aid was rendered to them by Crew Member Jeffrey Bishop while the lifeboat turned southward. *Khami* entered Gorleston at 0800 and the survivors were landed and taken to hospital after an extremely hazardous return passage during which the boat touched bottom. Despite working regularly in these waters, all crew members were extremely shaken by the severity of the conditions.

The thanks of the Institution inscribed on vellum have been accorded to Acting Coxswain David Bennington. Vellum service certificates were presented to Crew Members Colin Staples and Jeffrey Bishop.

North Eastern Division

Injured crews

THE HARBOUR MASTER of Bridlington, Yorkshire, informed the honorary secretary at 1320 on Friday, December 28, 1973, that the trawler *Volesus* of Grimsby had an injured man aboard. The relief lifeboat *Calouste Gulbenkian* was launched at 1340 and set course for the rendezvous point off North Smithic Buoy in southerly light airs and a slight sea. The tide was flooding.

The injured man was taken aboard the lifeboat together with two hands from *Volesus* who wished to be put ashore, and the lifeboat was back in Bridlington Harbour by 1445.

During this operation a radio message had been received from the Hull trawler *Lord Nelson*; one of her engineers had fallen and broken his leg, and lifeboat assistance was requested. The lifeboat left harbour at once and met *Lord Nelson* one mile east of North Smithic Buoy. It was ascertained that the man had fractured his leg in at least two places. He was transferred to the lifeboat without incident and taken to Bridlington.

On the return journey, fog reduced visibility to a quarter of a mile, but the lifeboat reached her station at 1610.

South Eastern Division

Two yachts in force 10

WHEN, at 2327 on September 20, 1973, the honorary secretary of Shoreham, Sussex, was told by the Coastguard that a yacht was in distress 20 miles south of Shoreham, the maroons were fired and *Dorothy and Philip Constant*, a 42' Watson lifeboat, launched at 2342.

There was a northerly gale blowing and a rough sea, combined with hail squalls and thunder. Visibility was moderate. It was one hour before low water. On clearing the harbour a course was set for the casualty and communications established with *Tagus*, which was standing by the stricken yacht but unable to take off survivors due to the high wind and sea. Shortly afterwards communications became very bad due to an electrical storm, and the lifeboat having lost the lee of the land was soon in waves of 20'. At the height of the storm, lightning struck the water close to the lifeboat, illuminating the cabin

December 28, 1973: engineer from the hull trawler *Lord Nelson*, with badly fractured leg, being taken aboard *Calouste Gulbenkian*, on relief duty at Bridlington. It was the second service for the lifeboat and her crew in an hour and a half.

photograph by courtesy of Paul Berriff



and giving Assistant Mechanic Kenn Everard, who was holding the MF metal handset, a severe shock which threw him across the cabin.

At 0150, when close to the first reported position of the casualty, a yacht was sighted at 400 yards distance. Coxswain John Fox tried to make contact with her crew, but with no success. He therefore asked *mv Kenrix*, which was in the area, to investigate this yacht while the lifeboat continued to the original casualty.

The wind was now gusting force 9 with a following sea in excess of 20' which caused the lifeboat to veer 30° either side of her intended course. Coxswain Fox did consider using the drogue but decided against it in order to maintain the best speed to the casualty.

At this time another yacht, *Perseverance*, reported that she was disabled, having lost her rudder. Shoreham lifeboat contacted her and ascertained that the crew were not in immediate danger. Shortly after this *HMS Lynx* reported her position and offered to help, so Coxswain Fox asked her to stand by *Perseverance*.

At 0300 *mv Tagus* was sighted standing by the original casualty, the yacht *Lugger*. *Lugger* was lying bow to wind (N) and Coxswain Fox decided to try to 'run in and snatch' the survivors. The wind was now gusting force 10 with seas of 25' and lightning continuously illuminating the scene. The lifeboat approached from the north east on *Lugger's* starboard bow but had to put the engines full astern to avoid being forced on to the yacht's foredeck. A second successful attempt was made, with a girl and a man being lifted off as the lifeboat was knocked away. The yacht was left with her sea anchor

streamed, but she was eventually washed up and wrecked on the French coast.

The lifeboat then set course for *Perseverance*, but was only able to drive into the large seas at half speed. At 0353 *HMS Lynx* asked *Perseverance* to fire a red flare. This was spotted by the lifeboat which then fired a white flare and asked the yacht to report the bearing. The yacht was 1½ miles to the north east. The lifeboat closed *Perseverance* and Coxswain Fox said he would take off the crew but would not consider towing. *HMS Lynx* agreed with the coxswain, adding that she was prepared to stand by the yacht until first light. The lifeboat then set course for Shoreham Harbour, arriving on station at 0915.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain John Fox, and vellum service certificates to commemorate their participation in this rescue were presented to Second Coxswain Kenneth Voice, Motor Mechanic Jack Silverson, Assistant Mechanic Kenn Everard and Crew Members Keith Petherwick and David Wainwright.

Scotland North Division

RSV aground

'WE CANNOT hold out much longer—bumping heavily.' It was 0520 on January 12, just five minutes after ex-trawler, now rig safety vessel, *Spearfish* reported to the Coastguard at Lerwick,

continued on page 189



Prototype 50' Thames lifeboat (left) and Arun Mk. II at rest together in St Peter Port Harbour.

TRIALS FOR TWO

An investigation, by instrument and direct observation, into hull sea-keeping ability at high speed in rough water and the resultant fatigue experienced by man and machinery

50' Thames class prototype and 52' Arun Mk. II off Guernsey

HOW WILL a hull driven at speed by high-powered engines respond to the impact of rough seas? How easy will she be to handle? What will be the strain on her propeller shafts? How great will be the physical stresses imposed on her crew? These were just some of the questions, vital to lifeboat design, to which answers were being sought by the RNLI technical staff together with BSRA (British Ship Research Association) in trials held off Guernsey in mid-March; trials embracing both recorded scientific measurement and human experience and observation.

The trials, organised with the invaluable help of Captain J. C. Allez, Harbour Master and RNLI Honorary Secretary of St Peter Port, took the form of a comparison between two of our latest self-righting lifeboats, com-

parable in overall length but entirely different in design concept. One was St Peter Port's own new lifeboat, *Sir William Arnold*, the second in the 52' Arun class (52-02) whose hull form was designed by Allen McLachlan, of G. L. Watson, Glasgow; she is a broad-beamed (17') wooden boat with flared bow sections, wide decks, broad stern and a spacious wheelhouse. The other was the prototype of the 50' Thames class (50-001), a development by the RNLI design office of the 44' US Coast Guard cutter; built of steel, she is a narrower-beamed boat (14'), with straighter bow sections and tug-type tumblehome, a smaller wheelhouse and an entirely different approach to general arrangement.

Arun (52-01) has been subjected to extensive and vigorous testing. She has been sailed over 12,000 miles, in all

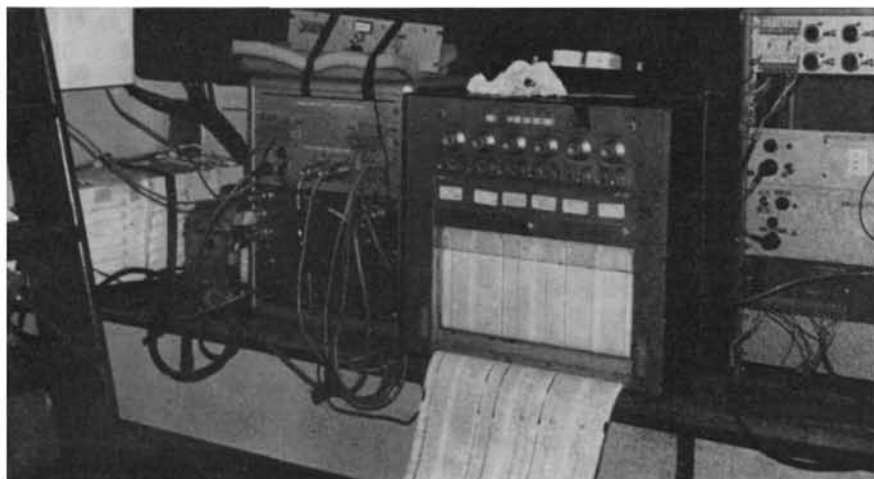
weathers, round the British Isles and up the coast of Europe from as far south as Spain to the waters of Norway in the north. She has also spent some months on station. So, at Guernsey, for the prototype Thames hull there was the advantage of direct comparison with a hull already well proven.

To obtain measured values of motion in rough water, both lifeboats were fitted by a team from BSRA, led by Christopher Lamb, with instruments which would give a continuous and accurately-timed analogue chart record of:

- (i) Pitch and roll.
- (ii) The torque, or twist, on each propeller shaft together with the rpm at which the engines were running.
- (iii) The athwartship accelerations experienced by the boat and hence the human body at three different parts of the boat: bow, stern and, most important, the coxswain's position at the wheel.
- (iv) The vertical accelerations experienced at bow and stern.

That was one side of the story. Equally important was the personal assessment made by every man aboard the two boats, and here the RNLI was greatly indebted to the St Peter Port crew for a wealth of willing and able assistance. With great enthusiasm they took a full part with the RNLI base crew in all the operations afloat (and, once the boats were berthed, had the lifeboat hut kettle boiling hospitably in record time, so that the day's experiences could be talked over in comfort). During the period of the trial a reserve boat replaced *Sir William Arnold* on station for normal duty.

In the after cabin of each lifeboat sensitive pens kept a ceaseless scientific chronicle. . . .





The trial in progress: on parallel courses about 100 yards apart, Arun 52-02 and Thames 50-001 drive through rough seas at about 17 knots.
 photograph by courtesy of Guernsey Evening Press

The two crews manned the boats turn and turn about, so that direct comparisons could be made, and there was much that could be learnt from the critical experience of such seamen. In overall command of the operation was Captain Roy Harding, trials officer, RNLI. He coxswained first one boat and then the other, backed by the base crew, Bill Dent, Ian Johnson and John Ashford, together with George Moore from Littlehampton ILB station. John Petit, Lloyd de Moulpied and Bill Ogier, of St Peter Port, each took it in turn to coxswain the opposite boat, backed up by Eric Pattimore, Chick Robilliard and Ron Munson. Representing the RNLI technical staff, and acting as co-ordinators, were Syminton Macdonald, chief staff officer (technical), and Stuart Welford, research and development officer; like everyone else they changed from boat to boat each time out.

Each of the trial runs (six in all) was round an octagonal course. The first leg was into a head sea; the next with the sea on the starboard bow; then on the starboard beam; starboard quarter; dead astern; port quarter; port beam and finally port bow. Before the start of each run, and also halfway round the course, anemometer readings of wind speed were taken on both boats and the wind direction noted; at the same time a

wave-rider buoy was lowered overboard from *Sir William Arnold*, for the measurement of wave height.

Once the wave-rider buoy had been recovered, the run began. The two boats, in constant VHF communication so that recordings could be synchronised, set off on parallel courses about 100 yards apart at the fastest speed of the slower boat, about 17 knots. Thus, as far as was possible, each boat was experiencing the same conditions at the same moment and BSRA's instruments were making a permanent recording of their performance.

While in the after cabin of each life-boat sensitive pens kept their ceaseless scientific chronicle, the crews at their stations were keeping their records, too. For each leg, the time of start, ship's heading and duration of run were noted, as well as Decca fixes at start and finish. At the end of every leg the observations of both coxswains were recorded; these included ease of steering, course variation, amount of spray and their own general comfort at the wheel. To round off the picture, every other member of the two crews was asked to write down, once again at the end of each leg, his position in the boat, whether he had been standing or sitting and his degree of comfort (or, for that matter, discomfort); handholds, vision, ventilation, all passed under review.

In four days of trials the weather, bright with spring sunshine, was most co-operative, giving a range of wind speed and wave height wide enough to provide good basic working data. Five runs were made off the south of the island in winds ranging from 10 to 25 knots and in confused seas with wave heights from 7' to 14'; and one run was made off the north of the island in a rolling swell with a wave height of 14'. The last of the runs off the south of the island was made at half speed to broaden the range of variables and also for comparison with readings taken from model experiments in rough water. Recordings were also made during calm water runs to provide a basis from which the rough water data of the two boats could be compared.

One way and another, a mass of information was accumulated which is now being analysed by BSRA and the technical department of the RNLI at Poole. It will probably be some time before a final pattern takes shape. From these results, not only will greater knowledge of the two boats tested be gained, but also invaluable data will be built up for reference in future design work. And, who knows, some new line of thought, completely unexpected, may perhaps emerge from the general pattern; that is, after all, one of the most exciting rewards of research. J.D.

PLYMOUTH'S LIFEBOATS

1803~1974

FROM PULLING 'ORIGINAL' TO HIGH SPEED 'FAST AFLOAT' WAVENEY

by Jeff Morris

PLYMOUTH, host city for the first International Lifeboat Exhibition, 'Lifeboat International', from July 19 to August 17, was one of the 31 stations to have a Henry Greathead 'Original', the first boat ever designed specifically as a lifeboat. This summer the Plymouth station has taken delivery of one of the RNLI's latest self-righting lifeboats, a 44' Waveney. Thus, Plymouth has grown with the lifeboat service from the wood and oars of the earliest days to the steel and twin diesel engines of a 'fast afloat' lifeboat capable more than 15 knots and fitted with the electronic navigational aids available to the modern seaman.

It was in 1803 that Philip Langmead, Member of Parliament for Plymouth and a former mayor, bought an 'Original' for use at the port. Launched at South Shields in 1789, these boats were about 30' long with 10' beam and relied solely on oars. The new boat arrived on July 20, 1803, and was greeted with due pomp and ceremony, including a 21-gun salute. Apparently, however, it was never used as a lifeboat and by the time the RNLI was founded, on March 4, 1824, all traces of it had disappeared.

During a violent storm in November 1824, at least 22 vessels were lost off

Plymouth and the question of stationing a lifeboat there was raised once again. A branch of the RNLI was formed and a new lifeboat supplied, probably a 26' Plenty type, but again, no trace has been found of this boat having been used for lifesaving and in 1840 she was transferred to the Scilly Isles.

Twenty-one years passed before the subject was discussed again. In 1861, Miss Burdett Coutts offered to provide the cost of a lifeboat for Plymouth; an offer that was readily accepted. A boat-

house was built at a cost of £159 on the west side of Millbay and, on February 25, 1862, the station was formally opened and the boat, a 34' self-righter costing £180, named *Prince Consort*.

The station's first recorded service came on December 6, when *Prince Consort* helped to save the Dutch galliot *Aremana* and her crew of six. This lifeboat served for 11 years, saving 60 lives in that time, but had to be replaced after receiving considerable damage while saving 12 men from two vessels on December 8, 1872, in near hurricane winds. The new lifeboat was *Clemency*, a 34' self-righter, which stayed until March 1886, saving 38 lives. She was followed by yet another 34' self-righter, *Escape*, which added seven to the total of lives saved by this station before she in turn was replaced in March 1898 by *Eliza Avins*.

Eliza Avins was a 37' self-righter and, to accommodate her, a new boathouse was built at the Camber, near the West Pier of Millbay Docks, at a cost of £427 10s; it can still be seen today. *Eliza Avins* spent 24 years at Plymouth, saving 27 lives on 27 rescue calls, and being replaced in 1922 by the former Littlehampton boat, *Brothers Freeman*.

Brothers Freeman was the last pulling



Robert and Marcella Beck which, in a near gale on January 13, 1942, saved an RAAF Sunderland flying boat from the rocks on to which she was drifting. For this service Coxswain Walter Crowther was awarded a bronze medal.

Plymouth's 52' Barnett class lifeboat, Thomas Forehead and Mary Rowse (left), has recently been replaced by a 44' Waveney steel self-righting lifeboat, Thomas Forehead and Mary Rowse II: she is this issue's cover picture. photograph by courtesy of 'Western Morning News'

and sailing lifeboat to serve at this Devon station, for, on July 1, 1926, a fine new 60' Barnett class motor lifeboat arrived to take up duty. Driven by two 76 hp petrol engines which gave her a top speed of 9½ knots, she weighed 44 tons and had to be kept permanently afloat at moorings within the harbour, as have all subsequent lifeboats at this

station. She cost over £14,000 to build and was named *Robert and Marcella Beck* by Lady Jellicoe on July 12, 1927.

On January 13, 1942, *Robert and Marcella Beck* took part in one of the finest services performed by the Plymouth station. In the early hours of that bitterly cold January morning, flares were seen coming from Jenny-cliffe Bay. In a near gale, very rough sea and torrential rain, the lifeboatmen found the casualty to be a Royal Australian Air Force Sunderland flying boat, with two men on board. It had been torn from its moorings by a coaster and had drifted dangerously near to the rocks.

The huge seas which were rebounding off the face of the cliff were sweeping



The last meeting between the Duke of Kent, President of the RNLI from 1936, and the lifeboat service was at Plymouth Guildhall on July 11, 1942, just seven weeks before his death in an air accident.



Some of Plymouth's present crew: (left to right) Coxswain John Dare, Frank Jago, Motor Mechanic Cyril Alcock, John Sheldon and Pat Marshall.

photograph by courtesy of The Scout Association

clean over the flying boat, making communication difficult. The coxswain, Walter Crowther, therefore returned to Mount Batten, where he embarked an Air Force officer to help with this problem.

In spite of the fact that it was wartime, a searchlight was switched on from the shore and, by its light, Coxswain Crowther began his rescue attempt. Three times a line was fired across to the stranded men, but without success; so, although there was very little room to manoeuvre, Coxswain Crowther took his boat in as close as he could and the heaving line was thrown across. After several attempts, it was caught and made fast. The lifeboat meanwhile was being thrown about violently by the terrific seas, and the second coxswain and one of the crew were very nearly washed overboard. Slowly, however, the flying boat was pulled clear and taken to safety in the Cattewater.

For this fine service, Coxswain Crowther was awarded the bronze medal for gallantry. It was presented to him at a ceremony in the Guildhall at Plymouth on July 11, 1942, by HRH the Duke of Kent, President of the RNLI. Sadly, this was the last meeting between the Duke and the lifeboat service, for he was killed just seven weeks later.

In March 1943, *Robert and Marcella Beck* was requisitioned by the Royal

Navy and stationed in Iceland for life-saving service on the most hazardous of the convoy routes, the northern route to Russia. In her place at Plymouth the RNLI stationed a Belgian lifeboat which had been picked up derelict in the channel. She was a 46' Watson, *Ministre Anseele*, and was called out five times during her stay at Plymouth, saving five lives.

Robert and Marcella Beck returned to her home station in February 1947, and remained there until 1952, bringing her total of lives saved to 72. In March of that year a new 52' Barnett class boat arrived on station. She cost nearly £31,000 to build and was named *Thomas Forehead and Mary Rowse* by HRH the Duchess of Kent, President of the RNLI, on May 16.

In 1961, Walter Crowther retired after serving for 34 years in the Plymouth lifeboats, 22 of them as coxswain. His place was taken by Jeff Carter, who served for 18 months before handing over to Peter White, who, at 31, was one of the youngest coxswains ever appointed in the lifeboat service.

People often assume that all lifeboatmen are inshore fishermen, and at some stations this is still so; but when Peter White took over as coxswain he worked in a nearby timber yard, and when the Duke of Edinburgh visited the station during a tour of the city on July 22,

1965, he was surprised to find a variety of occupations among the crew, including a carpenter, railwaymen and electricians.

In May 1967 the RNLI sent one of its expanding fleet of high-speed, inflatable rescue boats to Plymouth, to supplement the conventional lifeboat during the summer months. These boats have a top speed of over 20 knots and are ideal for calls involving small yachts, cabin cruisers, bathers and people cut off by the tide, all instances where speed is essential. In July 1968 the 18' Hatch boat No. 18-01 replaced the inflatable boat, she being replaced in her turn last year by one of the new 18' glass-fibre McLachlan boats.

During 1971 Coxswain Peter White left the service to take up a government position in the Gilbert Islands and his place was taken by the second coxswain, John Dare. He is a rigger in Devonport Dockyard and, today, most of the crew work within the dock complex. Cyril Alcock, the motor mechanic, joined the Plymouth lifeboat in 1968 after serving at Humber and New Brighton.

Working in an office in Millbay Docks, the honorary secretary, Ray Sainsbury, who is a director of a firm of timber merchants, is not far away from the lifeboat. The station branch committee members all have close connections with the sea, including the chairman, Captain Tom Hornsby, who is the Cattewater Harbour Master. The only lady representative on the committee is Mrs Frances Zessimides, honorary secretary of the ladies' guild, which has over 75 members.

The Plymouth branches are closely involved in helping to staff 'Lifeboat International' in West Hoe Park this summer, and members of the ladies' guild are running the souvenir stand throughout the whole of the four weeks of the exhibition. The branches are also busy with their own events during this 150th anniversary year, and, of course, the other big event of the summer was the arrival of Plymouth's new lifeboat, the 44' Waveney *Thomas Forehead and Mary Rowse II*. 1974 will be a year to remember in Plymouth.



The coxswain and his crew put off to the rescue on receipt of a distress call received through HM Coastguard.

FAMILY TREE

OPERATIONAL ORGANISATION BEHIND THE COXSWAIN AND HIS CREW



(Left) The honorary secretary of the lifeboat station authorises the lifeboat to be launched and maintains operational control in conjunction with HM Coastguard. He is generally assisted in the administration of the station by a local committee.



(Above) On receipt of distress messages HM Coastguard alerts lifeboat stations, co-ordinates search and rescue operations and is the link between lifeboat and honorary secretary.



(Right) The divisional inspector of lifeboats is responsible for the efficient operation of lifeboats in his area and carries out frequent exercises with his coxswains and crews. He works in close co-operation with the district engineer, who is responsible for the lifeboat's machinery, and the district surveyor, who looks after the structure of the boat. Other support staff include the electronics engineers, who are responsible for the efficiency of the radio telephony, radar and navigational equipment.

(Below) Inshore lifeboat repair shop at the lifeboat depot at Boreham Wood. The ILB base depot is at Cowes.



(Below) The lifeboat depot maintains a supply and repair service for lifeboats and gives a 24-hour service for the supply of items required at stations in emergencies.





(Above) The headquarters of the RNLI from which the operational control of the fleet is administered by the chief of operations and his staff—now at Poole.



(Above) The RNLI is supported entirely by money which people give of their own free choice. Much of it is raised by branches and guilds throughout the country and one source of income is from lifeboat flag days.



(Right) The RNLI is controlled by a Committee of Management, formed of distinguished public figures who give their services voluntarily. They have specialised knowledge and experience to offer in a variety of fields.



(Left) The reports and accounts of the year's work are submitted to the Governors of the Institution for adoption at the annual general meeting, after which medals for gallantry are presented.

(Below) Lifeboats are built in commercial boatyards under the supervision of RNLI technical officers.



HRH The Duke of Kent, President of the RNLI, and HRH The Duchess of Kent arriving at St Paul's Cathedral on March 4, 1974, to attend the service of thanksgiving and dedication on the occasion of the 150th anniversary of the Royal National Life-boat Institution.





Lifeboats taking up their moorings on the Thames at the centenary of the RNLI in 1924. There were representatives from Denmark, France, the Netherlands, Sweden, Norway and Britain.

MEMORIES OF INTERNATIONAL CONFERENCES

The first international lifeboat conference was held in London in 1924, the centenary year of the RNLI; the first international lifeboat exhibition is being held at Plymouth this summer to celebrate our 150th anniversary. PATRICK HOWARTH, public relations officer since 1953, recalls some of the happiest passages of these years of international conversation.



Commodore The Right Hon. The Earl Howe (right), Chairman of the Committee of Management from 1956 to 1964: as at home in a lifeboat as at an international conference—or at the wheel of a high-speed car.

MY FIRST memory of an international lifeboat conference is from Bremen in 1959. I was standing outside the hotel in which the RNLI delegation was staying when a small German car drove up. The Chairman of the RNLI, Earl Howe, emerged from the passenger seat and said to me: 'I've just wrapped my car round a tree and this young man kindly gave me a lift.'

Earl Howe was known to the general public principally as a famous racing driver. He was then in his 70's, but I knew that he was unlikely to have been driving at less than 100 mph and I naturally enquired whether he was hurt or shaken. He dismissed the suggestion almost with indignation.

The next day the eighth international lifeboat conference was opened by the President of the Federal German Republic after the Bremen Symphony Orchestra had performed Haydn's Oxford Symphony. Earl Howe was then called upon to reply on behalf of all the guests. This he did with remarkable felicity—the fact that he had mislaid his spectacles and could not read the notes I had prepared for him probably helped—and the conference got off to a splendid start.

The first international lifeboat conference took place in London in 1924 to mark the 100th anniversary of the foundation of the RNLI. Since then conferences have been held at four-

yearly intervals, apart from a gap caused by the Second World War.

The eighth conference, at which the hosts were the German Lifeboat Society, was, as might be expected, organised extremely ably, and when it was announced that the ninth conference was to take place in Great Britain we knew that a high standard of organisation had been established with which comparisons might be invited. Looking back, I think I can state that throughout the ninth international conference this high standard was maintained. Early June in Edinburgh happened to be a very happy choice of time and place. The weather was perfect throughout, and with Edinburgh Castle as a setting

we were able to offer a quality of ritual and ceremony which was perhaps unique in the staging of lifeboat conferences.

The tenth conference was held in Dinard and St Malo in 1967. It is the practice at these conferences for hospitality to be provided by governments, municipalities, chambers of commerce and shipping interests. Gastronomically the 1967 conference was, not surprisingly, outstanding, and I can still recall the taste of the *langoustes* with which we were served.

From this it may be deduced that international lifeboat conferences are pleasant occasions. This indeed they are, but what is becoming more and more apparent is that they are of the greatest importance to the efficiency of lifeboat services throughout the world.

The Waveney lifeboat now in the service of the RNLI is an obvious example of this. It was at the Edinburgh conference in 1967 that the United States Coast Guard delegation presented a paper on the US 44' steel lifeboat. This was supported by a film and a model. So impressed was the RNLI delegation that arrangements were made to inspect and later to purchase a lifeboat of this kind. She was subjected to intensive trials around the coasts of Britain and Ireland, and lifeboats of the Waveney class then began to be built at Lowestoft. Through the generosity of the United States Coast Guard the RNLI was spared substantial development costs.

The free exchange of information between the different lifeboat organisations is an essential feature of lifeboat conferences, and the RNLI as the oldest organisation has been proud to make its own experience and expertise available to other nations.

By the time the eleventh international lifeboat conference took place in New York City in 1971 it had become apparent that with more and more new developments in lifeboat designs, building materials, protective clothing, electronic aids and other forms of equipment, the existing methods of exchanging information needed re-examining.

A paper was therefore presented by the RNLI delegation to this conference entitled 'Exchange of Information between Lifeboat Societies'. The opening paragraph of this paper was:

'International lifeboat conferences exist largely in order to provide an opportunity for an exchange of knowledge between lifeboat organisations in different countries and to allow new ideas and new discoveries to be jointly examined and discussed. With the increasing complexity of lifeboat design and equipment and the rapid development of new techniques, the time may have come for a closer examination of the question whether the international conferences and the machinery they have created fully meet our needs.'

A number of suggestions for in-



The first international lifeboat exhibition ever to be staged will be held in West Hoe Park, Plymouth, from July 19 to August 17. There will be stands on the exhibition site depicting lifesaving services in the USA, the Netherlands, France, the Federal Republic of Germany and Canada. Among overseas lifeboats calling in at Plymouth will be Mistral, a sister ship to Halny (above), a 21.09 m rescue cruiser from Poland, and Arwed Emminghaus (below), a 26.6 m rescue cruiser with daughter boat from the Federal Republic of Germany. Other foreign lifeboats which will visit Plymouth are Sigurd Golje, a 78' patrolling steel lifeboat from Sweden; Patron Emil Guyot, a 15.5 m lifeboat from France; RS Platou, an 80' cruiser type lifeboat, and Inga Berg, a 45' patrol boat, both from Norway.



creasing the flow of information were put forward, and the conclusion the conference reached was that steps should be taken to obtain the support of some international trust or foundation for the production of a scientific periodical incorporating new information of general interest.

Efforts made by the RNLI and other lifeboat organisations to obtain such support failed, and it was later decided to produce a periodical publication at minimum cost and at the joint expense of the principal lifeboat societies. The first number of this publication is being timed to appear at the time of the international lifeboat exhibition at Plymouth in July 1974. Grahame Farr has kindly undertaken to act as editor.

At all the international lifeboat conferences the accepted language has been English, and the mastery of this language shown by the delegates of most of the nations present has been, to our own delegates, revealing and rather humbling.

During the conference held in Bremen a discussion was held on the possible use of glass reinforced plastics. In certain quarters some doubts were expressed about this material, which one of the Norwegian delegates, Captain Holter, summarised with the words: 'Our experience in Norway suggests that before you go in for plastics, touch wood.'

Try to do better than that in a foreign language.

RNLI LIFEBOATS PAST AND PRESENT

ON SHOW AT

'LIFEBOAT INTERNATIONAL'

PLYMOUTH



37' 6" Rother class lifeboat, a development of the 37' Oakley redesigned so that self-righting potential is derived entirely from hull form. Volume of superstructure is substantially increased to give buoyancy necessary to right boat if capsized. Twin Thornycroft/Ford marine diesel engines give speed of 8 knots; endurance at full speed, 180 miles. Crew: seven.

JULY 19 - AUGUST 17



Atlantic 21 inshore lifeboat developed by RNLI from a design originated at Atlantic College, South Wales. Hull, flat-bottomed for beaching, is marine ply or grp with inflatable topsides. Console seat for crew of three contains radio. Speed about 29 knots; radius of action, about 50 miles. Roll bar aft gives protection for crew if she capsizes and houses buoyancy bag which crew can operate to right her.

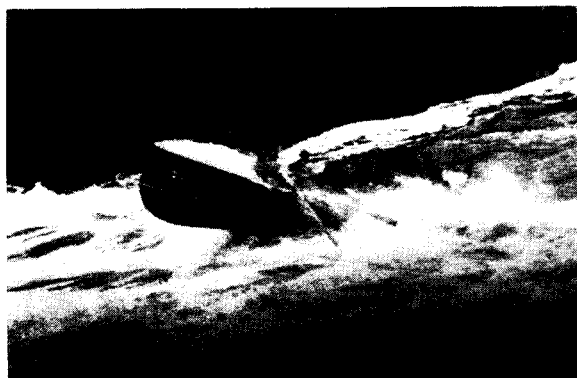


(Above) 44' Waveney class lifeboat, introduced from US Coast Guard in 1964, is first of the RNLI's 'fast afloat' lifeboats. Exceptionally manoeuvrable, her twin General Motors Detroit marine diesel engines give a top speed of more than 15 knots. She is self-righting, with steel hull and aluminium superstructure, and carries a crew of five. The new Waveney lifeboat on station at Plymouth is 44-010; the boat on show is 44-011, destined for Poole.

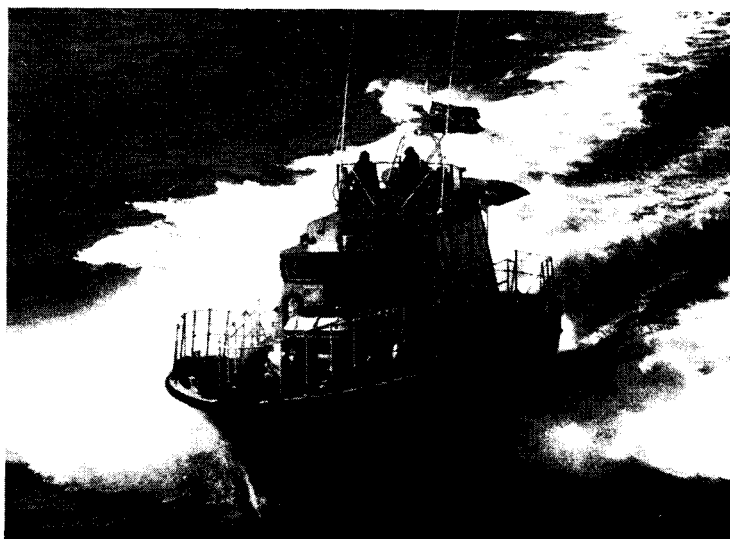


(Left) 50' Thames class lifeboat is a development by the RNLI of the 44' Waveney lifeboat. Like the Waveney, she lies afloat, is self-righting and is of steel and aluminium construction. Twin General Motors Detroit marine diesel engines, each developing 425 bph, give her a speed of about 17 knots. The prototype, 50-001, on show at Plymouth, has been undergoing extensive trials this year.

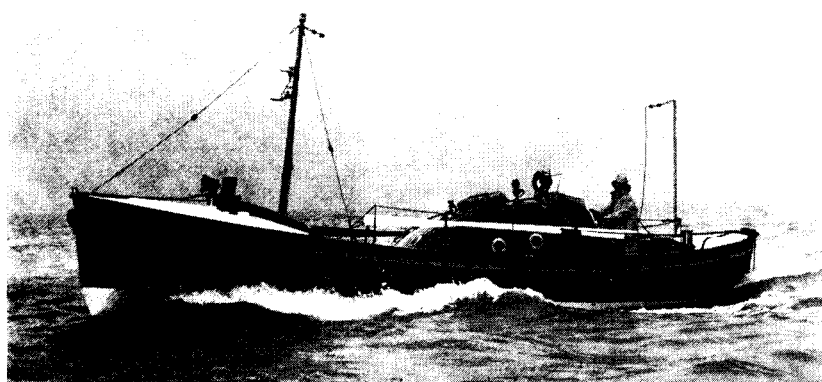
FROM THE DAYS OF OAR AND SAIL TO MODERN HIGH-POWERED, HIGH-SPEED TWIN OUTBOARD OR DIESEL ENGINES



The Whitby lifeboat, Robert and Ellen Robson, is one of only two pulling boats formerly in the service of the RNLI still in existence. She was built in 1918 by S. E. Saunders Ltd, in the Isle of Wight, at a cost of £1,615. Length 34': beam 8'. She is normally kept in a museum at Whitby.



52' Arun class lifeboat (beam 17') is self-righting. First three boats built of cold moulded wood; later ones will be of grp. Twin Caterpillar marine diesel engines, each developing 460 bhp, give speed of about 19 knots. Arun Mk. III, on view at Plymouth, has new rounded transom. All controls are in wheelhouse in which each of crew of five has seat with safety belt. photograph by courtesy of Guernsey Evening Press



Liverpool lifeboat, The Elliott Gill, seen on her own carriage on the exhibition site, was stationed at Runswick 1954-1970. 35' 6" overall, she is an open boat, with small shelter, and has twin 20 hp diesel engines. She is a development of an early pulling and sailing boat, called the Liverpool boat because her builder was a Liverpool man named Costain and the first nine such boats were ordered by the Liverpool Dock Trustees.



(Above) Standard 16' high-speed inshore lifeboat with inflated neoprene hull can work in shoal water and among rocks. Normal crew, two, but can carry up to ten people.

70' Clyde class, a trawler type lifeboat designed to lie offshore in such exposed waters as the Bristol Channel and the Orkneys, and to be able to remain at sea for long periods, if necessary, without refuelling. 70-003, on show at Plymouth, is the new Clovelly boat City of Bristol. She has twin Gardner 8L3B diesel engines giving a speed of 11 knots. A special appeal is being launched in the Bristol area to provide the money for the new boat.



Looking back...

AN OPEN LETTER TO THE CREWS AND MEMBERS OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

**from Lieut-Commander Harold H. Harvey,
VRD, RNR**



Lt.-Commander Harold Harvey, divisional inspector: 'the responsibility of an admiral and the authority of a midshipman'.

WHEN I TOOK my leave of the lifeboat service on December 31, 1973, it was after 21½ years service as divisional inspector and superintendent of the Depot. At the age of 32 years I was serving as a lieutenant on the teaching staff of the Navigation and Direction School of the Royal Navy at Southwick, near Portsmouth, in 1952. Married ten years, we had a young family of two daughters and were anxious to live a more settled family life. Imagine, then, my delight when a well-wisher tossed *The Times* across one breakfast time announcing that the RNLI was about to appoint an inspector. Then, there were only five for the entire coastline of the UK and Ireland, and these opportunities were rare. Rarer still, when the appointment was filled and I was invited to become supernumerary inspector as soon as I could make myself available.

In such a fashion I joined the staff of the lifeboat service on September 29, 1952, seventeen years to the day before reporting to the Depot at Boreham Wood to take over as superintendent in 1969.

The intervening period was filled with experiences rich in humour of seafaring folk and their relationships with the sea in all its moods—still, stormy, wild and furious. Serving first on the East Coast helping out a senior inspector who was recovering from illness, I had a first-class introduction. He passed on to me the greeting he had received from a senior inspector in the late twenties and said, 'Here you are, Harvey, it's all yours—the responsibility of an admiral and the authority of a midshipman'.

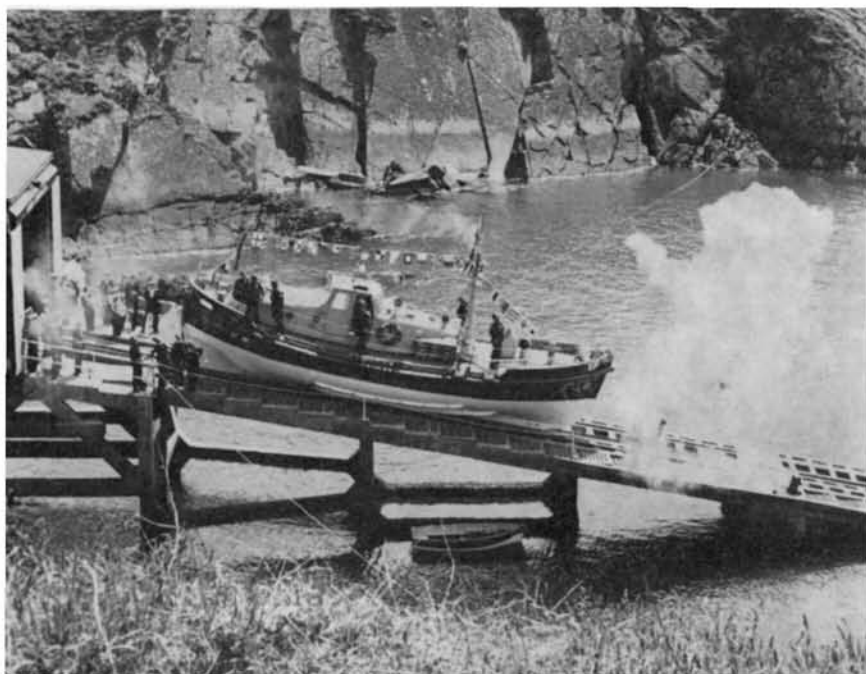
So it was—inspectors had carved out their early relationships with the hardy independent fishermen of the volunteer

lifeboat service. Telescopes and gold braid were cast off. Here was a man's world where newcomers had to forge out their own relationships; to stand up and be counted; to get some seetime in and be recognised for what they were. This is the stuff of the lifeboat service. Indeed, one of my first duties was to take the relief boat for Arbroath, after their tragic capsize in 1953, from Oulton Broad to Berwick-on-Tweed, there to be joined by the inspector for Scotland and the new volunteer crew. They were stout-hearted people.

From the East Coast, appointments took me to Ireland, South West, Wales, North West and to several Scottish stations both on passage and as an inspector south of the Clyde-Forth line. Each district, and indeed county, had its own character: not simply of the communities themselves, though perhaps this was the area of most variety, but each lifeboat station had its own special variation of ground and sea conditions. Couple this with the variation of coastlines and weather and you find yourself presented with a lifetime study of small boat work in an infinite variety of conditions. Aboard ships the sea often rolled over you, but I found a vast difference when I changed my height of eye from 50' and more to just 10'. Seas and horizons took on very different dimensions.

As an inspector one has a very wide experience and considerable responsibility. For a start, an inspector sees most coxswains at work and has the opportunity to recognise and assess the best in all of them. It was, in fact, a first-class finishing school for someone who had started life as a boy in fishing boats and progressed to cruisers and aircraft carriers with the Royal Navy. An inspector's responsibility demands that he should see to the efficient manning and equipping of our boats and that the shore organisation backing the lifeboats is sound. To this end it is necessary to liaise with the three Armed Services, HM Coastguard, Trinity House, the Police and Fire Service, the GPO radio

Naming ceremonies are occasions for the entire community: Joseph Soar (Civil Service No. 34) launches at St David's after her naming by HRH The Princess Marina in 1964.





stations, mountain rescue teams, British Red Cross and the Order of St John and other units in the wide spectrum of civilian organisations.

In my experience, one of the greatest rewards of service was to get to sea on passages with coxswains, mechanics and crews. Passages happen generally when new boats are passed out and sail for station, or when boats are re-engined and undergo major modification. These passages take anything up to seven to nine days irrespective of weather. After all, the aim is to try to test the boat and prove her to the station personnel.

Twelve hours at sea in a gale of wind in coastal waters is a tiring day. Once ashore and cleaned up, and after an evening meal, a chat and meeting with local crews rounds off the evening. A jug of beer or two puts us all in a cheerful mood and we get up to a variety of activities: bar football with men from Filey, Flamborough and Runswick, darts with the Walton crew, feats of strength and knack with the Rhyl chaps, Irish jigs with those from Valentia, male voice choir antics with the Cornishmen of Mousehole and the Lizard. If I leave out place names it is only because space and time call me to be brief.

Passages are followed by naming ceremonies or ceremonies of re-dedication. Thus is rounded off a cycle of events in the life of every lifeboat station. There have been so many memorable naming ceremonies and of my experiences I recall many splendid and happy occasions in England, Ireland and Wales: Royal ceremonies at Port St Mary and Douglas in the Isle of Man, both on the same day; another at the Lizard when Prince Philip named the *Duke of Cornwall* in 1961; HRH The Princess Marina naming the St David's boat in 1964; all of them crowned by HM The Queen naming the *Royal British Legion Jubilee* at Henley in July 1972.

All naming ceremonies are occasions

Nafsiporos adrift in winds in excess of 100 knots, December 2, 1966.

Three of the 17 men to win medals for gallantry on service to Nafsiporos: Coxswain Richard Evans of Moelfre (gold), Lt. Commander Harold Harvey (gold), and Coxswain Thomas Alcock of Holyhead (silver).

photographs by courtesy of the "Daily Express"



when lifeboat families join with their menfolk often in an entire community grouping, and join also with volunteers from inshore who do so much throughout the year to raise funds. It is small wonder that following the sequence of new boat building, passage and naming ceremony, one carves out and cements a relationship with lifeboat crews that lasts a lifetime.

In all an inspector's work on the coast, it lingers in his mind that he, as an inspector, is paid staff whereas the crews are volunteers. He looks for the opportunity to get to sea on a service, preferably a lively one, to equate with the spirit of the volunteer service. Sometimes it happens that the maroons go off after he has left a station—it happened to me a few times. Many times the maroons are put up when he is at home typing or interviewing. Occasionally he is on the spot. Such an event was the launch to *Nafsiporos* on December 2, 1966, when I got to sea with the Holyhead crew. There was some wind that day—well in excess of 100 knots at times—and a big sea. At one instant the ship crashed down on our topsides and crushed us while her propeller turned within feet of our rudder post. Though badly damaged we were, by the grace of God, safe. Subsequently her lifeboat fell on us, later to roll over our flattened guardrails. That day, I

hope, I won my spurs. We were all exhausted after 22 hours at sea and during the night following the rescue many thoughts and silent prayers occupied our minds. After this, once ashore, the rum came out. We were all proud and grateful men, speaking little, thinking deep and bound by the experience of such extreme lifeboat drama and action.

From the coast I was appointed to the Depot. My first impression was that the lifeboat world thought we were a small shack manned by six or seven people. Really, it is quite the contrary. Then, it was the centre of the logistic support of the lifeboat fleet and the fund-raising organisation—with Christmas cards thrown in at the year end. There were 120 people on the payroll and giving a 24-hour operational service throughout the year. Staff here had the same lifeboat spirit as the best of our crews and helpers and it gives me

pleasure to pay this tribute to them all, past and present. In a short time Boreham Wood, like Poplar before it, will close down, but the pulse of their efforts will go forward to the regional centres.

My farewell to the lifeboat service came about when Leisure Sport Ltd of the Ready Mixed Concrete Group of Companies purchased the ex-Cromer lifeboat *H. F. Bailey* with the intention of promoting the fund-raising interests of the RNLI. With my son and Bill Sampson, the Depot technical foreman, I sailed her across from Crosshaven, Co. Cork, calling at Ballycotton, Helvick Head, Dunmore East, Tenby, Barry Dock and Bristol. *H. F. Bailey* was one of the boats in which Henry Blogg had won a gold medal; this then was a special journey for me. We called at Ballycotton particularly to visit the grave of Patsy Sliney, another great lifeboat gold medallist—often I had shared his snuff as he sat with me talking over lifeboat and seafaring topics.

I left the RNLI to work for Leisure Sport Ltd from January this year, and retain my link as a member of Shoreline.

If, perchance, this yarn has commended the lifeboat service to you, I shall be gratified, for it is truly a service admired the world over and most worthy of your support.

AMERICAN COASTAL LIFEBOAT DEVELOPMENT

An English Contribution

by William D. Wilkinson

AS THE RNLI celebrates its 150th anniversary, it is appropriate to acknowledge the help it has given many lifesaving services throughout the world. This help has taken many forms, one of the most significant being in the area of coastal rescue craft design. The United States has been a beneficiary in this area and, included in the collection of more than 80 historic small craft, ranging from primitive dugouts to sailing yachts and working boats, at The Mariners Museum, Newport News, Virginia, is an English coastal lifeboat built in 1873 by T. and W. Forrestt and Son of Norway Yard, Limehouse.

Asked to advise on lifeboat design for use in America, the RNLI arranged with Forrestt and Son for the US Life Saving Service to buy a boat then under construction for a lifeboat station at Dunwich, Suffolk, where there is a flat beach similar to those along the Atlantic coastline of the United States.

The lifeboat ordered for the American service was a standard type of which more than 100 were built both for the RNLI and several overseas lifesaving services: 30' length overall, 7' 1" extreme beam, and 3' 6" depth. Planking was 1" mahogany of double diagonal construction. Large air chambers at bow and stern combined with a heavy iron keel made the lifeboat self-

righting, and four relieving valves could free the boat of water in 24 seconds. The lifeboat was fitted with four thwarts for eight oars, double banked, and a two-mast lug rig. Total cost, including carriage and all equipment, was £531. Packing, shipping and insurance brought the total cost to £643 17s.

This lifeboat was given regular RNLI harbour trials on July 21, 1873, and the surveyor's certificate is in the records of the US Life Saving Service filed in the National Archives in Washington, DC.

Two days after her trials, the lifeboat was shipped from London to New York aboard the National Steamship Company steamer *Denmark*, The US revenue cutter *Grant* then carried her to Narragansett Pier, Rhode Island, on the western shore of the entrance to Narragansett Bay, arriving there on August 25.

The lifeboat was then given exhaustive tests. Captain J. H. Merryman, of the Revenue Cutter Service, assigned as Inspector to the US Life Saving

Royal National Life-Boat Institution.						THE SURVEYOR'S CERTIFICATE.	
REPORT OF THE HARBOUR TRIAL OF THE <i>American</i> LIFE-BOAT.							
Date	Name of Station and Name of Boat	Self-righting Property	Time of Self Discharge of Water	Time of Release with Crew and Gear on Board	Comparison with other Boats	REMARKS	
21 July 1873	United States of America Effluent 24-30 feet Board 30 inch Plank				24-30 feet Board 30 inch Plank	<p>I hereby certify that I have duly inspected the <i>American</i> lifeboat, built by T. and W. Forrestt and Son, of Limehouse, London, and that she is in every respect well built, in accordance with the British Regulations, and that she is self-righting, and in accordance with the most recent of the <i>Harbour Trials</i>, as directed in the <i>Manual of the Institution</i>.</p> <p><i>John H. Merryman</i> Inspector to the United States Life-Saving Service</p> <p>Approved: <i>W. D. Wilkinson</i></p>	

Surveyor's certificate, given after regular RNLI harbour trials, July 21, 1873.

photograph by courtesy of the US National Archives, Washington, DC

(Left) Port bow view of 30' self-righting pulling lifeboat built by T. and W. Forrestt and Son for the US Life Saving Service and now in The Mariners Museum, Newport News, Virginia, USA.

photograph by courtesy of The Mariners Museum

Service was, during this period, undertaking several research projects to develop the best equipment for use at US lifeboat stations. In his opinion, the English lifeboat was 'almost perfect for the purpose intended', but he thought her weight, about 4,000 lb was too much for the flat, sandy Atlantic coastline beaches and too much boat for the small American crews to handle.

Captain Merryman designed a somewhat smaller and lighter lifeboat 26' 8" in length, based on the English model, and this boat was built in fair numbers for use at stations where the boat could



be kept at a mooring or launched from a slipway. From this boat a series of coastal lifeboat designs were developed over the years, all double-ended, self-righting and self-bailing, their ancestry clearly rooted in the English lifeboat of 1873.

Detailed records of the English lifeboat's career in the US Life Saving Service, which was merged with the US Revenue Cutter Service in 1915 to form the US Coast Guard, are not complete. However, it is known she was on active duty at the Sandy Hook, New Jersey, lifeboat station in 1890.

After her retirement from active duty, the Coast Guard used her as a display at exhibitions. At the Second International Lifeboat Conference held in Paris in June 1928, Oliver M. Maxam, then Chief, Division of Operations, US Coast Guard said:

'I am very pleased to remind you that our lifesaving service at its outset used a boat imported from England in 1872

(actually 1873). Taking our inspiration from this boat, we have constructed a type of boat which we call "English Model Lifeboat". The 34' boat which succeeded the English model is derived from this type, and the 36' boat which we have today is itself derived from the 34' boat.'

When the lifeboat was presented to The Mariners Museum in 1939, she no longer had her original rig and there were few fittings. She had also been repainted many times in contemporary US Coast Guard colours. Just 100 years following the English lifeboat's arrival in the United States, The Mariners Museum began an extensive restoration to bring the lifeboat back to her 1873 condition, using as a guide an original 'presentation' model of the lifeboat *Maud Hargreaves* built in 1878 for Dartmouth, South Devon. The Museum is also deeply indebted to Lt-Commander W. L. G. Dutton, at that time chief inspector of lifeboats, and his staff, and to Grahame Farr, honorary archivist (historical) of

the Lifeboat Enthusiasts Society, for providing background information and most of the historical details that are available.

The Mariners Museum also has in its historic small boat collection one of the 26' 8" lifeboats designed by Captain Merryman on the basis of the 1873 English lifeboat. There is also a clinker-built, double-ended surfboat on a launching carriage which was used by the Humane Society of Massachusetts at one of its lifeboat stations on Nantucket Island during the latter part of the 19th century; this boat is typical of the small, light surfboats which were used extensively along the eastern seaboard by both the Humane Society and the US Life Saving Service at that time.

These boats, together with the English lifeboat, several beach apparatus carts and metallic lifecars, models, and an excellent library, enable the Museum to provide a major reference source in the United States on the history of coastal rescue craft.

MORE

RNLI 150th ANNIVERSARY SOUVENIRS



Strathearn Glass Ltd are making a lifeboat glass paperweight (left) in a limited edition of 150. Engraved on the side of each paperweight are the company's signature, the engraver's initials and a serial number. Available from Strathearn Glass Ltd, 14 St Enoch Square, Glasgow G1 4BZ, price £30 (inclusive of VAT but postage and packing extra).



(Above) Two of a set of six Gaelic coffee glasses (or wine glasses), made by Cavan Crystal Ltd. Each glass carries a different decoration: the RNLI house flag, crest, an ILB, 44' Waveney lifeboat and two coxswains. Available, price £3.50, from the RNLI Dublin Office (10 Merrion Square), or from our shop at Bell Parade, Glebe Way, West Wickham, Kent.

(Right) From lifeboat crew to helicopter crew: presentation of 150th anniversary commemorative mugs during joint exercise of Wells lifeboat and RAF Coltishall helicopters. More than 20,000 of these anniversary mugs made by Holkham Pottery (three miles from Wells) have been sold already. They cost 50p each and can be obtained through local branches and guilds.



Classified Advertisements

Readers are reminded that **THE LIFEBOAT**, with a print run of 38,000 copies, is an attractive medium for classified sales and wants advertisements. Classified rates are 15p a word; panels £10 an inch.

BOOK REVIEWS

● Published to coincide with the Institution's 150th Anniversary, *The Life-boat Service* by Oliver Warner (Cassell, London, £4.50) is the authoritative account of the RNLI. Mr Warner has had access to all of its papers, and has collected information from a host of people who have had something interesting to say about lifeboats. In the hands of such a person the book was bound to be both accurate and highly readable; what is more it is extremely interesting both to the lifeboat enthusiast, in which category I feel I must class myself, and I would have thought to the less committed.

We are taken through the history of the RNLI from its foundation in 1824, when it was known charmingly, if unfortunately, as the Ship-wreck Institution, to its place among the rescue organisations of this country today. Of course many of the well-known incidents in the Institution's history are described, such as the wrecks of *Indian Chief* and the Daunt Rock Lightship, but many lesser-known rescues are also detailed, all of them illustrating either the extreme courage and self-sacrifice required from lifeboatmen, or some unusual facet of the lifeboat's work.

To balance this we are told of the Institution's troubles: the financial crisis of the late 1850s and '60s and the events leading up to the Parliamentary Report of 1897. This was one of the most exhaustive Parliamentary enquiries ever undertaken; the report consisted of over a thousand closely printed pages, dealing with every facet of the Institution's work and finances. The committee was chaired by C. J. Darling, QC, and although it was only appointed on March 17, it had its report ready by July 15, thanks largely to the energy of its chairman: Victorian industry is well known, and this must certainly be a shining example of it. Its one main conclusion was, 'Your Committee are of the opinion that the charges of mismanagement brought against the Institution are entirely without foundation'. Many of its observations are of interest 75 years later, especially its faith in the efficiency and desirability of the voluntary system.

This brings me on to the praise which Mr Warner rightly gives to the fund-raising side of the Institution's operations; being a wise man he lays great emphasis on the part women play in this

work. Too many books about the RNLI are inclined to forget this in the excitement of describing heroic rescues. Mr Warner does not fall into this trap; we are told how the Institution was originally financed almost entirely by donations from a few wealthy people, compared with today when over £3½ million are raised in a year, part of it from large numbers of not particularly well-off people who feel that whatever other charities they may support, 'the lifeboats' is one they cannot miss out.

I also much appreciated the appendices: they contain a vast amount of interesting information, from those who have won gold medals, to the Institution's annual receipts since its foundation in 1824 and on to a list of present-day officers; the latter is particularly useful to someone like me who is incapable of remembering any name.

I strongly recommend this book to anyone who is fascinated by the sea, or who wants to know more about the inside workings of a large charity. It answers many questions, including the one most frequently asked, 'Why should sea rescue not be a Government service?' and it answers them all extremely well.—THE DUKE OF ATHOLL, *Deputy Chairman of the Committee of Management*.

● That the lives of seafarers were fraught with danger in the days of sail needs little confirmation, but that sudden and complete disaster can overcome a great steamship or motorship is not so easy to accept. In *Great Sea Rescues of the South-west* (Heritage Publications, 35p) R. L. Elliott has vividly described some 28 wrecks and rescues which have occurred during the 19th and 20th centuries around the coast of the West Country. In Part II of the same book J. P. Morris tells the impressive story of the Plymouth lifeboats from 1815 to the present day.

From the loss with 120 lives of HMS *Anson* in 1807 to the messy end of the *Torrey Canyon* on the Seven Stones reef in 1967 (fortunately without loss of any of her crew), the hazards of the sea, the fortitude of the victims and the courage of the rescuers are portrayed with unemotional clarity. In view of the many instances of religious intolerance today it is not surprising to learn that at one time the bodies of the drowned

were buried in unmarked, unconsecrated graves close to where they came ashore. The reason was that the local inhabitants would not agree to interment in their own churchyards without knowing the faith of the dead person. An Act of Parliament was necessary to overcome this prejudice.

The twin tragedies of the St Ives lifeboats which capsized in succeeding years and the loss of the steam lifeboat *James Stevens No 4* at Padstow still strike a chill of horror, as do the many stories of men, women and children being washed away from doomed vessels by huge, angry seas, often in full view of helpless onlookers.

The account of the unheroic end of that great naval veteran, HMS *Warspite*, will produce mixed emotions in those who served in that gallant vessel under Admiral Sir Andrew Cunningham in the Mediterranean battles. But perhaps it was a more fitting end than gradual degradation in a knacker's yard.

The story of the Plymouth lifeboats is intensely interesting, but it may be remarked that there is no mention of A. S. Hicks who, for so many years, was a devoted honorary secretary and untiring supporter of the RNLI. It is surprising that even in the days of sail, when a shift of wind could put ships in sudden and inescapable danger, years could go by without the lifeboat being called upon to perform an effective service. It is one of the most impressive facts of the lifeboat service that after as many as ten or a dozen abortive launches in succession crews still turn out as quickly and keenly as ever. Nor do they complain at being plucked from a warm bed into a wild winter's night for what is bluntly recorded as 'No service'. The story of the Plymouth lifeboats shows clearly that the crews responded nobly to all demands made upon them, in the best traditions of the service.

In this 'Year of the Lifeboat' lovers of the sea and ships will find much to admire and ponder in this saga of seamen and the rescue services.—E.W.M.

● Past and present both have their due place in *Life for Life*, the story of Rye Harbour lifeboat station, by Sidney Horniblow. The tragic loss of the pulling and sailing lifeboat *Mary Stanford* with her crew of 17 in November 1928 is vividly recalled; and there is also a lively description of the station as it is today and of the variety of calls made upon its fast inshore lifeboat and her crew. Available from R. J. Bloomfield, honorary press officer, Rye Harbour ILB Station, 1 Inkerman Terrace, Rye Harbour, Sussex, price 33p including postage.

● A second edition of the History of the Penlee and Penzance Branch is now available from K. Withers, assistant treasurer, c/o A. Smith and Son, 31 Clarence Street, Penzance, Cornwall, price 20p post paid.

The Life-boat Service

by Oliver Warner

**A History of the Royal National
Life-boat Institution
1824-1974**



**With a foreword by HRH The Duke of Kent,
President of the Royal National Life-boat Institution**

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Thirty-five years back

● Commander Pearson's encounter with the lifeboat service off the Scottish coast during the last war, described in his letter published in the spring issue of *THE LIFEBOAT*, interested me very much. Having spent a considerable amount of time on research into lifeboat history, I believe I may be able to supply a few of the details of that incident.

It did take place in 1940, as Commander Pearson thought, on November 3 to be precise, and the boat involved was the Fraserburgh lifeboat, *John and Charles Kennedy*. She was probably under the command of Captain Andrew Stephen, honorary secretary of the station, the regular coxswain having been called up for service in the Royal Navy only two months previously.

The lifeboat was launched at 2143, after the ss *Eros*, of Belfast, had been hit in the engine room by an aerial torpedo, killing two men. By the time the lifeboat reached the scene, about eight miles north east of Fraserburgh, 26 of the crew of *Eros* had been taken on board HMS *Challenger* and the lifeboat saved the remaining 17, transferring them to *Challenger*.

After helping connect a tow rope from *Eros* to *Challenger*, the lifeboat returned to the shore to inform the naval authorities that the casualty was being towed close inshore towards Aberdeen, being eventually brought safely into harbour.—J. P. MORRIS, 14 Medina Road, Foleshill, Coventry.

Collections in Wales

● People living outside the Principality are apt to consider Wales as comprising of the City of Cardiff, and only what Cardiff does or can do is of any importance. On page 140 of the spring issue of *THE LIFEBOAT* you state that Cardiff ladies' guild were the first in Wales to exceed £1,000 in their street and house collection.

On behalf of the ladies of the Swansea and Mumbles guilds I cannot allow this erroneous statement to pass unchallenged. The Swansea and Mumbles ladies' guilds in their street collections (house to house collections cannot be held if a street collection is permitted) raised £1,146 in 1972 and £1,352 in 1973. Their combined efforts

in other events far exceeded the £650 claimed for Cardiff.

Whenever Mumbles is mentioned in RNLI publications it is called 'The Mumbles'. One does not say 'The Chelsea' or 'The Victoria'. Why do you refer to the seaside part of Swansea in this way? The definitive is not correct.—COMMODORE C. A. S. COLBURN, OBE, MNI, honorary secretary, Swansea, Mumbles and District branch, Richmond House, Richmond Road, Uplands, Swansea, Glamorganshire.

We apologise to the ladies of Swansea and Mumbles for having, unintentionally, overlooked their splendid results, and to Mumbles for the misrepresentation of its name. In reply to the first sentence, may we refer readers to page 128 of the spring issue of THE LIFEBOAT—EDITOR.

Hat trick

● I am pleased to tell you that I have been appointed honorary secretary of the new Honiton branch. This is my own hat trick, as I have previously served in the same position at Liskeard (Cornwall) and Tavistock (Devon), each time setting up a new branch. Can anyone better that score, or is it a record?—GEOFFREY J. HEATHCOCK, 129 High Street, Honiton, Devon.

Thanks

● Would you kindly convey my thanks to the members of the lifeboat crew who devoted so much time and effort in searching for my son and his friends in November? I realise the outcome was disappointing for them and very sad for me, but I do appreciate the goodwill of all concerned in the search.

All three boys were devoted Christians and had hoped to dedicate their lives to medical work. I thank God who gave me such a son and I know He makes no mistakes, even when we cannot understand His ways.—MARGARET WINTER, 21 Waldron Road, Broadstairs, Kent.

At 1918 on Saturday evening, November 10, 1973, an anticipatory message was received from the Coastguard that three young men in a sailing dinghy were overdue, having launched at Dumpton Gap at 1430, and that further checks were being made. At 2003 the Coastguard reported that the dinghy was still missing and the Ramsgate lifeboat

Michael and Lily Davis was launched. There was a gale force south westerly wind and a rough sea. The lifeboat searched inshore to North Foreland, east to Elbow Buoy, south to Goodwin Knoll and west to Gull and Broadstairs Knoll, throughout the night. A helicopter joined the search at first light. Nothing was found and at 0900 the lifeboat returned to her station.—EDITOR.

Good wishes

● A note to wish Oliver Warner's book well on Thursday, and to say how much all of us have enjoyed, and are enjoying, working with the RNLI. I would be glad if you could pass on to everybody our very warm wishes, our thanks, and our pride in publishing your History.—KENNETH PARKER, Director, Cassell and Company Ltd, 35 Red Lion Square, London, WC1R 4SG.

Publication date of Oliver Warner's History of the RNLI, The Life-boat Service (reviewed on page 180), was Thursday, April 25. The book was published by Cassell.—THE EDITOR

Model boats

● I feel that I must let you know how the reference to some details of the production of miniature yacht models in the winter edition of *THE LIFEBOAT* is resulting in some gratifying contributions to the RNLI, not only by way of my own donations from commissions but also those made by my clients, including the enrolment of a number of new Shoreline members.

Even the loan of a model of the Royal Navy's 55' Nicholson training yacht *Adventure* for a Petty Officer's project at HMS *Vernon* at Portsmouth provided a contribution to the local branch.

Shortly after his arrival in England, I was honoured by a visit from Ramon Carlin, the Mexican owner and skipper of the beautiful ketch *Sayula II*, the overall winner of the Whitbread Round the World race: a truly wonderful performance, together with that of *Adventure*, for virtually standard yachts. In addition to a model of his yacht, I have been commissioned to produce one of a Thames barge, in which Mr Carlin showed considerable interest. He was very impressed by the activities of the RNLI and its history.—BRIAN H. WILLIAMS, Breamore Cottage, Bridgefield, Farnham, Surrey.

Lifeboat People

It is with deep regret that we announce the death on December 31 of Sir Terence H. Langrishe, Bt, who served on the Committee of Management from 1952 to 1967; also the death on November 28, 1973, of Captain R. Muir, coxswain of Seaham lifeboat from immediately after the 1962 disaster until the end of 1969.

New president of Hornchurch branch of the RNLI is ex-football star, Jimmy Greaves.

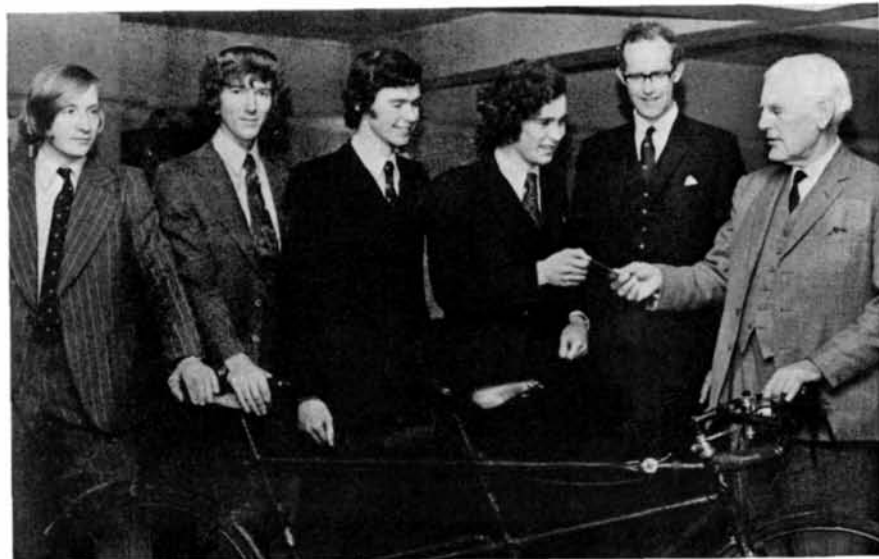
Some Ways of Raising Money

A sponsored swim on February 25 by the Gold Fish Swimming Club, part of Bromley Society for Handicapped People, raised £267 for the RNLI, as well as a similar amount for their own association. Five severely handicapped people took part in the swim, including a girl in her early twenties with both legs amputated who swam 15 lengths on her back, and a boy who achieved ten lengths with his only possible stroke, the dog paddle.

Penlee lifeboat station, as winner of Westward TV 'Treasure Hunt Town Points Contest', was presented with a cheque for £130 in January. Another donation it received was £6.10 collected by children of Mousehole, carol singing.

Philip Budden, Jonathan Makins and Richard and Simon Folkes, from Charterhouse School, hand over a cheque for £1,110 to Commander F. R. H. Swann, Chairman of the RNLI. They, with Selvan Anketall (who was unable to be present), raised the money by a sponsored cycle ride from Land's End to John o'Groats and back on two tandem bicycles.

Photograph by courtesy of John Blasiak



17' 6" model of a Watson lifeboat, built from all kinds of scrap material by boys and girls of Romford and Dagenham Model Boat Club. The club, affiliated to the Dagenham branch of the RNLI, has so far raised £850 with this magnificent boat, which has also been entered in a competition for objects made from scrap being organised by the BBC programme 'Pebble Mill at One'.
photograph by courtesy of Ford Motor Company.

Balls up and down the country last winter gave an enormous amount of pleasure, and raised excellent amounts for the RNLI. Here are just some of them: Aberdeen Lifeboat Ball, £2,200 (and 13 new life members); Bridport Lifeboat Ball, £600; Dovercourt Caravan Park Club Dance, £250; Great Yarmouth and Gorleston ladies' guild Lifeboat Ball, over £1,000; Friends of the Lifeboat Ball, Peterhead, £883; Saltcoats first RNLI Dance, £47; and Southend-on-Sea 150th Anniversary Dinner Dance, over £600.

The City of Edinburgh ladies' guild runs a shop which brings in about £5,000 a year for the RNLI. This year a second shop was rented for three weeks and made £900 profit.

To celebrate the RNLI's 150th anniversary, the children of class 41, Upminster Junior School, on their own initiative, held a jumble sale in their playground; they raised £25.

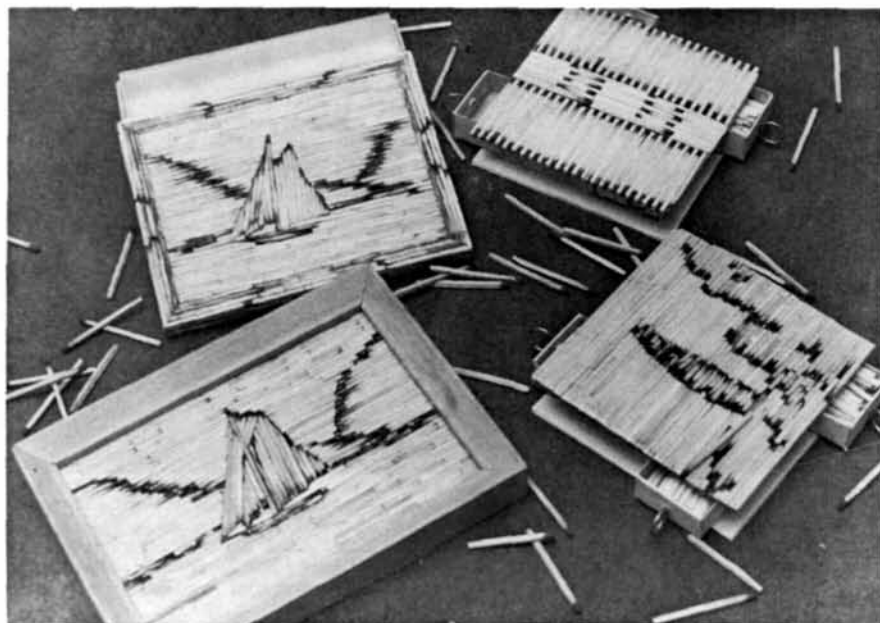
So successful has its fund-raising efforts been, that at its AGM in February, the Rhyl and District branch decided to send the magnificent donation of £5,000 to headquarters. This means that in the past three years Rhyl has sent in a total of £10,500 over and above station requirements.

Wyboston Sailing Club holds an annual 24-hour sponsored marathon sail. The team which covers the greatest distance receives a shield and the runners-up RNLI zephyrs. Initiated in 1970 by Hawker Siddeley Dynamics Club, through the enthusiasm of R. Jennings, a committee member of Hatfield branch, the crews, kept going with soup and hot dogs, have at time endured rain and storm and have also been becalmed in clear skies and sunshine. To date a grand sum of £1,900 has been raised for the RNLI.

Lifeboat special to Kyle of Lochalsh: two day excursions by train from Aberdeen through Scotland's magnificent scenery to Kyle of Lochalsh were arranged by the Aberdeen *Evening Express* for Saturday, April 20, and Monday, April 22. The train was fully booked on both days and it was a real family occasion. A sum of £950 was donated to the RNLI and, in addition, £235 was made on the sale of souvenirs.

The Guernsey ladies' guild, re-formed in March, 1973, raised £1,000 towards the Arun fund, in addition to other money, in its first year.

Two donations have been received from the Navy. One is from the ship's company of the Leander class frigate, HMS *Penelope*. £160 was given to the Hampshire Rose appeal; it was raised by a raffle, a sponsored swim, a motor rally and a sponsored slim—the three men who attempted to slim in fact put on weight, and had to put into the kitty the amount per pound their sponsors should have been paying, had



Matchbox holders, cigarette boxes and framed pictures of scenes based upon the Shetlands, including The Old Man of Hoy, all made from matchsticks by Mrs D. Lamont, chairman of Grimsby ladies' guild, have already raised £50 for the RNLI.

Photograph by courtesy of 'Grimsby News'

the scales tipped the other way! The second donation, £32, came from a sponsored mountain climb by six junior ratings of HMS *Fawn*. Lt T. M. Wilson, as referee, had to go, too. He writes: 'I have heard of some ways of raising money for charities, but this one was downright stupid. I mean, a Sunday is supposed to be a day of rest; so what idiot suggested that we climb Nevis Peak, 3,232' of volcanic mountain?'

For three years, North Chingford branch has organised a 'safe' sponsored walk round Connaught Waters, Epping Forest. Totals raised were: 1971, £292.40; 1972, £503.95; 1973, £322.24.

Denis Chasney, a local restaurateur, donated all refreshments.

Mr and Mrs Broadway, of the Petersfield branch, have dedicated a beehive to the RNLI; all honey produced in this beehive in 1974 will be sold in aid of lifeboat funds.

The Department of Health and Social Security Office at Southend-on-Sea held a Lifeboat Day on March 13. Highlights included a raffle of an anniversary cake made by the canteen manageress, Mrs Margaret Waterhouse, and a 'find the lost dinghy' competition. £38 were raised for the Civil Service and Post Office Lifeboat Fund.

Sandy Fowler, landlord of the Black Bull Inn, Barmston, near Bridlington, went to the bank last November to cash a pumpkin. It contained £10.75 which had been hammered in by customers from their bar change and which had to be dug out of the pumpkin at the bank. It was in aid of the RNLI.

A cheque for £7.60 has been received from T. Wiffen of Upminster, who raised the money by collecting old newspapers and magazines and selling them to a waste-paper merchant. For each hundredweight he received 80p.

Hilderthorpe Infants' School made a 'Magic Wishing Tree' with a small pool into which the children could put 1p per wish. In a week they had raised £2 for the RNLI.

A cheque for £25.61 has been received from the east wing of Sherwood Park Junior School, Tunbridge Wells. The children themselves thought up all the ways of raising money, which included a judo display (½p entrance fee), sales of handmade toys, sweets and bookmarks, a collecting box (1p per person), other sales and a charity football match.

Ilfracombe ladies' guild, started in the summer of 1970, has already raised over £2,000 by selling souvenirs, coffee mornings and jumble sales.

The landlord of the 'Grosvenor Arms', Hanwell, London, and his wife, Mr and Mrs J. Conway, the barman, J. Kavanagh, and their customers, enjoy seafishing at Weymouth. To show their appreciation for the welcome they receive, they raised £160 for the Weymouth lifeboat station; the cheque was presented to Second Coxswain Vic Pitman when he visited the 'Grosvenor Arms'.

SPECIAL APPEALS

Just before the AGM at the Royal Festival Hall, London, on May 21 (which will be reported fully in the Autumn issue), Mr Roy Bailhache, Chairman of the Jersey branch, presented a cheque for £100,000—the largest single cheque the RNLI has ever received—to the Chairman, Commander F. R. H. Swann, CBE, RNR. It was the response to an appeal launched in Jersey and represents the cost of their new Jersey 44' Waveney lifeboat.

Other major district appeals have been making excellent progress. The Cornish appeal for the Falmouth and Sennen Cove lifeboats has reached its target of £50,000, and the appeal launched by Sir Alec Rose for a new Rother lifeboat to be called *Hampshire Rose* has already raised more than £14,000 towards a target of £50,000.

The Guernsey appeal to meet the cost of a new St Peter Port 52' Arun lifeboat has passed £55,000, and the Medway appeal has passed £4,000.

The Civil Service and Post Office Lifeboat Fund again made an outstanding contribution to the lifeboat service in 1973, providing no less than £46,000.

STOP PRESS

Passage in company, Poole to Plymouth: The six foreign and four of the British lifeboats going to the International Lifeboat Exhibition at Plymouth will rendezvous at Poole on Sunday, July 14. On Tuesday, July 16, they will sail in company from Poole to Torbay, and on to Plymouth on July 17. The lifeboats from overseas will represent France, the Federal Republic of Germany, Norway, Poland and Sweden.

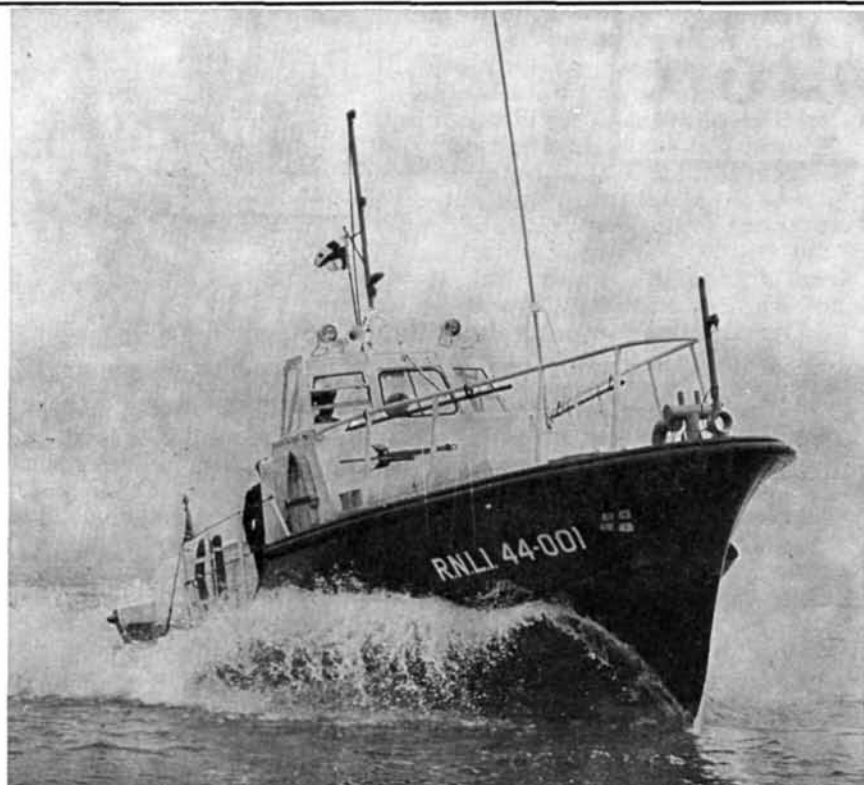
Race meeting at Goodwood: A race meeting in aid of the RNLI will be held at Goodwood on Saturday, September 14. Entrance tickets range from 50p to £3 and can be obtained in advance from Goodwood Race Course. £8,500 prize money has already been assured, but it is hoped that two more sponsors will

come forward, each of whom would be prepared to donate a £1,000 prize for one of the two remaining races.

Jubilee Year Concert at Guildford Cathedral: An orchestral and organ concert will be held on Saturday, October 5. Admission programmes price £1.50, £1, 85p and 50p (unnumbered) from The Verger, Guildford Cathedral, SPCK, North Street, Guildford, or Mrs N. J. Streeter, Munstead Rough, Nr. Godalming, Surrey.

The Band of HM Royal Marines, Naval House Command, by permission of the Commander in Chief, will give a concert in the Borough Hall, Hartlepool, County Durham, on Wednesday, October 9.

Coffee morning at Chatsworth House: The Duke and Duchess of Devonshire have kindly given permission for a coffee morning in aid of the RNLI at Chatsworth House on Saturday, October 26; it will be organised by two Derbyshire branches, Derwent, and Matlock and Bakewell.



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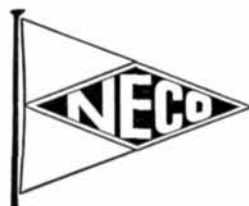


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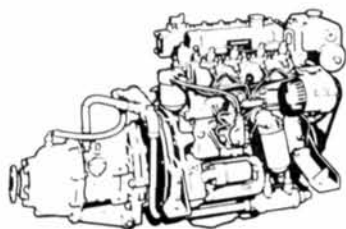
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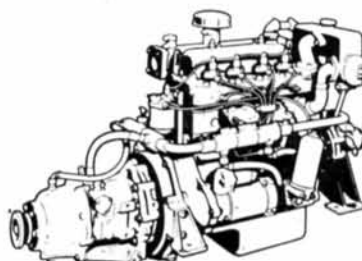
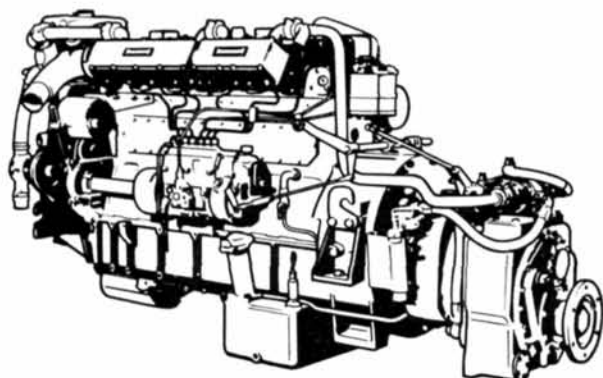
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Central Appeals Committee

'THE YEAR OF THE LIFEBOAT' continues to show excellent support for the various Central Appeals Committee's projects. The Civic Heads Appeal has so far resulted in over 120 local authorities in England and Wales contributing £22,745; with Scotland's £3,317 from 56 local authorities and Ireland's £650 from two, this makes a grand total to date of £26,712. It will be of interest to many to know that some authorities, while feeling unable to make a cash donation, have assisted in kind by making facilities such as halls, rooms, grounds—and even a bandstand—available to branches without charge.

The national Scout project, 'Opera-

tion Lifeboat', in which it is hoped that up to 200,000 boys will take part, is receiving enthusiastic support, as is the project being organised by the Guides, Brownies and Rangers under the good auspices of the Guide Friendship Fund; their target is £5,000 for an Atlantic 21 inshore lifeboat to be named, it is understood, *Guide Friendship*.

The national sponsored swim has reached its target of £20,000; in fact, the final figure is £20,286.50, a truly grand result. A trickle of money is still coming in for the Jimmy Savile schools' project, with the total now £1,096.67.

An event is under way, the results of which have so far not received much publicity; it is a champion swimmers' competition, the proceeds from which will, it is hoped, buy an inflatable ILB. Many further ideas have been received in the CAC office, the possibilities of which are being explored: for instance, a competition by English and Welsh bowling clubs.

To end this report, there is more news of knit-ins. It cannot be too strongly emphasised that this is a most enjoyable, as well as money raising, activity, and one in which both ladies and (yes, *and*) gentlemen can take part. About £1,800 has already been raised

towards a lifeboat 'owned' by knitters. The target date has been extended to December 31, 1974, which should give enough time for all knitters to get almost red hot needles to achieve their aim. The forms are available from the Institution's new Head Office at West Quay Road, Poole, Dorset, BH15 1HZ. Wool for knitting is quite easily come by if the word is spread around; odd balls of wool left over from other work is found to be quite satisfactory. Don't forget that it does not matter whether the group is large, or only very small. Neither should it be forgotten that the knitted pieces can, and should, be made up into a finished article and sold, or perhaps auctioned, to increase the income and make it all even more worth while. Both the CAC's vice-chairmen, Mrs G. F. Chapman and Mrs G. M. Keen, are ready to give help, by coming to a group meeting if possible, and can be contacted via the Committee office.

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

Shoreline Section

THE SEASON is now well under way, so may we wish all our members 'good sailing', and for those members who

will not be able to go afloat, a pleasant summer.

While stationed in Ireland as inspector of lifeboats I had the opportunity of cruising along the south coast of Ireland, and it has always amazed me that this area is not more popular than it is. I remember the skipper of the yacht turned his nose up at 'the smelly old lobster pot' that I took along; however, an amazing change of heart took place after the first overnight stay at anchor in a small bay when, in the morning, I hauled in the pot complete with two large lobsters. The skipper became even more enthusiastic as the voyage progressed and more lobsters were caught. Besides the fishing, of course, there are some beautiful areas to

visit which, in my opinion, take a lot of beating.

The International Lifeboat Exhibition at Plymouth will very soon be with us. We look forward to opportunities to meet our members there, particularly at the Rally over the first weekend (July 19-21) when there will be a full programme for yachtsmen, and at various other venues round the country.

We have now been able to obtain supplies of publicity material for Shoreline; although the range is not great, we will gladly supply some to those interested in promoting membership.—G. R. (BOB) WALTON, *Shoreline Organising Secretary (Membership)*, 29a Castle Street, Salisbury, Wiltshire (Tel: Salisbury 6966).

THE MODERN LIFEBOAT

A great success, particularly with its many young visitors: that was the verdict on the Modern Lifeboat exhibition held from February 21 to April 21 at the South Kensington Science Museum, London. School parties, more than 700 of them, came from all over the country, even from as far away as Cornwall, Northern Ireland and Scotland. The greatest attraction was, of course, the 'Blue Peter' Atlantic 21 ILB, now stationed at Beaumaris. Questions were limitless, and Jack Sims, in attendance throughout, often found himself giving first lessons to young crews.



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RNLISHORELINE



Lifeboat Services

(from page 165)

Shetland Islands, that she was aground on Bressay Island in heavy seas and needed help. The Coastguard were already on the telephone to the honorary secretary of Lerwick lifeboat, who asked that maroons be fired.

The weather was overcast with rain squalls and the wind south by east force 8. Very rough, short, steep seas were breaking in Bressay Sound; it was two hours before low water. *Claude Cecil Staniforth*, a 52' Barnett lifeboat under the command of Coxswain George Leith, cleared Lerwick Harbour and by 0550 had arrived off *Spearfish*, hard aground just south of Holm of Cruester with her bows eastwards into the shore. The seas were pounding her on to the rocks, spray was breaking right over her.

Coxswain Leith first tried to close *Spearfish* on her lee side, but wind and sea drove him away towards the rocks and he had to disengage by going full astern. Next he tried to go alongside on the weather side, but found that his angle of approach had been too acute and he was being pushed under *Spearfish's* quarter; once again he had to pull out full astern.

On the third attempt, made with a wider angle of approach, Coxswain Leith took the lifeboat successfully alongside *Spearfish's* starboard, weather, side and held her there while the crew of four were helped aboard; he then worked his way astern, clearing the casualty at 0558.

By 0610 the lifeboat had returned to her berth in Lerwick Harbour with the four survivors on board. The lifeboat, her engines and all equipment used were entirely satisfactory during the service. The belting had been damaged for some 4' in way of the port bow as the lifeboat had been held against the casualty in the rough conditions, and the wooden bow bulwark had been slightly sprung.

For this service the thanks of the Institution inscribed on vellum have been awarded to Coxswain George Leith. Vellum service certificates were presented to Second Coxswain Peter Leith, Motor Mechanic Hewitt Clark, Assistant Mechanic John Monat and Crew Members James Smith, Sam Fraser, Theo Nicolson and Andrew Leask.

Scotland North Division

Standing by in Hurricane

HAVING RECEIVED information from the Coastguard at 0618 on Thursday, December 6, 1973, that the trawler *Navena* was ashore on the rocks north of Copinsay Light, the Kirkwall

(Orkneys) honorary secretary asked for maroons to be fired. By 0630 *The James and Margaret Boyd*, a 52' Barnett lifeboat built in 1954, on temporary duty at the station, was fully manned and attempted to sail. She was, however, berthed in Kirkwall basin astern of a coaster. Three attempts were made by Acting Coxswain F. Johnston to unberth by going astern on a backspring with local fishermen pushing the bow out with a long pole; on each occasion the lifeboat was blown and thrown back into her berth.

At this stage, Captain Sinclair, the honorary secretary and harbour master, boarded to help and a further unsuccessful attempt was made. A fifth attempt was made with the coxswain on the wheel and the honorary secretary on the controls, going full ahead once a wedge of water had been achieved and accepting the damage and danger that might ensue. This was successful and the lifeboat cleared the harbour at 0712 on high water.

The station officer, Orkney Coastguard, had been at the harbour during this operation. He described the weather as being the worst he had seen, with north west storm force winds keeping the sea backed up the harbour wall. 'Only by superb seamanship', he states, 'and sheer determination did the lifeboat succeed in launching after four unsuccessful attempts to leave the harbour basin.'

The lifeboat set course for the scene of the casualty in extreme weather conditions. The very rough seas and blown spray reduced visibility to virtually nil most of the time, and the violent motion meant that the radar was of little use so that at intervals way had to be taken off in order to ascertain position.

During the passage the Coastguard informed the lifeboat that a helicopter was on its way and appeared to be the best means of rescue.

At 0912 the lifeboat reached the reported position east of the Horse of Copinsay and north of the light, but found no sign of *Navena*. She was eventually sighted during a break between squalls west of the reported position, and, after a passage back around the Horse of Copinsay, she was closed at 0930.

Navena was lying bows east in an east-west position on the reefs with further reefs off her starboard bow and quarter. As the rocks on her starboard side and the poor holding sand precluded veering down, the only approach would have been round the stern of *Navena* and on to her port quarter. The falling tide meant that the position of the survivors was improving all the time and the port quarter was becoming more sheltered, so it was decided to wait and see if the helicopter could take off the survivors.

The morning was heavily overcast with frequent rain squalls and the north north west wind gusting to force 12 giving very heavy rough seas. The

Coastguard mobile on Deerness, just one mile away, only saw the lifeboat twice between the rain squalls and when she was almost standing on her stern in the confused sea. On board the movement was such that the men in the after cabin had to lie on the gratings as they were thrown off the side benches; the man at the wheel saw the bottom of the compass bowl more than once as the boat pitched viciously.

The lifeboat stood by until 1038, when all survivors had been taken off, and then returned to station in moderating conditions, arriving at 1237.

For this service, framed letters of appreciation signed by the Chairman of the Institution, Commander F. R. H. Swann, CBE, RNVR, were sent to the honorary secretary, Captain Sinclair, Coxswain F. Johnston, Motor Mechanic A. Strutt and Crew Members D. Grieve, J. Grey, D. Peace, M. Drever and B. Hall.

Lifeboat launches on service during the months December, 1973, January and February, 1974

Aberdeen, Aberdeenshire
January 4.
Aith, Shetland
February 13.
Amble, Northumberland
February 6.
Angle, Dyfed
January 20.
Anstruther, Fife
January 10.
Arklow, Co. Wicklow
December 13 and January 16.
Arranmore, Co. Donegal
December 27.
Ballycotton, Co. Cork
January 4.
Baltimore, Co. Cork
January 21.
Barrow, Cumbria
February 24.
Barry Dock, South Glamorgan
December 25.
Bembridge, Isle of Wight
January 16.
Bridlington, Humberside
December 28 (twice), January 7 and 8.
Calshot, Hampshire
December 14, 18, 24, January 26, 29,
February 15, 16 and 28.
Campbeltown, Argyll
December 15.
Clacton-on-Sea, Essex
December 2 and February 11.
Cloughie-Portavogie, Co. Down
January 21 and February 19.
Clovelly, North Devon
January 17, February 1, 6 and 14.
Cromer, Norfolk
December 16, January 3, 4, 30 and
February 6.
Dover, Kent
January 21, 28, February 2 and 17.
Dungeness, Kent
February 10, 11 and 17.

Dun Laoghaire, Co. Dublin
January 27, February 4 and 17.
Eastbourne, Sussex
December 2, 7 and February 13.
Exmouth, South Devon
January 16.
Falmouth, Cornwall
February 1.
Filey, North Yorkshire
December 1, January 14, 16, 29 and 30.
Fishguard, Dyfed
January 6 and 28.
Fleetwood, Lancashire
December 31 and February 16.
Fowey, Cornwall
January 27.
Galway Bay, Co. Galway
December 27, 28 and January 15.
Great Yarmouth and Gorleston, Norfolk
December 2, 7, 16, 17, 21, January 1, 28, February 4 and 17.
Holyhead, Gwynedd
December 12, January 2 and 16.
Howth, Co. Dublin
December 11.
Humber, Humberside
December 3, January 8, 11, 26 and February 7.
Islay, Inner Hebrides
December 15 and February 21.
Kilmore, Co. Wexford
December 4, 11 and January 15.
Kirkwall, Orkney
December 16 and January 7.
Lerwick, Shetland
December 12, 21 and January 12.
Lizard-Cadgwith, Cornwall
January 31.
Llandudno, Gwynedd
December 12 and 13.
Lochinver, Sutherland
February 14.
Lowestoft, Suffolk
December 16 and 21.
Lytham-St Anne's, Lancashire
January 17.
Mallaig, Inverness-shire
February 8 and 11.
Margate, Kent
January 12, 21, 26, February 7 and 16.
Moelfre, Gwynedd
December 18 (twice).
Mumbles, West Glamorgan
December 19 and January 20.
Newbiggin, Northumberland
February 21.
North Sunderland, Northumberland
January 10.
Padstow, Cornwall
December 7 and February 14.
Penlee, Cornwall
December 15 and 19.
Plymouth, Devon
January 16.

Poole, Dorset
December 1.
Ramsey, Isle of Man
February 2 and 21.
Ramsgate, Kent
January 1, February 7 and 17.
Redcar, Cleveland
December 4 and January 25.
Rosslare Harbour, Co. Wexford
December 17, 19 and January 30.
St Davids, Dyfed
February 2.
St Helier, Jersey
December 29 and January 18.
St Ives, Cornwall
January 16, February 1 and 24.
St Mary's, Isles of Scilly
January 25 and February 11.
St Peter Port, Guernsey
December 24, 25, 30, January 3, 16, February 3 and 24.
Seaham, Durham
February 14 and 18.
Selsey, Sussex
January 28.
Sheerness, Kent
December 3, 25, January 16 and 23.
Skegness, Lincolnshire
December 30.
Southend-on-Sea, Essex
December 25.

Sunderland, Tyne and Weir
January 30 and February 13.
Swanage, Dorset
December 14, February 3 and 28.
Teemouth, Cleveland
February 17 (twice) and 18.
Tenby, Dyfed
January 20.
Thurso, Caithness
December 15, 19 and February 6.
Torbay, South Devon
December 16.
Valentia, Co. Kerry
February 7.
Walmer, Kent
February 17.
Walton and Frinton, Essex
December 1, January 15 and 16.
Weymouth, Dorset
February 20.
Whitby, North Yorkshire
January 11 and 16.
Wick, Caithness
December 18, 22 and January 17.
Wicklow, Co. Wicklow
December 24 and January 12.
Workington, Cumbria
January 27.
Yarmouth, Isle of Wight
December 23.

ILB launches on service during the months December, 1973, January and February, 1974

Atlantic College, South Glamorgan
December 9, February 17 and March 7.
Beaumaris, Gwynedd
December 8 and 30.
Broughty Ferry, Angus
March 3.
Crimdon Dene, Durham
December 4.
Eastney, Hampshire
December 31, January 13 and February 18.
Hartlepool, Cleveland
January 13, 21 and February 17.
Harwich, Essex
February 10.
Hastings, Sussex
January 20 and February 24.
Helensburgh, Dumbartonshire
December 3, 8, January 19, February 10 (three times) and February 12.

Largs, Ayrshire
January 18.
Littlehampton, Sussex
December 9 and January 20.
Llandudno, Gwynedd
January 22.
Lyme Regis, Dorset
December 28.
Margate, Kent
December 31 and February 8.
Mudford, Dorset
January 20, February 17, 19 and 24.
New Brighton, Merseyside
December 27.
Queensferry, West Lothian
January 27.
Sheerness, Kent
January 17.
Silloth, Cumbria
February 17.
Southwold, Suffolk
December 16 and 28.
Tynemouth, Tyne and Weir
January 24.
West Kirby, Cheshire
January 11 and February 12.
West Mersea, Essex
December 11, 20 and January 28.
Whitstable, Kent
December 30, January 13 and February 5.

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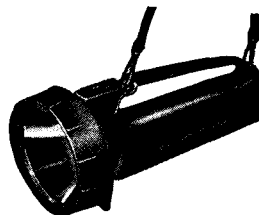
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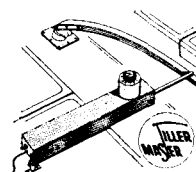
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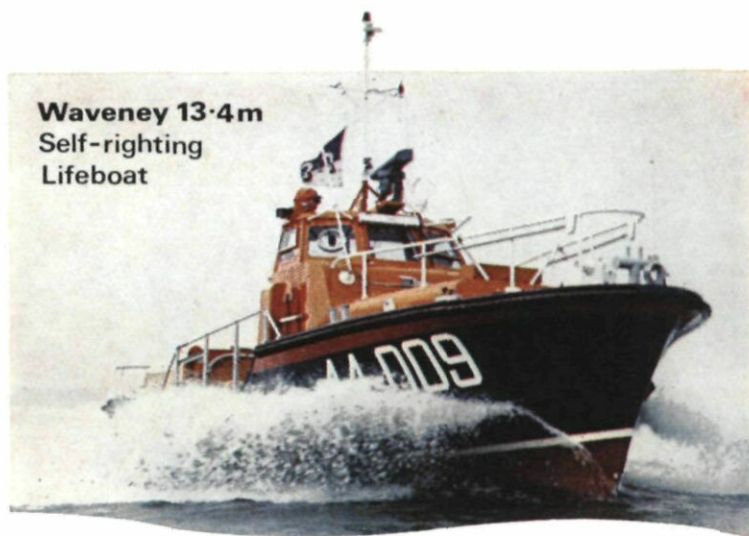
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