

THE LIFEBOAT

THE YEAR OF THE LIFEBOAT



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THE LIFEBOAT

Winter 1974/5

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Volume XLIII
Number 450

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COVER PICTURE

Arun 54-03 rounding Portland Bill on passage to Plymouth: the third boat in her class, she is the 37th lifeboat donated by the Civil Service and Post Office Fund. Her hull is cold moulded wood, with a double bottom and wing buoyancy compartments. Spaces between outer and inner skins are filled with enough expanded polyurethane foam to support the boat even if her 26 watertight compartments are holed simultaneously. The welded aluminium superstructure houses all instruments, controls and electronic equipment and seating with safety belts for the crew of five is provided in the wheelhouse. The photograph was taken by Joan Davies.

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

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

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

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

The next issue of THE LIFEBOAT will appear in April and news items should be sent by the end of January.

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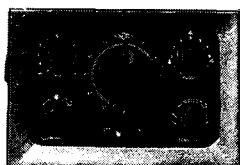
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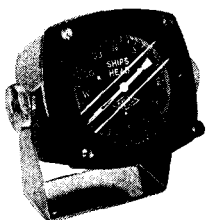


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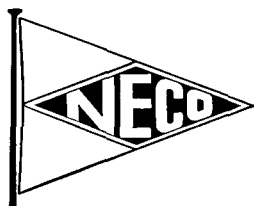


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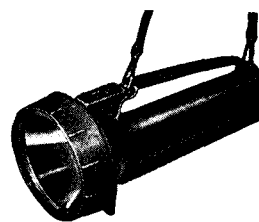
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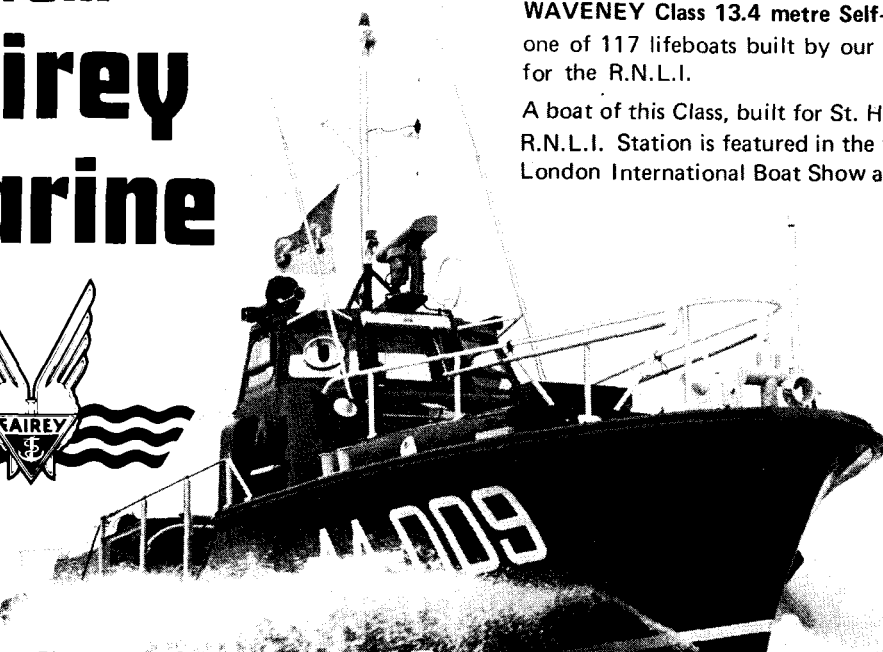
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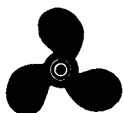
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NOTES OF THE QUARTER

by the Editor

IN THE SUMMER and early autumn of 1974 exceptional weather conditions were experienced over much of Britain with frequent and prolonged gales. These were particularly severe over the period from Sunday, September 1 to Tuesday, September 3. The depression on the Sunday was a relatively minor one but produced gale force 8 winds in the Channel and in the Thames Estuary and southern North Sea. This was followed by another system which deepened rapidly as it approached Cornwall on the Monday. Storm force 10 winds then extended to most of the coast areas of England and Wales, reaching north-east Scotland by mid-day on the Tuesday.

During the 48 hours beginning at noon on September 1 there were no fewer than 66 launches by lifeboats and inshore lifeboats. They spent in all 184 hours at sea. Through their combined efforts 57 people and 21 vessels were saved.

The Year of the Lifeboat

The exceptionally bad weather in summer and autumn also affected many of the special events staged by the RNLI's branches to celebrate 'The Year of the Lifeboat'. Indeed the celebrations have been afflicted by a variety of difficult extraneous circumstances. The year 1974 began in blackout conditions; the general economic climate has been described as the worst for nearly half a century; two general elections occupied the time of many RNLI voluntary workers; and on top of all this there was the weather. That so many events were so outstandingly successful is an indication of the spirit which animates so much of the service. A small selection of the



'In the name of humanity, courage, dedication and skill, I declare this stone well and truly laid.' With these words, Commander F. R. H. Swann, CBE RNYR, chairman of the Institution laid the foundation stone of the new RNLI Headquarters at Poole on October 30, 1974. A sealed stainless steel capsule placed under the stone contains a number of historic documents and photographs as well as examples of the Institution's colours.

events which have been held appears on pages 243 to 247.

One more consequence of 'The Year of the Lifeboat' celebrations has been that many new supporters have been attracted to the lifeboat service. At the same time the RNLI's long-standing supporters have done even more than in the past. This has been true of the branches and guilds and also of that remarkable body, the Civil Service and Post Office Fund, which in 1974 pro-

duced the 37th lifeboat which civil servants through their voluntary efforts have provided. The boat, the third of the Arun class, 54-03, is on trials before taking up station. Her picture appears on the cover of this journal.

Another body which has consistently supported the RNLI over many years presented a cheque for £5,000 for a new Atlantic 21 inshore lifeboat at Lymington. This was the Ancient Order of Foresters, the great friendly society

One of the highlights of the splendid 150th anniversary banquet in the Painted Hall at the Royal Naval College, Greenwich, on October 11, 1974, was a piccolo solo by Band Corporal R. O. Howgill, Royal Marines. The Duke of Kent, the RNLI's President, spoke of the work of the service over the past 150 years and the toast of the RNLI was proposed by Admiral of the Fleet Sir Michael Pollock, GCB, MVO, DSC. The orchestra of the Royal Marines began by playing Dr. Malcolm Arnold's Padstow Lifeboat March. A magnificent cake in the form of a lifeboat was made by the RAF School of Catering, Hereford. The dinner was a subscription one financed by those who attended.



which has already provided the lifeboats stationed at Flamborough and Dover a 35' 6" Liverpool, *Friendly Forester*, and a 44' Waveney, *Faithful Forester*, respectively.

Atlantic 21 inshore lifeboat

The Atlantic 21, developed by the RNLI from a design originated at Atlantic College in South Wales, is one of the most revolutionary and exciting results of design advance of recent years. In this boat the Institution has an inshore lifeboat with exceptional performance at sea; her speed, manoeuvrability, sea kindliness and safety are all of an extremely high order within the sea conditions for which the boat is designed to operate.

It is not surprising, therefore, that there is considerable interest in this boat outside the RNLI, both overseas among fellow members of the International



The RNLI delegation was led by Major-General R. H. Farrant, CB, vice-chairman, who presented gold medals to both the Dutch societies as well as commemorative gifts.

Charles Vince

As this number was about to go to press we learnt with deep regret of the death at 87 of Charles Vince, who among the many services he rendered the RNLI was editor of *THE LIFEBOAT* for many years. He joined the RNLI in the post of assistant secretary (publicity) in 1920 and remained responsible for the RNLI's publicity and public relations until 1953. Even in a service such as the



The First Sea Lord, Admiral Sir Edward Ashmore, spent an hour with the RNLI when visiting the Royal Marines at Hamworthy last autumn. (Above right—Royal Marine photograph) He was transferred by Atlantic 21 ILB to (above) Arun class lifeboat 54-03, where he met senior officers of the RNLI: (from left, clockwise) Captain Fitch, RN, Symington Macdonald, senior staff officer (technical), Major-General R. H. Farrant, CB, a deputy chairman of the Committee of Management, Sir Edward Ashmore, Commander D. B. Cairns, RNR, chief of operations, Lieut. E. Gough, RN, staff officer (communications) and Captain Nigel Dixon, director.

Lifeboat Conference, and at home from the Ministry of Defence (Navy) and (Army).

The Royal Navy has two Atlantic 21s: one built by William Osbornes to the RNLI design, and the other, which is fitted with a roll bar, built at the RNLI base at Cowes. The latter has been under evaluation in *HMS Plymouth*, and there is a possibility that the Atlantic 21 will be considered by the Navy as a replacement for the whaler as a seaboat. A seaboat is maintained in HM ships at immediate readiness for rescue purposes.

The South Holland lifeboat society has three Atlantic 21s in service, all built at Cowes. The Greek government has sent its representatives to Cowes to test the boat, and other interested coun-

tries are the Philippines, Bermuda and Portugal.

Dutch Anniversary

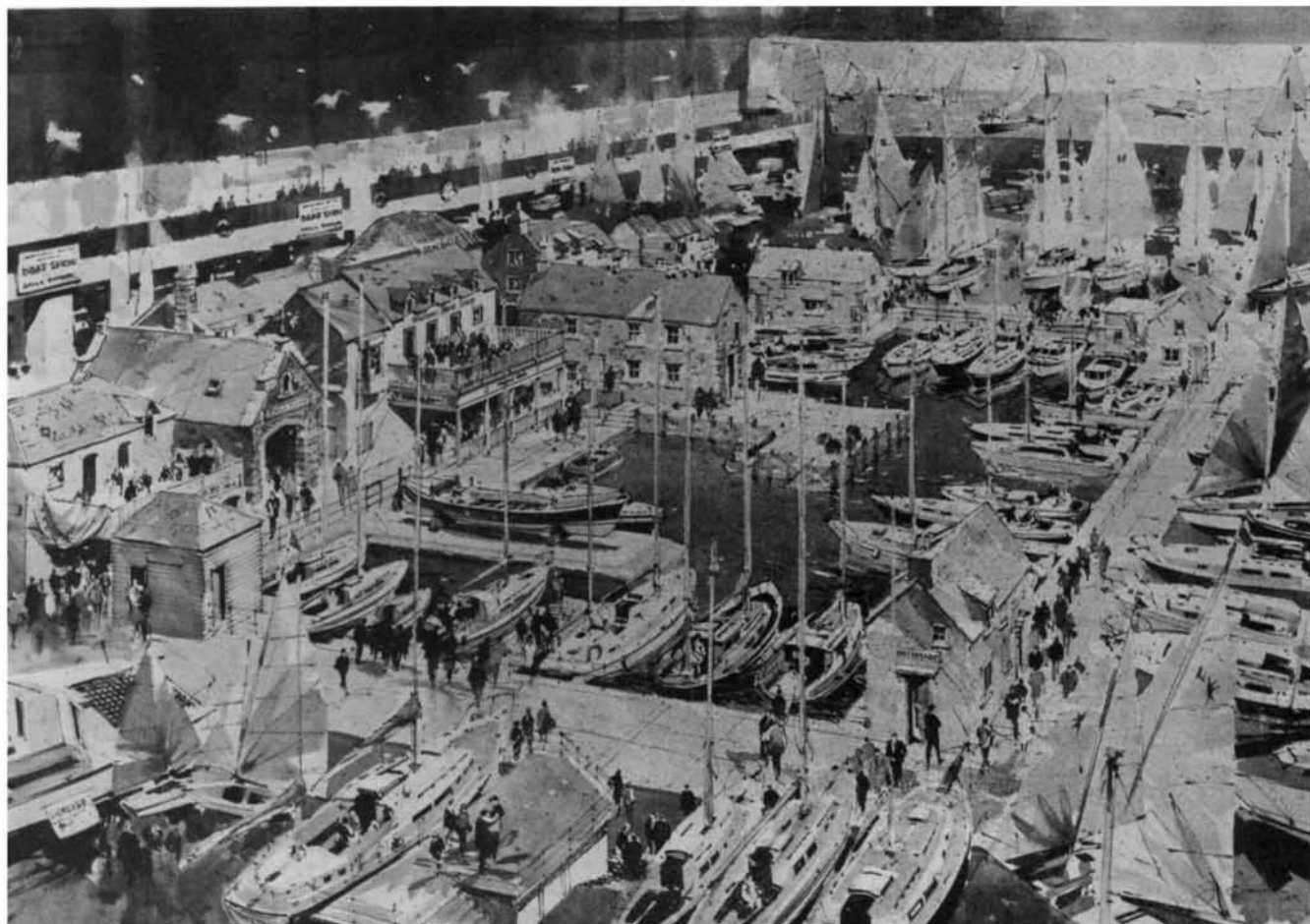
The two Dutch lifeboat societies, whose head offices are respectively in Amsterdam and Rotterdam, also celebrated the 150th anniversary of their foundation in 1974. The main ceremonies took place early in November, when Princess Beatrix opened a most impressive lifeboat exhibition in the Amsterdam Maritime Museum. The RNLI, the United States Coast Guard and the German lifeboat society all had special stands and there were exhibits from a number of other countries with lifeboat services.



Charles Vince

RNLI it is difficult to think of anyone who won more respect and affection from all those who knew him. At a farewell meeting shortly before Charles Vince's retirement the chief inspector of lifeboats, Commander T. G. Michelmore, summed up the feelings of many when he said: 'I have never in my life known a more collectively popular man.'

It had been hoped that Charles Vince would be able to attend the dinner at Guildhall in London to mark the RNLI's 150th anniversary. He was the sole survivor of the dinner held fifty years earlier, and it was his firm intention to come; but by the spring his health had already begun to fail.



Artist's impression of the Earls Court fishing village, complete with lifeboat station.

INTERNATIONAL BOAT SHOW

EARLS COURT, LONDON, JANUARY 1 - 11

AS THE CLIMAX of 'The Year of the Lifeboat', the RNLI will be playing a prominent part in the 1975 International Boat Show at Earls Court from January 1 to 11. The very first thing visitors approaching the exhibition from Warwick Road will see is one of the Institution's modern fast steel lifeboats, for there will be a 44' Waveney on display in the forecourt.

Once inside, most people make their way to see the central feature round the pool. This year it will be a fishing village, with boatyards and, of course, a lifeboat station. The lifeboat house, made possible by the generous sponsorship of the Midland Bank, is similar in design to the one at Walmer, and on a jetty projecting out into the pool will be displayed the ex-Whitby pulling lifeboat, *Robert and Ellen Robson*. Nearby, afloat on the pool, there will be an Atlantic 21 ILB, and William Osborne will be showing a second Atlantic 21 on their own stand.

Inside the boathouse there will be an RNLI exhibition, and also counters for souvenirs and competition cards, man-

ned, as usual, by supporters from local branches. Shoreline will, of course, be there to welcome old and new members, and other representatives of the RNLI staff, including a coxswain and a mechanic, will be in attendance.

The RNLI will be taking an active part in the programme of demonstrations staged on the pool several times each day. ILB crews manning a D class inshore lifeboat will co-operate with the RAF in a combined rescue display during which 'casualties' will be picked up from the pool and winched to the safety of a helicopter 'hovering' over the village.

Some of the demonstration periods will be of special significance to the RNLI because they will end with the presentation of cheques for amounts to cover the cost of inshore lifeboats. The first presentation will be on Press Day, December 31, when Duckhams will hand over the Atlantic 21 which will be on show in the pool. J. H. Minet, International Lloyds insurance brokers, will make their presentation to the coxswain of Hastings, the station for which their

ILB is destined. King George's Fund for Sailors will be presenting a cheque for an ILB which is already on station at Borth, and there will be a £10,000 cheque from Seagrams as well as cheques from Bacofoil, Woolworths and from RAF Wildenrath—a very much appreciated gesture from men of the Services.

The RNLI will be making its own presentations, too: a memento of the occasion to Midland Bank, and also a presentation to the 20,000th Shoreline member, 12-year-old Linda Catlin.

And good news: Sergeant Elverson of the Royal Chelsea Hospital will be with us once again for the whole of the show—so all will be well.

The boats will be there, and the people, to welcome in a new year in one of the happiest possible ways.

RNLI AGM 1975

May 8

Festival Hall, London



Hastings crew were out on service in reserve lifeboat Jane Hay on September 27, 1974. In a force 10 wind they rescued three men from FV Simon Peter; Jane Hay is seen here returning to the shelter of the harbour arm with the men aboard.

Photograph by courtesy of 'Hastings and St Leonards Observer'

It was a dark and stormy night . . .

Last winter JILLY COOPER visited Hastings lifeboat station and recorded her impressions in her own inimitable way

I'VE ALWAYS thought the lifeboats the most romantic of charities. A lump comes to my throat when I think of the courage and gallantry of those little crews going out in nightmare conditions and literally snatching people from the jaws of death. 'It's the sort of charity', as a friend remarked, 'that you still support, even though your rich aunt has just left them all her money.'

As last year the RNLI was celebrating its 150th birthday and nearly 100,000 lives saved, I went down to Hastings one winter evening to look at life on a lifeboat station.

It was a dark and stormy night . . . the waves boomed like 25-pounders on the harbour wall, and a force 12 hurricane howled round the houses waiting for a Christian name. I could feel it lifting my taxi off the road. Heaven knows what havoc it was wreaking on ships at sea.

Seagulls were being tossed about like pieces of rag on the jetty. Clutching on to a succession of bollards I reached the boathouse. Inside was the Hastings lifeboat's coxswain, Joe Martin—a man with bright blue eyes, bleached blond hair and a sardonic foxy face shining like copper with health. There was also a certain watchful tension about him. You felt he kept his peaked cap on even in bed.

Together we admired the lifeboat, gleaming dark blue and red and hanging from the ceiling like the whale in the Natural History Museum. She is named *Fairlight*, after a point on the Hastings cliff where the yellow of the gorse is so brilliant, it's a landmark ships recognise for miles around.

Her paint was immaculate. 'She gets constant touching up', said Mr Martin proudly. 'When she was new, we made the mistake of showing her off in the town carnival. All the children tried to throw pennies into her from the tall buildings—chipped more paint off her in an afternoon than the rocks do in a dozen launchings.'

On the walls were photographs of seadogs and huge waves, and details of the 371 lives, including two dogs, saved by Hastings lifeboats. There were also maps of the coast with bizarre names like *The Gringer*, *Pissy Mare* and *The Groyne*. On the floor, a row of kinky-looking thigh boots,

Mr Martin explained the procedure for a launch. 'We usually get a call from the Coastguard, saying he's seen a distress signal. The honorary secretary authorises a launch, the maroons are fired, and we all race down to the boathouse as quickly as we can. You can hear the maroons echoing *tin tin tin*

between the hills—and if they don't wake you up, the seagulls will, screaming their heads off.'

Wasn't he terrified of going out in bad weather?

'You don't have time to think. The first hundred yards going into the water, and the last hundred yards coming back are the worst. Hastings, being shingle, is a very hard place to launch from.'

There have been Martins in the Hastings lifeboat for many years. Joe's father did 40 years' service, and Joe, as a child, watched magnificent shire horses, now replaced by tractors, pulling the lifeboat into the sea. 'I remember the sparks rising in the dark, as their great hooves pounded and pounded, trying to get a grip on the shingle.'

A tall, grey-haired man with very blue eyes and a smile that split his face in half came into the boathouse. He was Joe Adams, auctioneer at the local fish-market and the lifeboat's honorary secretary. With him rests the agonising decision as to whether the lifeboat is sent out or not. 'Sometimes it's too bad for launching. I've got seven men in the crew, six of them married. I can't deliberately endanger their lives, but in the 14 years I've been honorary secretary the boat has only not gone out three times.'

And if there was a distress signal tonight?

Joe Adams listened to the screaming and howling of the wind outside. 'Let's say it's a night when we hope that all's well.'

Except for the coxswain, Joe Martin, all the lifeboat crew are volunteers. Most of them are fishermen by trade. There is never any shortage of members; people are queuing up to join. They have a really gruelling probationary period; by the time they are entitled to wear the navy blue RNLI jersey, they've really earned it.

Outside, the hurricane hurtled us past the smaller boathouse, donated by the Hastings and St Leonard's Muffin Club, and into the nearby Angling Club for a drink. Details of an annual cod festival and a forthcoming stag nite adorned the walls. I always knew you stagnated in the country.

More members of the crew joined us—nearly all with the same blond hair, ruddy faces and blue eyes. Several had rings in their ears. Good to hear, too, was the slow, measured way they talked, with an unconscious poetry—like Shakespearean sea captains. When they mentioned the sea, they lowered their voices, as though they were discussing an unpredictable boss, both loved and respected.

Some fearsome yarns were being swapped about battling through walls of water 18' high, with crews clinging like grim death to the handrails; and of the problems, once the wreck was found, of taking her people off without grinding the two boats together.

'Another problem', said Joe Martin, 'is when people want us to recover their boat as well, and refuse to leave it—like a mother clinging to her child. You can understand what they are going through. You look at the boat and think what a tragedy to lose such a marvellous piece of equipment, but it's too rough to save it.'

Were the victims always grateful?

'Not always', said Joe Adams. 'We rescued a young girl recently. She'd been in the sea for hours. I took her home, my wife gave her a hot bath and a nightie and our bed to sleep in for 12 hours, and she walked off without a word of thanks. Ten days later she wrote us a marvellous letter.'

Then with the understanding and compassion that seems to characterise lifeboat men, he went on: 'It's a combination of shame and shock—shame that they've put themselves in such a position, shock that they've been staring death in the face for hours. Then they're plucked out of the sea and find themselves in a strange world.'

Hastings lifeboat averages about 12 launches a year; and sometimes it can ruin social life. 'The whole crew had to walk out of the Winkle Club dinner in the middle of a speech the other night', said Joe Martin.

Lifeboatmen seem to have a sixth

sense which tells them when they might get called out: 'You get the feeling this is it, so you stick close to the boathouse. Nothing to do with the weather—you'll go to bed on a wicked night like this and sleep like a child. Other days you'll be out picnicking, the sea's still as a mirror, but you'll be fidgety all afternoon, and sure enough in the evening there'll be a launch.'

No summons disturbed the crew that night, and next morning the wind had blown itself out and the sea nosed against the shore as though butter wouldn't melt in its mouth.

Washed by wind, rain and spray, the town had a newly laundered look. Paint sparkled on the little red and white square houses, nets drying in the sunshine gave off a heady smell of tar, salt and fish. It had been the worst night in the area for years—40 trees had been blown down round Hastings.

Down at the Angling Club, groups of fishermen with reddish-blond curls and gold rings in their ears, looking as though they had just come out of the sea clutching a trident, sat round playing cards. Bad weather had prevented any fishing for the past two months.

I met the wives of two members of the crew in the boathouse: Christine Martin, Joe's wife, and Mary Shoesmith—her husband Bob, who runs a garage, is one of the two mechanics in the crew.

Some wives, they said, couldn't bear to come near the boathouse. Even on a calm day, the sight of the red stars of a distress signal would send them into a nervous sweat. Some, like Christine, can't keep away. 'As soon as the telephone rings, I get up and hand Joe his clothes as he dresses. I go straight down to the boathouse and wait in the op. room to take care of the casualties when they come back.'

Don't they get worried in bad weather?

'Not really', said Mary, shrugging her shoulders. 'I'm more frightened when Bob goes out on the roads.'

One felt, however, they resented their husbands spending quite so much time down at the boathouse. 'They can easily waste 24 hours a day down there, tinkering about with a boat.' And if they're not tinkering they are talking shop.

'When lifeboat men go on holiday', said Christine, 'they visit other lifeboat stations.'

Seagulls were ravaging and mewing outside. 'They be the souls of dead fishermen mocking us', said Joe.

Suddenly the telephone rang and Joe went to answer it.

'Could be a launch', said someone hopefully.

All round, members of the crew perked up—eyes bright. But it was a false alarm.

But what makes you so anxious to go out?

'Bob pretends he does it out of a sense of duty', said Mary. 'Actually, he likes the excitement and sense of adventure.'

'It's the exhilaration', agreed Joe. 'But most of us are fishermen, and patience is in our blood. One day you'll be battling with fog for 22 hours looking for a casualty, and just as you're frozen stiff and giving up hope, you spot them. Just the look on their faces when they realise they are not going to die—that's enough.'

In these times, it is rare to find people who are prepared to do something for nothing. Perhaps it is a lesson to all of us, that lifeboatmen derive from it such obvious satisfaction.

Reprinted by kind permission of 'The Sunday Times'.

Jilly Cooper met Hastings's own lifeboat, Fairlight, and some of her people: (l. to r.) Christine Martin, Peter Thorpe, Mary Shoesmith, Bob Shoesmith, Colin Green, Joe Martin (coxswain), Doug White (second coxswain), H. 'Sassy' Benton, Richard Read, Richard Adams and Joe Adams (honorary secretary).





LIFEBOAT STAMPS

Special issues to celebrate the 150th Anniversary of the RNLI from Guernsey, Ireland, Isle of Man and Jersey.



WHETHER THEY DROP ON to the doormat with a welcome letter, or arrive on the office desk with the next urgent problem, special issues of stamps make a cheerful start to any day.

The sea is a good and popular subject and in 1974, 'The Year of the Lifeboat', there were four special issues of lifeboat stamps.

First to be issued, on January 15, was a set of four from Guernsey featuring lifeboats which have served the Bailiwick



over the years: 2½p, *John Lockett*, a pulling lifeboat, 1875-1888; 3p, *Arthur Lionel*, Guernsey's last pulling and sailing lifeboat, 1912-1929; 8p, *Euphrosyne Kendal*, a Barnett lifeboat, 1954-1972; and 10p, *Arun*, 1972-1973, first of the Arun class and forerunner of Arun 52-02, *Sir William Arnold*, now stationed at St Peter Port.

The Isle of Man, home of Sir William Hillary, the founder of the RNLI, appropriately enough brought out its lifeboat stamps on March 4; the day on which at a service of thanksgiving in St Paul's Cathedral, lifeboat people commemorated the City of London Tavern meeting on March 4, 1824, just 150 years before, at which the Institution was founded. Again there were four stamps. The 3p stamp includes a reproduction of a bronze profile of Sir William which is mounted on a wall near the Douglas lifeboat house and just below his old home, Fort Anne, together with part of the commendation inscribed on his tomb in St George's Churchyard superimposed on the RNLI badge; the 3½p stamp is based on an oil painting in the Manx Museum depicting the wreck of the Royal Mail steam packet *St George* on Conister Rocks, Douglas Bay, on November 20, 1830; the 8p stamp shows Sir William's Tower of Refuge on Conister Rocks and the lifeboat *Manchester and Salford* (1868-1887) which was provided by Sunday School children from those areas; and the 10p stamp is a picture of *Osman Gabriel*, Port Erin, the first of the two Rother class lifeboats donated to the Institution by Major Osman Gabriel.

Douglas High School boys, helped by their form master, ILB Crew Member A. Maddrell, bought 500 of the Isle of Man lifeboat stamps first day covers and asked the island's five coxswains to sign them: W. Corran, Douglas; J. Quayle, Peel; L. W. Gawne, Ramsey; P. Woodworth, Port Erin; and J. E. Gawne, BEM, Port St Mary. £1,000 was collected from the sale of these autographed covers and, after expenses had been paid the profits were divided among the five Manx stations.

Next to be issued, on March 28, was a 5p stamp in the Republic of Ireland. Based on a painting by Bernard Gribble, adapted by Michael Byrne, it features the famous rescue in 1936 of the crew of the Daunt Rock Lightship by the Ballycotton Barnett lifeboat, *Mary Stanford*.

The last stamp to come out was one in a Jersey anniversary set issued on July 31. A 3½p stamp, it portrays Sir William Hillary himself. The other famous men remembered in the same set are John Wesley, Canon Wace, and Sir Winston Churchill.

First day covers of lifeboat stamps are still available for collectors from the RNLI Official Philatelic Agents, 13 Best Lane, Canterbury, Kent CT1 2XX, who will also be represented on the RNLI stand at the London Boat Show.

A Year of Endeavour

To celebrate the 150th anniversary of the RNLI, branches and guilds were asked to make some special fund raising effort to help raise the six million pounds needed for the vast boat building programme on which the Institution has embarked with the aim of achieving a virtually self-righting fleet by 1980. The response has been wonderful. So many, so varied and so successful have been these special efforts that even to mention every one would be impossible. Every one, however, has been equally vital to the success of our lifesaving service and this gathering together of the stories of a few representative events is a tribute to the many, and to the great generosity of everyone who has helped.

UP AND DOWN the country during 1974, branches and guilds of the RNLI have thrown themselves wholeheartedly into a great endeavour to raise funds, over and above normal income, to finance the biggest boat-building programme the lifeboat service of Britain and Ireland has ever attempted. The aim is to provide a virtually self-righting fleet by 1980. Having reached the milestone of 150 years' service since its foundation, the RNLI paused in its path, not only to look back with thanksgiving and pride for the devotion of the men of the past, but also to look forward with re-dedication, hope and determination. Lifeboats must keep pace with advances in design; the crews of the present and future must have the best boats and the best equipment possible so that, whatever the weather and however great the challenge, they can put to sea confidently and come home safely. The work of the branches and guilds in towns and villages all over the country is one of the most vital forces in ensuring that this aim will become reality.

A large number of the special efforts made by branches and guilds during 'The Year of the Lifeboat' have already been reported; others will never be generally known, but they are no less valued for that. Everyone has helped. Record after record for flag days has toppled. Well-tryed functions have been repeated with greater success; new ideas have brought new enthusiasm. People have contributed as groups or as individuals. While adults have been planning down to the last detail splendid public occasions which will bring in thousands of pounds, children have thought out their own schemes and been happy to collect pennies. Any activity that can be sponsored must surely have been sponsored! Take, for instance, pigeons.

Pigeons from Lancashire, Cheshire and Cumberland were sponsored for a

race from France. They were let off from Rennes on Bastille Day, July 14, and the winning bird, belonging to Jack Roberts of Marple, won, among other prizes, the 'Lancashire Post' RNLI Charity Championship Race trophy. For the RNLI the pigeons brought home £600. The North West, incidentally, has started on a project this year which will continue until 1976—collecting the cost of an offshore lifeboat in books of Greenshield stamps (if you have any, please send them to the district office, Prince's Chambers, 26 Pall Mall, Manchester M2 1JR). Life goes on.

Many efforts are, indeed, being directed towards a particular goal. Hampshire, for instance, inspired by circumnavigator Sir Alec Rose, has been working to raise £50,000 for the Rother class lifeboat, *Hampshire Rose*, which will be stationed at Walmer. Among many efforts on behalf of this appeal was a sponsored row round the Isle of Wight by members of Lymington inshore lifeboat crew. Maroons were fired from the pontoon of the Royal Lymington Yacht Club on the morning of June 29; 60 miles and 10½ hours later the five-man crew had achieved £1,350 for *Hampshire Rose*. A similar amount was raised when more than 1,000 fishermen met for the Elmore Angling Festival at Lee-on-Solent.

Branches at Petersfield, Liss, Liphook and Alton launched an East Hampshire appeal, setting themselves the task of

providing £3,000 for the engines of *Hampshire Rose*. The climax was a two-day fête and flower festival at HMS *Mercury* on September 14 and 15. No less than 60 clubs of the Wessex Flower Arrangement Association helped to decorate both Leydene House and East Meon Church as their appreciation of the work of the RNLI; there was a pre-view cocktail party and then a grand programme of arena events and side-shows planned for the two days of the fête. Despite torrential rain on the second day, the target was easily reached and a cheque for £3,500, made out on a lifebelt, no less, was handed over by Petersfield branch president, Lady Tollemache, to Sir Alec Rose, the *Hampshire Rose* appeal chairman.

There has been a splendid response to special appeals in many areas: Jersey (£100,000 raised for its new Waveney 44' lifeboat); the Arun appeal in Guernsey; appeals in Cornwall and Medway, Poole, Bradford... A new appeal was launched in the West Country in the autumn of the year; the Bristol Lifeboat appeal to raise the cost of *City of Bristol*, the third 70' Clyde class lifeboat, to be stationed off Clovelly in the Bristol Channel. The amount—£150,000: the time the organisers have set themselves—one year from September 1, 1974, the day *City of Bristol* was named. It was the beginning of Bristol's lifeboat week; a week which coincided with some of the worst gales of the year

Crews pull their weight. . . Lymington ILB crew set off for their row round the Isle of Wight: Bow to stern, Malcolm Smith, Alan Coster, Richard Gray, Roger Namock and Andrew Keen.

Photograph by courtesy of Simon N. Rowley





It was a summer of fairs . . . tombola break for (l. to r.) Mr and Mrs W. J. Shufflebottom, who opened their home and garden at Hanchurch for Stoke-on-Trent ladies' guild fair, with Miss Winifred Barratt, who opened festivities, and Mrs W. E. Watson, chairman of Stoke guild. Photograph by courtesy of 'Staffordshire Sentinel'

Many efforts were directed towards a particular goal . . . Sir Alec Rose pays in a 'cheque' for Hampshire Rose appeal at Lloyds Bank, helped by the manager, W. G. Todd, treasurer Petersfield lifeboat branch. Looking on, from the right, Captain R. Williamson-Jones, honorary secretary Petersfield branch, Lieut.-Colonel M. Digby, chairman East Hampshire District Council, General Sir Humphry and Lady Tollemache, chairman and president respectively Petersfield branch.

when, as reported elsewhere in this journal, lifeboats were out all round the coast; a week when collectors met quick recognition and ready response.

It was not only in Hampshire that crews were rowing in a good cause. In June the crew and launchers of Walton and Frinton lifeboat held a sponsored row in their 3-ton boarding boat from Walton pier to Clacton pier, a distance of 6½ miles. Rowing in teams of six with one on the tiller, they covered the distance in 1 hour 52 minutes.

Another of the many crew efforts was an exhibition of records and photographs of local lifeboats staged at Southwold by Crew Member John Goldsmith with the help of Andy Palmer, who had served for 30 years in the Southwold lifeboat, and Phil Jarvis, an auxiliary coastguard. That brought in £75 for Southwold and Dunwich branch.

Back on the water, there was a sponsored raft race organised by London Rotaract Clubs in August. Each club had to assemble a raft of not less than ten components. Some of the more complicated parts could be made beforehand, but the actual assembly had to take place during the afternoon of the



race, on site. Although many of the rafts were ingenious and very seaworthy, others were distinctly fragile; nonetheless, every one finished the mile course. It was fun—and it raised about £500.

Young people have offered their strength and their ingenuity; they have also offered considerable organising ability. A 'sell-out' pop concert 'The Rediculous Roadshow Starring the Silly Hawkwind Brothers' was arranged at Clacton by 16-year-old Simon Porter.

This lively event comprised two hours of non-stop music, entwined with complex and spectacular lighting, and the proceeds of the evening amounted to £319.27.

Galas, balls, garden parties... Cardiff branch and ladies guild arranged a gala operatic evening, with a First Night performance by the Welsh National Opera Company of 'The Flying Dutchman'. Bristol Light Opera Company put on a gala performance of 'The King and I', followed by a champagne supper on stage. At Guildford in October there was an 150th anniversary concert in the Cathedral given by the Kensington Festival Orchestra and guest organist Dr. George Thalban Ball, CBE FRs.

Many stately homes threw open their gardens to the RNLi during the summer. The principal effort of the Petworth branch (which has increased its income from £586 in 1973 to £2,077.71 in 1974) was a spectacular in the grounds of Petworth House, the home of Lady Egremont, president of the ladies' lifeboat guilds. The target of £1,000 to provide new publicity caravan units for the Institution, was reached with ease.

Young people thought up all sorts of energetic ideas . . . a weird and wonderful fleet of London Rotaract Clubs' rafts make for the starting line.



A South London gala, in Ashburton Park, Croydon, opened by the First Sea Lord, Admiral Sir Edward Ashmore, was not so fortunate. It was one of those occasions when the people who have made prodigious preparations are let down by the weather, and the £600 made was much less than had been anticipated. As we all know only too well, in this country it's the luck of the draw, and the events of this day were not such as could be moved under cover. However, although attendance was disappointing, those who did brave the weather thoroughly enjoyed the afternoon's programme, which included bands of the Royal Marines, the 16/5th Queens Royal Lancers and the Nautical Training Corps of Croydon, the RAF police dog demonstration team, a field gun display by Sea Cadets, a tent pitching competition organised by RM Cadets, the Royal Artillery motor cycle display team and the Royal Naval gymnastic display team. Croydon Sea Cadets supplied a guard of honour and visitors included Leslie Crowther, Michael Bentine, the Mayor and Mayoress of Croydon and the Mayor and Mayoress of Kingston.

Demonstrations of lifeboat/helicopter co-ordination exercises were part of the programme . . . the RAF visit Petworth spectacular.



Another crew back to oars . . . Walton and Frinton crew and launchers row three tons of boarding boat: Coxswain Frank Bloom (on tiller), Derek Halls, Jim Berry, Bryan Ward, Steve Betson, Jack Barrett and Bobby Kemp.

It was bad weather for Birmingham's anniversary gala, held at Hallfield School, Edgbaston, in June. The Regimental band and drums of the Royal Regiment of Fusiliers (TAVR) were

there, police horses gave a demonstration and there were stalls and sideshows of all sorts, including a Punch and Judy show; but, after all the organization, the result was disappointing. However, that was just one day. During the course of the year Birmingham branches and guilds raised over £10,000, with stalls at the Birmingham Boat Show in the spring and the Birmingham Show in August, a record lifeboat week and flag day and such events as the Midlands anniversary ball in October.

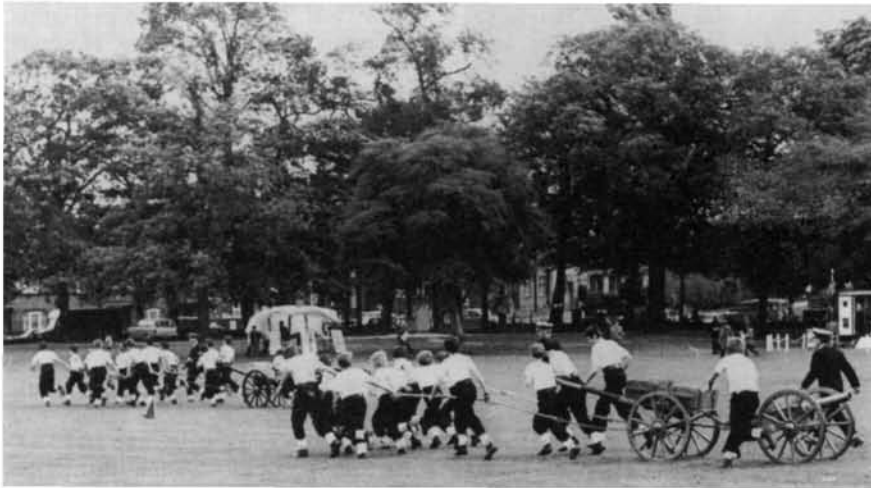
Anglesey was unlucky with the weather for its 150th anniversary celebration, too. It was to be an afternoon fête and evening cocktail party in the beautiful ruins of Beaumaris Castle. Penelope Corrigan, whose father, Colonel Lawrence Williams, was an honorary life governor of the Institution, gathered a committee representing all branches and guilds on the island. When the day chosen proved to be one of the wettest of the year the fête was hurriedly transferred to the Town Hall and the evening guests crammed into two small marquees at the castle. The wiser of those present at the cocktail party wore wellingtons or galoshes, but that did not prevent them from receiving a soaking from a waterfall caused by an overflow from the bellying of the marquee, sagging under the weight of rainwater! By the end of the evening there was $\frac{3}{4}$ " of water on the floors of the tents. The target for the day had been £1,000, but Anglesey has had to deal with awful weather before: the net result in the end amounted to a magnificent £1,480.

Down in the south of Wales the sun shone for the twin holiday villages of Port Eynon and Horton, nestling among the cliffs and coastal folds of Gower Peninsular. A special committee, formed with the blessing and full support of the station branch, fired residents and holidaymakers alike with their enthusiasm and they all joined together in all sorts of ambitious plans. There was a dance, a champagne party in the caravan park





The Services contributed all the excitement and satisfaction of their precision displays . . . the Royal Artillery motor cycle team (above) at South London gala and (below) Sea Cadet field gun crews . . .



. . . To keep pace with the racing boys, a running commentary from Michael Bentine, who, like many other well-known personalities, gave wonderful support to the RNLI in 'The Year of the Lifeboat'.

with the swimming pool as a backcloth, a coffee morning and treasure hunt. The culmination was a fête and garden party at nearby Penrice Castle, home of the branch president, Christopher Methuen-Campbell. It was one of the very few extra fine days of the Welsh summer. Stalls, conventional and amusing, abounded, manned by Scouts, Guides and Young Farmers; many stallholders, betrayed by their 'foreign' accents, came from nearby Walter Groves Caravan Park, marginally press-ganged by the spirit of the RNLI prevailing that day. It was a good summer, forming strong bonds between the small seaside community and its holiday visitors; between them they raised £2,500 for the RNLI.

At Skegness, celebrations were both traditional and unusual. In a special fund raising effort on August 17, the lifeboat *Charles Fred Grantham* was brought out in front of the boathouse and dressed overall, while Mr and Mrs Woodhead played their old barrel organ and 'star' collector Percy Price was busy with his collecting box. In the afternoon the ILB was paraded from the boathouse to the

pier and back to the beach, with the Skegness Salvation Army band heading the procession and members of the ladies' guild in attendance collecting. Both boats were launched at 1600, the organ grinders (dressed as gypsies) keeping up the collection while the boats were afloat. The guild raised £84.96, the organ and Mr Price £36.90. Then, in September, to mark the 150th anniversary, the Skegness Landladies' Larks, an annual show, donated its profits, £732.92, to the lifeboat station.

Pembrokeshire was another area in which branches and guilds banded together to form a 1974 committee, under the chairmanship of R. A. P. Lewis of Narberth. The main effort was an appeal letter which raised £2,194.61. A service was held in St David's Cathedral at which the lifeboat colours were 'trooped' by a colour party of coxswains. There was a reception at Narberth and the committee commissioned a very beautiful cut-glass decanter engraved with lifeboat pictures, which was raffled in aid of their efforts. £2,400 was raised altogether with more to come.

Scotland. Hawick guild raised £640 in their shop, and Montrose guild, running a shop in the High Street for five days, made £1,102. Stornoway guild, by a tremendous effort, raised £1,061 at a sale of work in March, and there were all sorts of other special efforts: Selkirk guild made £300 selling daffodils, for instance, and Mrs. Margaret Fraser of Kilcreggan held open house, with coffee and home baking, every Saturday.

Surely every area has its own characteristic ways of celebration and festivity; so, in Scotland, we find the ceilidh and dance—at Portree £52 was raised, at Campbeltown £161.

Branches in the Republic of Ireland have been making an all-out effort and a very successful year's fund raising is confidently predicted when the whole story is told. A new 44' Waveney lifeboat is due to go on station at Dunmore East in the spring, and there is a special appeal on foot to offset her cost. Clayton Love, Jnr, chairman of the appeal committee, reports that £60,000 towards the necessary £100,000 has

already been notched up, over and above normal Irish revenue.

Despite its troubles, Northern Ireland branches celebrated 'The Year of the Lifeboat' by increasing their contribution by 30 per cent, to about £40,000. £3,000 of that was raised by Kilkeel, under the impetus of the honorary secretary, Cecil Baxter. Among the events which led to the collection of this grand amount was a raffle of gigantic proportions organised by Mr and Mrs Rex McKinty at the Royal Hotel; so many tickets were there that no receptacle could be found large enough to hold them all and, in the end, a double bed sheet was laid on the floor and the tickets piled on it like a heap of sand. It is from Kilkeel, too, that a report comes of what must be unequalled stoicism: Tim Hayes lay on a bed of nails $1\frac{1}{2}$ " apart for six hours—and that was a hard-earned £600 and no mistake.

Time and again, flowers have given colour to 'The Year of the Lifeboat'. Indoors, floral groups have decorated churches and houses with the lifeboat service as their theme. Out of doors, through the kindness of civic authorities, carpet bedding displays have been laid out in many parks—at such widely scattered places as Birmingham, for instance, York and Plymouth; decorated with, perhaps, the RNLI flag or crest, they have announced the 150th Anniversary to passers by.

Derbyshire made its own distinctive contribution. It is an area which practises a unique local craft of 'well dressing': decorating the village wells with pictures made from flower petals, leaves and anything which has been grown, mounted in a bed of clay on a wooden screen. This year the village of Dore, using 47 different natural ingredients, produced a picture of a lifeboat at sea; it took nine people a week, working from 10 a.m. to 10 p.m. in shifts, and £60 was raised while the screen was on display.

What about sport? Once again the breadth of the scope has been impressive. There was a day at the races at Goodwood in September, when the

proceeds of the day's racing, £2,303, was given to the RNLI. Races were sponsored by Associated Fisheries Ltd., Greig Shipping Group, Boston Deep Sea Fisheries, University Marine, Arthur Bell and Sons and Brooke Marine. Chichester branch were out in strength and collected £873 on the course.

Cricket matches, too. Down in the West Country, Whitbread Wanderers' Cricket XI, captained by Tom Graveney and including eight past or present test cricketers from England, India and the West Indies, played a late summer match against the Exmouth club. All expenses were paid by Whitbreads and all proceeds went to Exmouth branch funds.

Enjoyment has gone hand in hand with hard work, and there has been a great deal of fun and laughter. Woodstock branch staged an RNLI exhibition in the grounds of Blenheim Park in July. As part of the proceedings there was an ILB demonstration on the lake. To make it more lifelike, the chairman of the branch, Jack Carlin, offered to swim to the centre of the lake to be 'rescued'. This he did and the first couple of 'rescues' were fine. Trouble came, however, when it was suggested that, for a change, he might like to take a canoe out and capsize it. As the commentator explained to the 1,000 or so spectators what was about to happen, Jack launched the canoe and tried to get into her. Alas, this was no ordinary canoe, but a light racing one which at that moment began to behave like an unbroken racing filly. She refused to be mounted. Every time Jack got near to climbing in, over she went.

Flowers all the way . . . a well dressing at the village of Dore (right), and (below) a model lifeboat 'floats' on a rough, breaking sea of grey and white plants at Brentwood.

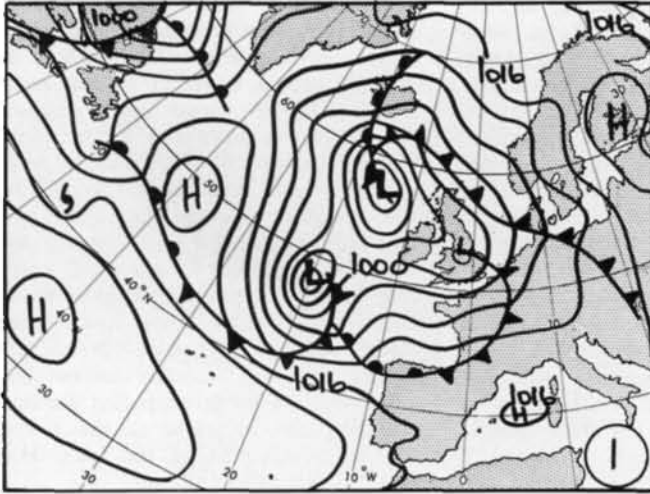
Photograph by courtesy of Brentwood and Shenfield Argus

And another watery story: Warminster branch were invited by Lord Bath, as his contribution towards the Duke of Atholl's appeal, to set up a stand near Longleat House for two days in August. A site was arranged with His Lordship's public relations officer, near the pay desk for the model railway. Shortly before the weekend, however, the PRO put forward the suggestion, in all seriousness, that since there was to be a demonstration ILB at the stand, it would be more effective if the RNLI took to the lake. After consulting district office, the branch honorary secretary turned this offer down on the grounds that demonstration ILBs would be no match for the other denizens of the lake, His Lordship's hippopotamuses!

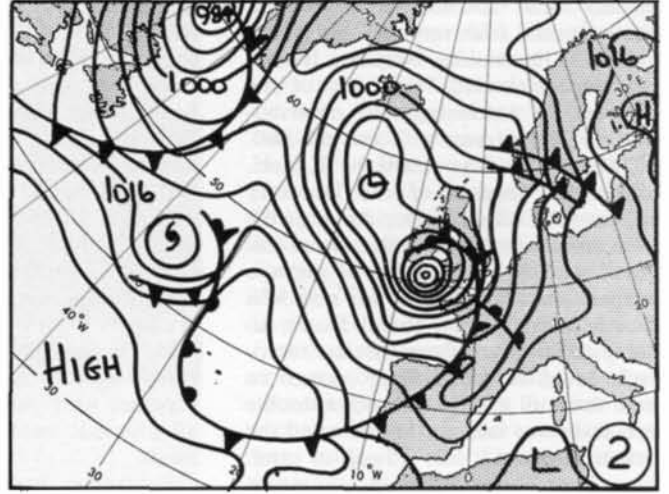
Then there was the hot spring bank holiday afternoon at Tidworth Tatoo, when sale of souvenirs and tickets for the *Hampshire Rose* car competition (which, incidentally, raised £3,000 during the summer) was flagging—until 10-year-old twin brothers arrived with their parents. One re-organised the souvenir counter while the other went out into the crowd and electrified passers by into buying his car tickets, directing his customers firmly on to his brother.

And then there was the occasion...but there is no end to the stories of the year. It will be some time before they are all told and before the grand financial total is known. Already, however, the RNLI has had renewed overwhelming proof of the response and backing it can expect from its family and friends. 'The Year of the Lifeboat' has indeed made a wonderful start for the next 150 years.





Mid-day weather charts for Sunday, September 1. . .



. . . Monday, September 2. . .

48 HOURS OF GALE

NOON, SEPTEMBER 1 - NOON, SEPTEMBER 3

66 Launches, 57 lives rescued, 21 vessels saved

SEPTEMBER WAS USHERED IN by a week of very high winds rising to gale and storm force—a week when there were many calls on the lifeboat service all round our coasts. Reports of boats in trouble came thick and fast, particularly from noon on Sunday, September 1 to noon on Tuesday September 3. It was one of the busiest 48 hours the RNLI has ever experienced with no less than 66 lifeboat and ILB launches, the greatest concentration being in the east and south east.

Chronological details for this period

are tabulated below, together with brief reports of some of the services. But what was the weather pattern which created this situation at sea? We are indebted to the Meteorological Office for mid-day weather charts for September 1, 2, 3 and 4, and to Southampton Weather Centre for the following explanation of the position:

The weather situation over the period from mid-day Sunday, September 1 to mid-day Tuesday, September 3, presented a pattern which for most of the

time was dominated by a deep depression near Iceland and other depressions running eastwards on its southern flank.

Sunday's depression (September 1) was a relatively minor one but was active enough to produce gale force 8 winds at times in the Channel and more generally in the Thames Estuary and southern North Sea in the afternoon and evening.

After a temporary lull overnight, the next system deepened rapidly as it approached Cornwall on Monday (September 2), resulting in storm force 10 winds extending progressively to most coastal areas of England and Wales during the day. The low itself moved to North-east Scotland by mid-day on Tuesday (September 3) with the winds dying down very slowly but the unsettled pattern continued with yet another disturbance crossing the country on Wednesday and others, less active, during the remainder of the week.

It is possible that the intensity of the disturbances, which were certainly abnormal for September, may have been influenced by the remnants of two tropical storms which moved eastwards across the Atlantic during this period. One of these is shown to the north west of the Azores on the chart for September 2, the other was in the same area a week before.

September 1

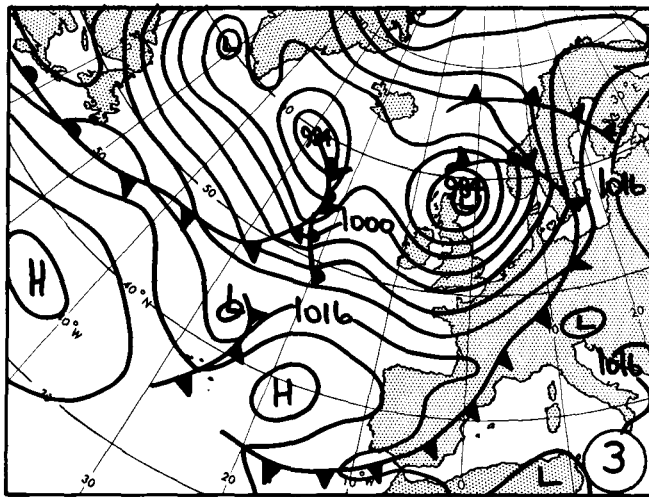
Eastney: ILB launched at 1159 in a smooth sea, moderate westerly wind and fair visibility to a capsized dinghy one mile from shore. On reaching the dinghy at 1203 the crew of the ILB found that she had a broken rudder. They helped right the boat and then towed her to the ferry pontoon.

Blackpool: ILB launched at 1220 following a police report of a small boat drifting near South Pier which appeared to be in need of help. At 1230 the ILB came up with *Sara*, a 16' speedboat with a crew of three. She had engine trouble. The ILB towed her ashore.

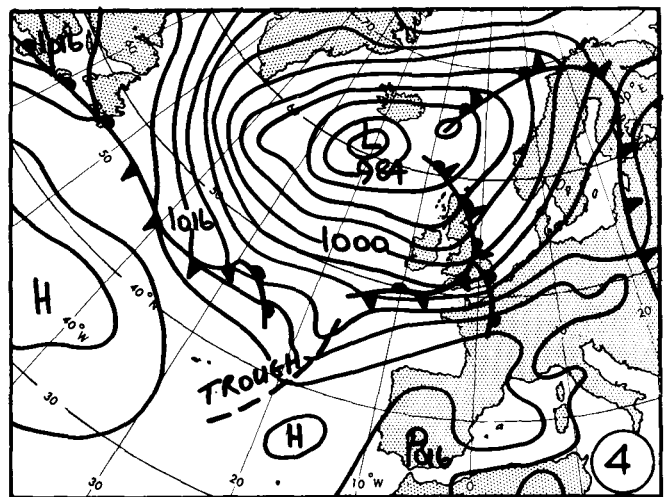
Littlestone-on-Sea: ILB launched at 1246 following a report of a capsized

Shoreham Harbour lifeboat launched twice during the 48 hours and was at sea 12 hours
Photograph by courtesy of the 'Daily Express'





... Tuesday, September 3. . .



... and Wednesday September 4.

Launches on service of lifeboats between 1200 on September 1 and 1200 September 3, 1974

Date and time of Launch	STATION	CASUALTY	hours at Sea	lives rescued	per-sons landed	ves-sels saved	ves-sels helped	Services Rendered
1.9.1974								
1145	Troon	Motorboat <i>Leonora III</i>	1				1	Gave help
1200	Lowestoft	Swimmers in difficulty	1					None
1250	Shoreham Harbour	Auxiliary yacht <i>Dumeklemmer</i>	3				1	Escorted boat
1348	Dun Laoghaire	Survivors from capsized/sunken dinghy	1	2				Rescued 2
1425	Ramsgate	Motorboat <i>Sea Searcher</i>	2	6		1		Saved boat & rescued 6
1548	Ramsgate	Motor yacht <i>Contessa</i>	2	3		1		Saved boat & rescued 3
1550	The Mumbles	Open boat <i>High Drama</i>	2	6		1		Saved boat & rescued 6
1555	Flamborough	Skin diver	1	1				Rescued 1
1610	Barry Dock	Four yachts	3				1	Escorted boat
1622	Harwich	Motor launch <i>Teal</i>	2				1	Gave help
1645	Bembridge	Survivors from dismasted yacht <i>Seawind</i> on board cargo vessel <i>Medistar</i>	2		3			Landed three
1740	Margate	Yacht <i>Fijit</i>	5	2		1		Saved boat & rescued 2
1750	Clacton-on-Sea	(1) Yacht <i>Portia</i> (2) Yacht	4					None
1921	Walton and Frinton	Ketch	1				1	Gave help
2124	Walton and Frinton	Motor cruiser <i>Giovanni</i>	11				1	Escorted boat
2202	Walmer	Distress flares	3					None
2255	Yarmouth Isle of Wight	Motor cruiser <i>Martinet II</i>	2					None
2.9.1974								
0535	Buckie	MFV <i>Artemis</i>	3					None
0550	St Peter Port	Yacht <i>Alethea</i>	2	5		1		Saved boat & rescued 5
0612	Falmouth	Sloop <i>Hitch Hiker</i>	3	1		1		Saved boat & rescued 1
1015	Poole	Auxiliary sloop <i>Rose</i>	2	2		1		Saved boat & rescued 2
1345	Plymouth	Catamaran <i>Snow Goose</i>	4	3		1		Saved boat & rescued 3
1418	Padstow	MFV <i>Twilight</i>	5				1	Took out doctor
1714	Lowestoft	Catamaran <i>Gay Fandango</i>	7	4		1		Saved boat & rescued 4
1730	Redcar	Auxiliary yacht <i>Little Demon</i>	3	2		1		Saved boat & rescued 2
1800	Falmouth	(1) Man overboard from pilot vessel (2) Pilot vessel <i>Kernow</i>	3				1	Gave help
1830	Tenby	Flares	3					None
1835	Tynemouth	MV <i>Aliki</i>	2				1	Stood by vessel
2005	Poole	(1) Yacht <i>Sapphire</i> (2) Yacht <i>Balleena</i>	3		2			Landed two
2036	St Helier	Cabin cruiser	3					Landed two
2303	Troon	Dinghy	8				1	Gave help
2304	The Lizard—Cadgwith	Flares	4					None
2310	Wells	Fishing boat <i>Snow Goose</i>	1					None
2315	Penlee	MFV <i>Daniel Annie</i>	2					None
3.9.1974								
0237	St Peter Port	Flare	3					None
0656	Wells	MV <i>Norderstedt</i>	13				1	Escorted vessel
0812	Shoreham Harbour	(1) Auxiliary yacht <i>Morning Cloud</i> (2) Auxiliary yacht <i>Sea Wind of Chichester</i>	9					None
1109	St Helier	Trawler	3					None
			132	37	7	10	11	

dinghy half a mile off shore at Greatstone which could not be righted by her helmsman. The sea was very rough with a south west by west gale force wind. On arrival, the ILB crew helped to right the boat, then towed her to Littlestone.

Lymington: ILB launched at 1304 to help two capsized dinghies north of Hurst Castle. One was found to be ashore on marshes and in no immediate danger. At request of Yarmouth lifeboat, the ILB went to Hurst Narrows to escort a yacht in rough seas. ILB then set course for Hawkers Lake where the sailing club rescue boat was standing by a capsized dinghy and escorted them ashore.

Littlestone-on-Sea: ILB launched at 1313 following a report of a fishing vessel in difficulty half a mile east of the boathouse with one person on board. The sea was rough with a south-west-by-west gale force wind; weather worsening. When the ILB closed the casualty, at 1317, the fisherman reported that his outboard motor had failed. He was taken on board the ILB and his boat towed ashore.

Walmer: At 1335 the ILB was asked to go out to two capsized sailing dinghies half a mile off shore. The crews of the dinghies were unable to right them in

the rough sea and south-south-west gale force wind. At 1339 the ILB picked up two people and handed them over to a club rescue boat. The ILB crew and one owner struggled for about an hour to right one of the boats as they were driven rapidly northwards by wind and tide. They eventually succeeded and were all landed at the sailing club.

Ramsgate: At 1420 the motorboat *Sea Searcher* with a fishing party of six on board called for help 3½ miles east north east of Ramsgate and was located by a helicopter. She had engine trouble and was making water. The sea was very rough and a gale force southerly wind was blowing. Ramsgate lifeboat got under way five minutes later and *Sea Searcher* was taken in tow at 1445, reaching the safety of Ramsgate harbour at 1530.

West Mersea: ILB launched at 1515 and made for West Strood Channel where two children were taken on board; they had been unable to sail back because of the strong west-south-westerly wind. They were landed at West Mersea with their dinghy. The ILB went to the Nass area and picked up three survivors from a dinghy *Nan C*. She then stood by a yacht in difficulty until *MV Fifer Lass* took the yacht in tow.

The Mumbles: At 1543 the Coastguard told the honorary secretary that a small two-masted open boat, *High Drama*, was being driven by a near gale force westerly wind from Maryland Bay towards Mumbles Head. The lifeboat was launched at 1550 in a rough sea and reached the casualty one mile west of the station at 1609. After four adults and three children had been taken off, *High Drama* was towed to a safe anchorage near the lifeboat house at 1700.

Weston-super-Mare: At 1545 the ILB was asked to go to a yacht dragging her anchor in a westerly gale and high seas. Going alongside, the crew managed to pick up the anchor and tow the yacht to Old Pier. The survivors were given first aid treatment at the boathouse.

St Peter Port: Trinity House vessel *Stella* reported at 0516 that she had sighted flares in the direction of Sark. The lifeboat got under way at 0550 in a rough sea and a gale force south-south-east wind. She reached the auxiliary yacht *Alethea* four miles to the east at 0620. *Alethea*, with a crew of five, was towed safely back to St Peter Port, which was reached at 0735.

continued on page 257

Launches on service of inshore lifeboats between 1200 on September 1 and 1200 on September 3, 1974

Date and time of launch	STATION	CASUALTY	hours at sea	lives rescued	per-sons landed	ves-sels saved	ves-sels helped	Services Rendered
1.9.1974								
1120	Southend-on-sea	Motor cruiser	1					None
1122	Mudford	Dinghy <i>Fireball</i>	1	2				Rescued 2
1159	Eastney	Dinghy	1			1		Saved boat
1220	Blackpool	Speedboat <i>Sara</i>	1				1	Gave help
1246	Littlestone-on-Sea	Dinghy	1	1		1		Saved boat & rescued 1
1246	Eastney	(1) Yacht <i>Serenade</i> (2) Yacht <i>Serenade</i> (3) Dinghy (4) Sailing dinghy	2				1	Gave help Stood by yacht None Gave help
1304	Lymington	Sailing dinghies and yachts	2				1	Escorted boat
1305	Eastney	Various small craft	2			1		Saved boat
1313	Littlestone-on-Sea	Pleasure boat	1	1		1		Saved boat & rescued 1
1335	Walmer	Sailing dinghies	2	2		1		Saved boat & rescued 2
1359	Southend-on-Sea	Yacht <i>Circe</i>	2				1	Gave help
1515	West Mersea	(1) Dinghy (2) Swimmers from dinghy (3) Yacht	2	2 3		1		Saved boat & rescued 2 Saved boat & rescued 3 Stood by yacht
1523	Southend-on-Sea	Dinghy	1				1	None
1545	Weston-super-Mare	Yacht <i>Breda</i>	1	2		1		Saved boat & rescued 2
1700	Broughty Ferry	Sailing dinghy	2	3		1		Saved boat & rescued 3
1714	West Mersea	Sloop <i>Portia</i>	3			1		Saved boat
1817	Margate	Motor yacht/schooner <i>Success</i>	1					None
1841	Aberdovey	Fishing vessel	1					None
2048	Southend-on-Sea	Ex-lifeboat <i>Tersa</i>	1	2				Rescued 2
2.9.1974								
0600	Oban	Missing boy from capsized dinghy	10					None
1122	Morecambe	Catamaran	1					None
1140	Poole	Flares	1					None
1345	Eastney	Person stranded	2					None
1620	Tenby	Yacht	1		4			Landed four
1656	Clacton-on-Sea	Boat	1					Recovered wreckage
1855	Tynemouth	Motor vessel <i>Auk I</i>	1				1	Stood by vessel
1910	Lymington	Dinghy	1	2		1		Saved boat & rescued 2
1955	Oban	Dinghy	6					None
			52	20	4	11	8	

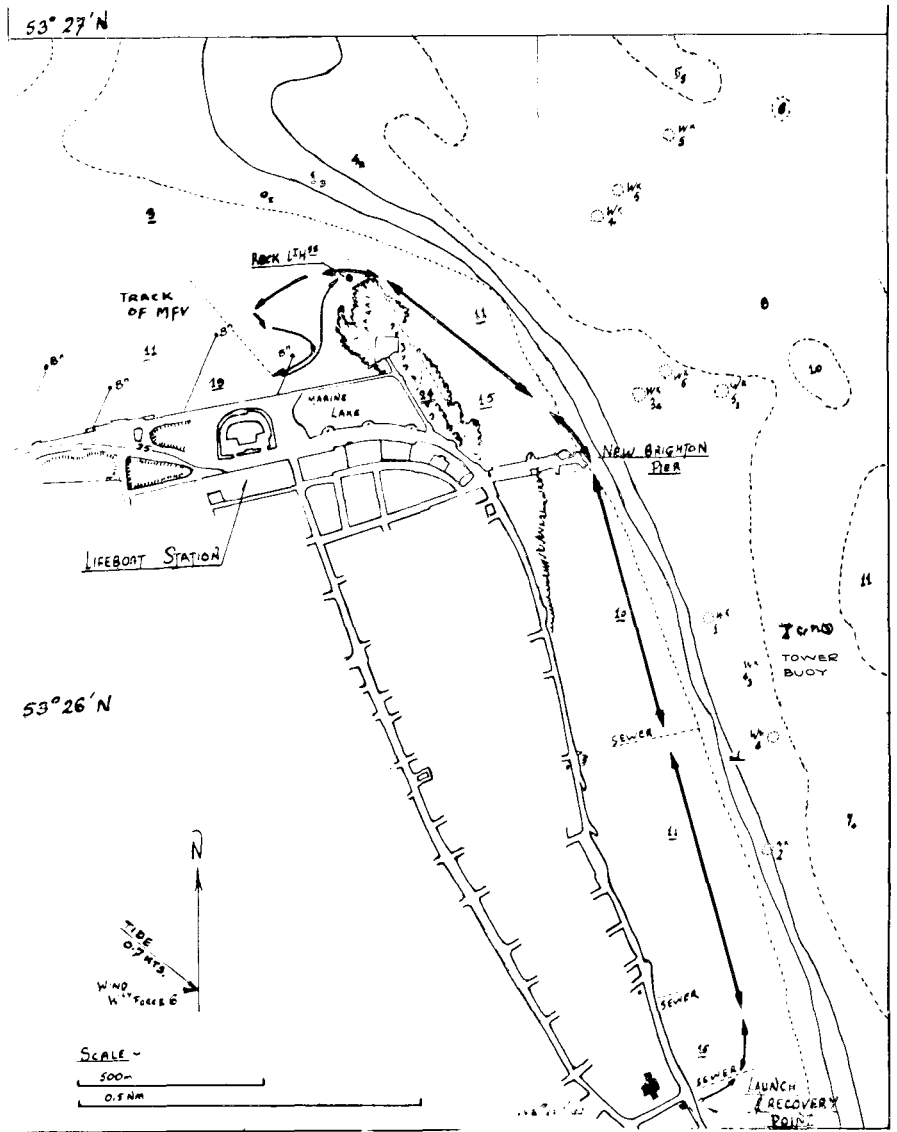
LIFEBOAT SERVICES

North Western Division MFV on lee shore

AT 2350 ON JUNE 8, 1974, Edwin B. Brown, an ILB crew member at New Brighton, Merseyside, was told that a fishing boat appeared to be aground on a lee shore in Rock Channel. He telephoned the honorary secretary immediately, maroons were fired and, while the crew were assembling, a message came from Mersey Radio confirming that a fishing vessel was indeed aground off Perch Rock Light and had broadcast a mayday distress call.

Edwin Brown was to command the ILB, Atlantic 21 B509, and in view of the weather (wind force 6 westerly, sea and swell moderate) and the type of service he thought would be needed, he decided to take two extra crew members; there were, therefore, five in the crew.

Due to heavy surf and difficulty in starting the port engine, attempts to launch on the north side of New Brighton Pier were abandoned, and Helmsman Brown took the Atlantic 21 to a second and more sheltered launching site, 1½ miles by road to the south. Here the boat was successfully launched on two engines at 0020; ten minutes later she found the motor fishing vessel aground on a sandbank, with an anchor out, about 300 yards from the beach and 350 yards west by south of Rock Light. There was a heavy, confused



ground swell and the MFV was pitching and rolling in a rough quartering sea and pounding on a lee shore.

Helmsman Brown decided to anchor up wind and tide and veer down on to the fishing boat. On the first attempt the ILB's cable proved to be too short, so anchor was weighed, the ILB brought nearer and the manoeuvre repeated.

While Helmsman Brown was veering down the second time, however, the

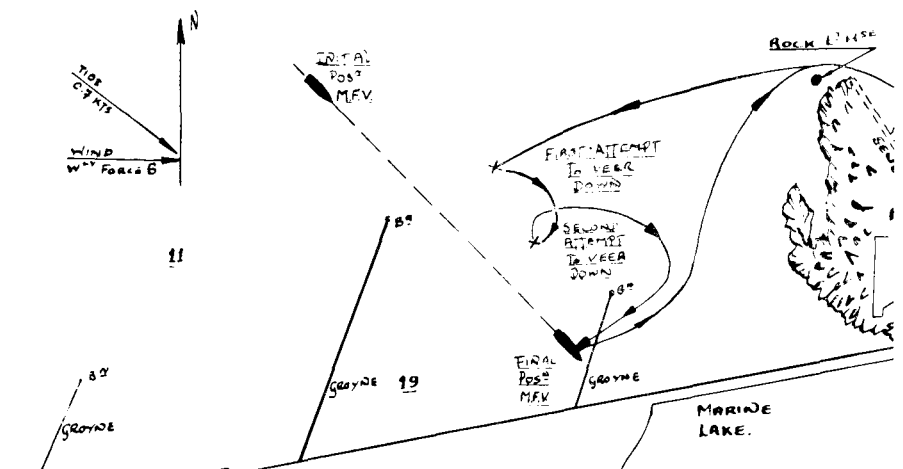
casualty parted her anchor cable, rolled towards the easternmost groyne and was in immediate danger of breaking up. The ILB anchor cable was slipped and she set off at full speed to approach the MFV from the lee side. Helmsman Brown crossed over the groyne on a large wave, drove the ILB on to the deck of the casualty, which was listing heavily to port, and snatched off two men.

The fishing boat was now almost on

CORRECTION

In error, it was reported in the autumn issue of THE LIFEBOAT that, for the service of the Aberdeen lifeboat to the trawler *Netta Croan* on April 13, 1974, Coxswain Albert Bird and Motor Mechanic Ian Jack were awarded the bronze medal; in fact they were awarded the silver medal of the Institution. On this service, the lifeboat took 12 men off *Netta Croan*, which was on fire, under way and out of control.

We apologise to Mr Bird and Mr Jack for this mistake.—THE EDITOR.





Sunday, May 26, 1974: North Berwick ILB Blue Peter III took medical assistance to a boy who had fallen over the cliff in a bay which could only be reached from seaward. The boy was found to be too badly injured to be taken off by sea, and helicopter assistance was requested. Medical equipment was brought by HM Coastguard and lowered down the cliff; an RAF helicopter arrived bringing two doctors, lifted the casualty and flew him to Edinburgh Hospital while the ILB took helpers and equipment back to base. ILB crew: J. G. Thornburn, J. Dixon and J. Pearson.

Photograph by courtesy of Sandy Wilson.

top of the groyne, but there was a third man with an injured leg and suffering from shock in her starboard rigging. Crew Member Robin Middleton volunteered to board the casualty. He was put aboard by Helmsman Brown and, although hampered by loose gear underfoot, successfully made his way to the injured man and got him back into the Atlantic 21.

The ILB cleared the casualty at about 0100. Shortly afterwards her port propeller was fouled, and it had to be cleared while the boat continued underway on the starboard engine.

When the ILB returned to her recovery point, at 0130, an ambulance was waiting for the three survivors; the man rescued by Robin Middleton was in fact a stretcher case.

For this service, the silver medal for gallantry has been awarded to Helmsman Edwin B. Brown and Crew Member Robin Middleton. The thanks of the Institution inscribed on vellum have been accorded to Crew Members Clifford Downing, Alan F. Boulton and Ian M. Campbell.

Eastern Division

Red flares in Black Deep Channel

CLACTON COASTGUARD intercepted a message from Warden Point Coastguard to Margate Coastguard at 1556 on July 15, 1974, advising that red flares had been sighted by *MV Moreton Bay* between No. 9 and No. 10 Buoys in Black Deep Channel. Manston helicopter was scrambled to investigate and at 1607

Clacton honorary secretary was asked to place the lifeboat on alert. The crew were assembled.

At 1624 the helicopter reported a 40' fishing boat drifting north-eastwards one mile west of No. 8 Black Deep Buoy; because of the boat's masts it was not possible to consider a winching operation. Given this information at 1631, the honorary secretary told the Coastguard he would launch immediately, and within quarter of an hour the 37' Oakley lifeboat *Valentine Wyndham-Quin* had set a course of 205°M for the Wallet Spitway. The wind was south south west, force 7 to gale 8, with very rough seas, wind against tide; it was three hours before high water. The evening was overcast with fair visibility in rain.

The Coastguard helicopter, returning to the area at 1753 after refuelling, checked the casualty position for the lifeboat, which was now half a mile south of Whitaker Beacon. By 1834 the lifeboat had reached No. 9 Barrow Buoy and Coxswain Charles Bolingbroke navigated through the shallow passage north of SW Sunk Beacon to cross into Black Deep. Visibility was now poor and, with only occasional sightings of buoys, fixing the position of the boat was very difficult.

At 1913 the Coastguard succeeded in making radio contact with the survey vessel *HMS Echo*. The ship was anchored in Whitaker Channel and immediately got under way to give help.

At 1925 the lifeboat sighted the casualty, the Dutch 45' steel motor barge *Minnie Ha Ha*, on the eastern edge of Middle Sunk Sands. She was aground in the breaking seas and was being driven on to the sands by the wind. Main engine and steering had broken down while on passage from Pinmill to

Dover, and her crew had set course into the Thames Estuary to seek shelter.

The wind was south south west, gale force 8, with very heavy seas, and the sandbanks nearby were causing frequent confused waves of some 12' height to break across the direction of the wind. The evening remained overcast with rain.

Coxswain Bolingbroke manoeuvred the lifeboat close to windward of *Minnie Ha Ha*, so that Second Coxswain Arthur Harman was able to pass a line to the barge from a distance of less than 4'. As it was a risk to take the crew of two men and a woman off the barge, Coxswain Bolingbroke decided to try to tow her into deeper water to the north of the bank. Both breasting lines were made fast and at 1940 the tow was secured but, as the barge began to move violently in the deeper water after clearing the sand bank, the breasting lines parted. It was now 2015.

HMS Echo had reached the position at 2010 and was requested by Coxswain Bolingbroke to take over the tow. After steaming around the casualty to assess the situation, *Echo* asked for lifeboat help to place a naval crew member aboard the barge to attend a heavier tow line. However, Coxswain Bolingbroke thought this would be imprudent because of the prevailing sea conditions and the likelihood of incurring serious damage to the lifeboat or injury to the rating.

At 2110, after successfully firing a line across the barge, *HMS Echo* secured a tow line and set course westward with the barge, bound for the River Crouch. The lifeboat stood by until the tow reached the Whitaker Channel and then, as the weather would have made rehousing at Clacton impossible, made

for Brightlingsea. The crew were ashore at 2340 and the lifeboat returned to station at 1910 on July 17.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Charles Bolingbroke. Vellum service certificates were presented to Second Coxswain Arthur Harman, Acting Motor Mechanic Jack Bolingbroke and Crew Members David Wells, Philip Sherman, Bernard Drane and Robert Smith.

Ireland Division

Rescue off Cahore Point

HEARING FROM the Marine Rescue Co-Ordination Centre (MRCC) Shannon at 2106 on January 16 that *Jadestar Glory* was ashore, possibly on Roney Rock, the honorary secretary Arklow alerted the crew while trying to get further information. Fishguard Coastguard confirmed that the fishing vessel was ashore at Roney Point and advised launch; and MRCC Shannon confirmed the position and reported that there were three trawlers in the area which were unable to approach because of the banks. Maroons were fired at 2128 and at 2140 the lifeboat cleared Arklow Harbour.

At about 2100 the No. 1 man, Cahore Coast Life-Saving Service (CLSS), James Kavanagh, saw from his living-room window the lights of a boat very close inshore passing just clear of Polduff Pier. He was watching her when she grounded about half a mile north of the pier. The boat, later identified as

Jadestar Glory, fired distress rockets to which James Kavanagh replied. The Cahore CLSS was mustered, gear made ready for a rescue by breeches buoy, and the honorary secretary Arklow informed.

At 2140 when the lifeboat cleared the harbour the wind was north west force 7 to 8, there was broken cloud, good visibility and it was 1½ hours after low water. The sea on the bar was extremely rough as the wind during the whole day had been south to south east force 10 to 11 before veering to north west at about 1700 and moderating slightly.

Once clear of the bar the lifeboat turned to run south down the coast passing inside Glassgorman Banks. When clear of the banks the height of the swell was estimated as 15', but when passing inside the bank it would have been considerably more. All the crew were bruised and Motor Mechanic Christopher Gaffney, who was in the forward cabin, was thrown against the deckhead, bruising his head. Even Coxswain Michael O'Brien admitted that 'the boat had a real pounding'.

At 2222 the Garda, Courtown, relayed a message from Cahore CLSS that the crew of *Jadestar Glory* had abandoned ship and the rafts were 400 yards off Cahore Point. At 2245 the lifeboat, one mile south of No. 3 Glassgorman Buoy, had altered course for the search area south east of Cahore Point, when Arklow Lightvessel reported the life-rafts one mile south of the point drifting south.

At 2324 the lifeboat reported her position as one mile north east of Cahore Point and was informed by Tuskar Rock that the last known

position of the liferaft was half a mile south of the wreck off Cahore Point. The lifeboat started to search using parachute flares and at 2348 sighted a dim white light one mile east of the point, which proved to be from one of the two liferafts.

Three men were picked up from this raft without difficulty, and it was learnt that the second raft had capsized on launching and the other three men were clinging to it. The second raft was easily found about half a mile upwind of the first by the light of more parachute flares.

The lifeboat immediately went alongside and the last three survivors were recovered. It was very difficult to get them on board as they were completely exhausted and very heavy.

On 0135 on January 17 the lifeboat returned to Arklow and all survivors were landed into the care of the doctor.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Michael O'Brien. Vellum service certificates were presented to Acting Second Coxswain John White, Motor Mechanic Christopher Gaffney, Assistant Mechanic Michael Fitzgerald and Crew Members James Lambert, Paul O'Neill and Peter Heaney.

North Western Division

Dinghy on rocks

A SAILING DINGHY in difficulties off Little Orme was sighted by Llandudno deputy launching authority and station mechanic at 1525 on April 27, 1974. The DLA immediately advised HM Coastguard and assembled the crew.

The wind was north east force 5 with a moderate to rough sea; it was about 40 minutes after high water. On the first attempt to launch, the ILB was thrown back on to the beach, but her crew (Station Mechanic Robert Jones as helmsman, Gordon Short and Hugh Hughes) got her away on the second attempt and by 1535 had set course for the casualty.

Arriving off Little Orme ten minutes later they found that the dinghy was already on the rocks. One of her crew was ashore on the rocks; the other, who had tried to climb the cliffs, was stranded about 30' above the sea, a short distance to the south.

The wind was still north east force 5, with a short, steep swell and rough sea. Helmsman Jones, awaiting the right moment, ran in between and behind the rocks on the back of a large wave, took off the first man and cleared to sea by again waiting for a large wave and making the run out on it. During this operation the engine sustained some damage.

Having satisfied himself that the man on the cliff was safe for the time being, and fearing that the man he had aboard, who had been in the sea, might be suffering from exposure, Helmsman Jones decided to return to the beach and ask for the help of the Mountain Rescue



Islay lifeboat gets all the votes: October 10, 1974, 2345. Assistant Coxswain Alastair Campbell and crew deliver Colonsay and Jura ballot boxes for the second time in the lifeboat service's 150th Anniversary year after a four-hour night passage across the Minch. Photograph by courtesy of Fraser McArthur

Team. The ILB was back at the beach by 1635.

The Mountain Rescue Team, called on to rescue the second man, asked that Rhyl ILB should stand by below. The man was helped down the cliff, taken aboard the ILB and landed at Llandudno beach. Rhyl boat and crew were then taken back to station in the Llandudno Land Rover.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Robert Jones. Vellum service certificates were presented to Crew Members Gordon Short and Hugh Hughes.

Eastern Division

In danger of breaking up

THE MASTER of the tug *Superman* asked Wells Coastguard for lifeboat assistance at 0450 on October 21, 1973; she was towing an ex-Admiralty MFV, *Pilgrim*, which, with two people on board, was in danger of breaking up; their position was 009°T 20½ miles from Wells. The honorary secretary, being informed, instructed maroons to be fired and at 0515 the lifeboat, *Ernest Tom Nethercoat*, a 37' Oakley built in 1965, was launched in Wells Harbour and set course for the harbour bar at reduced speed; the wind was west north west force 9 to 10 with very rough seas, particularly over the

bar, and heavy waves were breaking over the boat. High water at Wells was 0136.

Low visibility precluded the use of any shore marks or leading lights and Coxswain David Cox was seriously concerned about the falling tide on the bar. However, at 0540 the lifeboat was safely clear and a course of 010°T was set to intercept the tow.

At 0616 Humber coast radio station advised the lifeboat that tug and tow were now in position 178°T 2½ miles from the East Dudgeon Buoy. By 0641 the lifeboat was abeam of the South-East Docking Buoy, having made 6 knots from the Wells Fairway Buoy with mountainous seas on the bow. Coxswain Cox had found great difficulty in maintaining course and the after wheelhouse was continually filled as seas broke over the entire boat.

A message came from Humber radio at 0648 that 202 Squadron, RAF Leconfield, had been asked to scramble a Sea King helicopter which should be over the tow's position by 0720.

At 0744 the two crew had been safely lifted from *Pilgrim* and at 0748 Wells honorary secretary authorised the Coastguard to advise the lifeboat to return to station. The helicopter returned to base with the two survivors.

The return passage in heavy quarter seas required considerable skill to avoid broaching and the drogue was run out to steady the boat. Due to the low water it was impossible for the lifeboat to return over the bar, and the gale force winds made beach recovery off the harbour mouth out of the question. Coxswain

Cox asked the honorary secretary for the tractor and carriage to be taken to Holkham Beach to the westward, where, despite very heavy surf, he drove the lifeboat on to the shore and the recovery was effected without damage to the boat or injury to crew and helpers. The lifeboat returned to station at 1048.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain David Cox. Vellum service certificates were presented to Second Coxswain Anthony Jordan, Acting Motor Mechanic Richard Abel, Assistant Mechanic Alan Cox and Crew Members Albert Warner, John Dickinson and David Court.

Lifeboat launches on service during the months June, July and August, 1974

Aith, Shetland

August 12 and 16.

Amble, Northumberland

July 16, 29 and August 30.

Angle, Dyfed

June 2, 23, July 2, 13, August 4, 6, 10, 16, and 28.

Anstruther, Tayside

June 24.

Arranmore, Co. Donegal

June 11 and July 14.

Baltimore, Co. Cork

August 5 and 16.

(continued on page 269)



Coxswain Michael Berry,
St Helier.



Coxswain John King,
Bridlington.



Motor Mechanic Barry Pike,
Torbay.

RNLI ANNUAL AWARDS FOR 1973

EACH YEAR particular recognition is given to crew members taking part in conspicuous rescues, and in 1973 the RNLI annual awards were presented to lifeboatmen from Bridlington (Yorkshire), St Helier (Jersey) and Torbay (Devon).

The Maud Smith Bequest, a monetary award for the bravest act of lifesaving by a member of a lifeboat crew, has been made to Coxswain Michael Berry of St Helier. On September 18, 1973, the

lifeboat under the command of Coxswain Berry rescued the crew of six of the French yacht *Bacchus* in a very rough sea. It was night time and, to reach the yacht, the lifeboat had to negotiate a dangerous narrow, shallow passage through rocks, and she grounded four times. For this service Coxswain Berry was awarded the Institution's silver medal.

The Ralph Glister Award is made for the most meritorious service of the year per-

formed by the crew of an inshore lifeboat. The award for 1973 has been made to Motor Mechanic Barry Pike of Torbay. On October 5, without regard to the safety of his own life, he leapt from the ILB in a dangerously rocky area in an attempt to rescue a woman. Although washed ashore exhausted he re-entered the sea several times until he finally brought the woman's body ashore. Mechanic Pike was awarded the Institution's silver medal for this service.

The James Michael Bower Endowment Fund was established in 1955 by the Peninsular and Oriental Steam Navigation Company as a memorial to James Michael Bower, late third officer of ss *Stratheden* who lost his life in a disaster. Monetary awards from this fund are made to those who receive the RNLI's gold or silver medal for gallantry. The 1973 awards have been made to Coxswain John King of Bridlington, Coxswain Michael Berry of St Helier and Motor Mechanic Barry Pike of Torbay, all silver medallists. Coxswain King was awarded a silver medal for the rescue of the crew of five of MFV *White Knight* on April 2, 1973. The lifeboat closed the casualty twice in a very rough sea with winds gusting to hurricane force.

Naming Ceremony

City of Bristol

CLYDE CLASS 70-003

LOA 71' : Beam 18' : Displacement 87 tons



(Below) *City of Bristol* at her naming ceremony, performed by the Lady Mayoress of Bristol, Mrs A. G. Peglar, seen above with Captain Roy Harding (left) and crew members.

Photograph by courtesy of Bristol Evening Post

LATEST OF the Clyde class lifeboats, 70-003, was named *City of Bristol* by the Lady Mayoress of Bristol, Mrs A. G. Peglar, at Narrow Quay, Bristol, on Sunday, September 1.

City of Bristol will be stationed off Clovelly, in the Bristol Channel. 71' overall, with a beam of 18' and displacement of 87 tons, her twin 8L3B Gardner diesel engines, each developing 230 bhp at 1,150 rpm, give her a cruising speed of 10 knots; she has a radius of action at full speed of 350 nautical miles and can remain at sea for several days, if necessary. There is accommodation for her crew of five below decks.

One ILB, ready inflated, is carried on the aft deck; another is stowed below.

At the naming ceremony, the Lord Mayor of the City of Bristol, Councillor A. G. Peglar, announced the launching of the Bristol lifeboat appeal to raise, within a year, £150,000 to offset the cost of this lifeboat.



STOP PRESS

Mrs Osman Gabriel

It is with great sorrow that we announce the death early last October of Mrs. Osman Gabriel. Mrs. Gabriel was herself the generous donor of an Atlantic 21 inshore lifeboat, and it was in her honour that the second 37' Rother class lifeboat given by her husband, Major Gabriel, was named *Mary Gabriel* on May 2, 1974. Already station-

ed at Hoylake, *Mary Gabriel* will keep bright the memory of a very good friend of the lifeboat service.

Mr Erskine Childers

It is also with great regret that we record the death of His Excellency the President of Ireland, Mr Erskine Hamilton Childers. The condolences of the Institution have been conveyed to his widow and the RNLI was represented at the funeral in St. Patrick's Cathedral,

Dublin, by Lieut. Colonel B. D. H. Clark, MC GM.

Mr Erskine Childers, when Minister for Transport and Power, was concerned with the lifeboat service in Ireland and had always shown a deep interest in the activities of the RNLI. This he evinced when the Chairman, Commander F.R.H. Swann, CBE RNVR, called on him, on March 5 last year, with The Lord Killanin and other Irish members of the Committee of Management and senior RNLI staff.

LAUNCHES AND LIVES SAVED BY LIFEBOATS AND INSHORE LIFEBOATS

January 1, 1974 to September 30, 1974: Launches 2,262, lives saved 1,211

THE STATION FLEET

(as at 30/9/74)

135 station lifeboats

119 inshore lifeboats operating in the summer

LIVES RESCUED 99,664

from the Institution's foundation in 1824 to September 30, 1974

Self Righting Explained

WHAT ARE THE FORCES WHICH, WHEN HARNESSSED, WILL MAKE A BOAT RIGHT HERSELF?

by Stuart Welford, MIMechE MRINA

Research and Development Officer, RNLI

THE RNLI FLEET has included self-righting lifeboats for well over one hundred years—since 1851 in fact, when the Beeching and Peake boats were first built and their self-righting ability assessed. The test was simple and thorough: 'Capsize the boat and check that she returns to an even keel'. This is something which does not change: today, as in the past, every new self-righting lifeboat must prove herself in just such a test.

In calm water the self righting principle is fairly simple. It depends on the relative positions and magnitudes of the forces acting through the boat's centre of gravity (G) and her centre of buoyancy (B). The weight exerts a downward force through the centre of gravity, while the water displaced by the hull

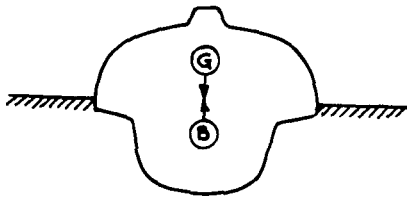
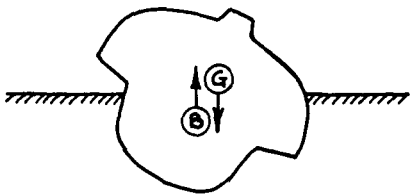


Fig. 1
Capsized boat, with her weight acting down through the vertical centre of gravity on top of the centre of buoyancy, is in a knife-edge, unstable situation.



As soon as there is any leverage between the boat's weight and buoyant force she will right herself.

exerts an upward force through the centre of buoyancy. The diagrams in Fig. 1 illustrate how the leverage between these forces rights a capsized boat.

In the old pulling and sailing self righters, the main buoyancy for righting was provided by high end boxes, while the vertical centre of gravity was kept

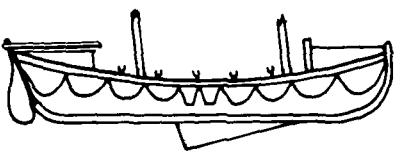


Fig. 2
Early self righter: high end boxes provided the buoyant force, heavy keel and drop keel the weight, to right the boat.

low with a heavy keel (Fig. 2). However, there was a practical limit to the height of the end boxes: if built too high, they could obstruct vision as well as making it more difficult both to handle the boat and to take off survivors from ships in trouble. This limitation to the end boxes meant that, to ensure self righting, boats had to be kept fairly narrow; their initial stability was thus reduced and they tended to capsize more easily. They became known as self-capsizing 'roly-poly' boats, which explains their loss of popularity from around 1890 onwards. In fact the percentage of self-righting boats in the lifeboat fleet had risen to a maximum around 1890 but it then fell to a minimum by 1950.

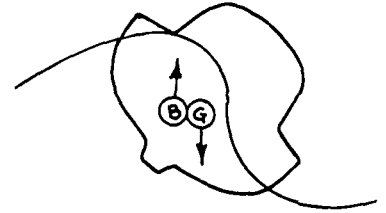
The modern self-righting lifeboat, such as the Arun or Rother, has the same large beam/length ratio as the very popular non-self-righting boats designed during the years between the wars; the buoyant force, in a capsize, is provided by the watertight compartments including engine casing and superstructure. The first boats to have this sort of righting arrangement had, in addition, a system of water ballast transfer since, at that time (1952), it was not thought wise to rely on too much elevated midships buoyancy. These boats bear the name Oakley after their designer and there are more than 30 of them in service today.

Modern design has, therefore, made it possible for self righting ability to be achieved without loss of initial stability, and the old adage of a self righter being a self capsizer is now a myth.

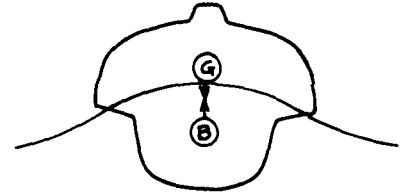
The mechanism of capsize and self righting in storm conditions is perhaps slightly more difficult for the layman to understand than the simple calm water test situation. It is best explained with the aid of the five diagrams and comments in Fig. 3.

To some, diagram 3d may appear to result in an unstable situation; however, diagram 3e explains how the hull shape provides a restoring force as soon as the boat is heeled. A final word about the centre of gravity being above the centre of buoyancy. It is obvious that a boat with the centre of gravity below the centre of buoyancy will be a stable (but stiff) vessel: for example, a yacht with a heavy deep keel. However, in lifeboats, and indeed most ships and motorboats, the shallow draft requirement and the equipment and machinery weight, and their essential location, determine the perfectly stable relation between the two forces, with the weight acting down on

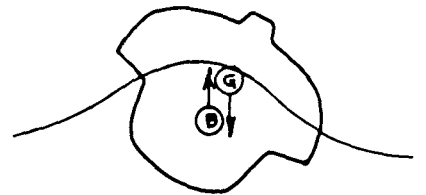
Fig. 3
Capsize and self righting in storm conditions:



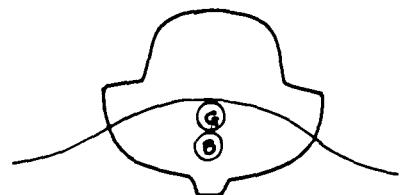
a. As the peak of a violent, probably breaking wave throws the boat on her beam ends, there can be a time when the buoyancy centre (B) is moved to the 'wrong' side of the centre of gravity (G) and the boat capsizes.



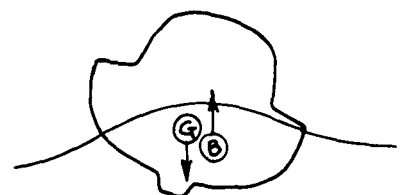
b. In the inverted position the boat is floating mainly on her superstructure (which is narrow) and the centre of gravity becomes high out of the water: this creates an unstable condition and the boat lolls away from it.



c. Boat righting is due to the couple or lever between the weight and the buoyant force.



d. Boat is now back in a stable position.



e. Boat stable since even a small angle of heel produces a righting lever which brings the boat back to an even keel.



From 1851 the test of self-righting ability has been simple and thorough: 'Capsize the boat...



... and check that she returns to an even keel.' Oakley 37' lifeboat.

the buoyant force (Fig. 3d and e) A yacht needs her keel to balance the wind in her sails; her propulsion is through a point well up the mast, and with the wind on the beam a capsize could more easily occur without the keel. Motorboats and ships, of course, have their motive power fore and aft and below the waterline, so that they do not need a deep keel, and in practice the centre of gravity invariably ends up above the centre of buoyancy.

Since the Fraserburgh disaster the aim of the RNLI has been to provide a virtually self righting fleet, if possible by 1980. Already, about 30 of the very popular Watson and Barnett non-self righters have had emergency air bags fitted to their after cabin-tops; should these boats capsize, the bags are automatically inflated and this extra buoyancy initiates righting. In addition to the offshore lifeboats, of course, there are six Atlantic 21 inshore lifeboats in service with a righting potential provided

by air bags, and all the new ones being built will also have bags.

The programme of building new self-righting boats to modern designs is well under way. With the old and the new, nearly 60% of the conventional lifeboats in the RNLI fleet are now capable of self righting. Thus, a good start has been made towards the 1980 target of a self-righting fleet of lifeboats between 35' and 55' in overall length.



Air bags which, when inflated, will initiate righting are fitted to Atlantic 21 ILBs (right above), and to Watson and Barnett lifeboats (right)



48 Hours of Gale (from page 250)

Broughty Ferry: ILB launched at 1700 in choppy seas and a fresh south-easterly wind to help a capsized dinghy one mile east of the station. The crew of three were landed and their boat towed to the beach.

Southend-on-Sea: At 2048 the ILB launched to help a 21' converted lifeboat which was aground in a gut just off the pier. Seas were breaking over her and she was in danger of being pounded on a lee shore and of being swamped. The ILB crew helped to put out an anchor and then landed the owner and his thirteen-year-old son.

September 2

Falmouth: At 0600 flares were seen in Falmouth harbour. The lifeboat set out at 0612 on a falling tide at high water. The sea was slight and a near gale force south-south-east wind was blowing. The yacht *Hitch Hiker* with a crew of one

was in danger of going ashore after breaking her moorings. She was reached at 0631 and was towed to safety.

Plymouth: At 0905 the Coastguard reported that the catamaran *Snow Goose* with a crew of three was moored in a dangerous position off a lee shore at Kingsand in worsening weather; at 1330 her moorings parted. The lifeboat sailed at 1345 in a rough sea and storm force west-south-west wind. She rounded Drake's Island and the western end of the breakwater into the full force of the storm, setting course for the casualty at full speed. A line was quickly passed and the catamaran taken in tow. The safety of Millbay Docks was made by 1440.

Tenby: The ILB was asked at 1620 to collect four people from a yacht in Tenby Roads. This was done and they were landed at station. Their yacht later

broke her moorings and smashed up against the rocks.

Lowestoft: At 1658 the Coastguard reported that the catamaran *Gay Fandango* had engine trouble five miles from Cross Sand Lightvessel 10 miles east of Lowestoft and was being escorted by the German mv *Mona Rosa*. The Lowestoft lifeboat got under way at 1714 in rough seas and a near gale force south-westerly wind. The casualty with her crew of four was reached at 1905 and was taken in tow, reaching the safety of Lowestoft harbour at 2315.

Lymington: At 1910 the ILB was on exercise but operations were cancelled because of a substantial increase in wind to force 9 plus, with a rough sea. Following this, a dinghy was sighted awash with seas breaking over her on a lee shore. The ILB towed her with her crew of two back to Lymington.

They Came to Plymouth

Lifeboats representing the lifesaving associations of France, the Federal Republic of West Germany, Norway, Poland and Sweden made the voyage to the West Country last summer to be present for the opening weekend of the International Lifeboat Exhibition. Their visit was one of the happiest occasions in a memorable year.

SIX OVERSEAS LIFEBOATS honoured the RNLI by coming over to this country last summer to take part in the Institution's 150th anniversary. Arriving off Poole on July 14, they were met by four modern British lifeboats with which, two days later, they were to sail in company to Plymouth, ready for the opening of the International Lifeboat Exhibition there on July 19. Moored in Millbay Docks with the British boats, they remained over the first weekend, taking their place in the escort of the Duke of Kent into Plymouth Sound when he came to open the exhibition, and in the flotilla which put to sea on the Sunday to lay a wreath on the water in memory of lifeboatmen of all nations.

They and their crews were most welcome guests. It was an unique opportunity for people in this country to see the results of contemporary thought on design and equipment in other lifesaving organizations. Nor was it an opportunity missed. At all times that the boats were on view they were crowded with visitors eager to look over them, to talk to the men who sail in them and to learn.

Perhaps one of the first lessons that

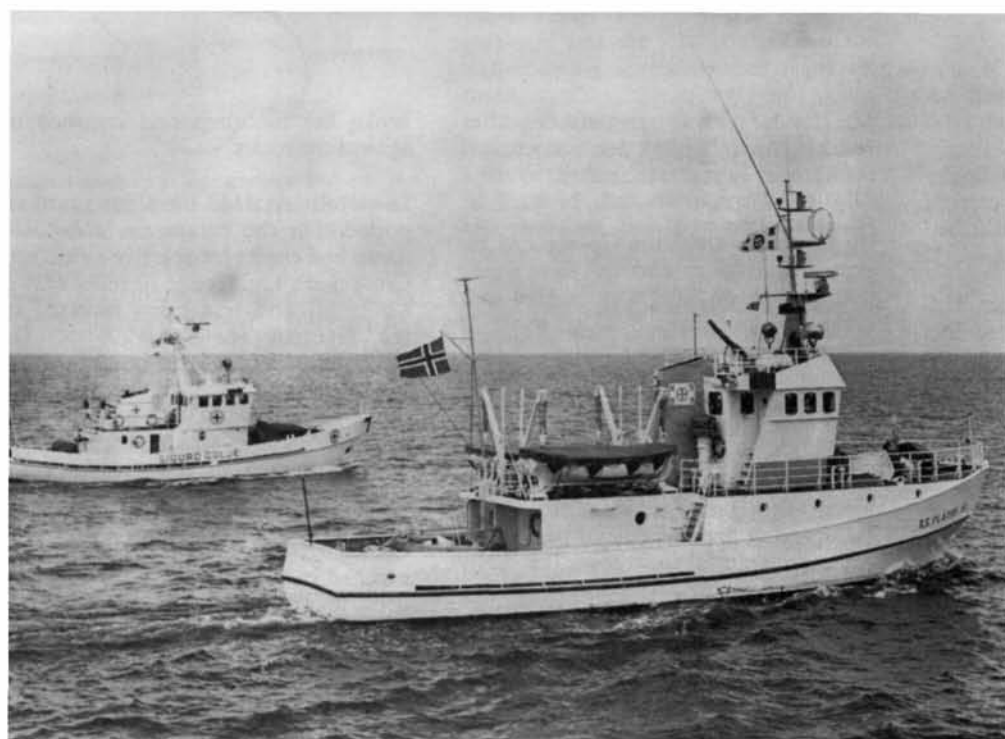
such a fleet brings home is that lifeboats in different parts of the world have different work to do in very different geographic and climatic conditions: a fact which is reflected in their design.

Even *City of Bristol*, the latest of our 70' Clyde class lifeboats and the flagship of the boats at Plymouth, looked comparatively small beside *R. S. Platou* of Norway and *Sigurd Golje* from Sweden, both 130 tons, the former 80' overall, the latter 78'. But then, both these Scandinavian boats are designed primarily to accompany their fishing fleets to sea. They may be away from land for months at a time, and their brief is to save not only life but also ships; if a fishing boat is in trouble they will tow her home. Thus, each is fitted with a massive towing hook; *Platou's* mounted on a great semicircular track, dominates her after deck. *Sigurd Golje* is fitted with hefty bow and stern fenders, and she has a variable pitch propeller which, to help towing, can be adjusted to suit the load. Both boats are prepared for intense cold, with heating facilities to combat one of the most dangerous of their natural enemies—icing up above decks. *Sigurd Golje* can be used as an icebreaker

in winter, and *Platou* will be out on Arctic waters. Below decks the impression is almost of a 'little liner'; saloon, galley and cabins are well planned and comfortable for prolonged habitation.

Monsum, from Poland (72 tons, 69' overall) is another lifeboat which can also be a salvage tug, with towing hook, two-way hydraulic towing winch and a taffrail that can be opened at the stern. In her deckhouse there are two square, watertight hatches, one giving on to the side deck and one on to the after deck, through which stretchers can be passed. As a safety factor, *Monsum* has two complete and separate watertight engine rooms, and her equipment ranges from powerful searchlights and a wealth of modern electronic navigational aids down to basic scrambling nets. She is the newest boat in her class and had only left her builders a month before she came to Plymouth.

Patron Emil Guyot, from France, was another new boat which had not yet taken up station. She was destined for Belle Ile where her duties will be nearer to those of British lifeboats than to those of the big North European rescue cruisers. Her crew of five will be made up



Rescue cruisers from Scandinavia: Sigurd Golje of Sweden (left) and R. S. Platou of Norway. Both are designed to accompany their fishing fleets to sea.



Patron Emil Guyot, a new 'all seasons' lifeboat from France, will be stationed at Belle Ile. Photograph by courtesy of Dag Pike

of local fishermen. 50' overall, she is an 'all seasons' boat with a maximum speed of 14 knots—and how well she rode the seas could be seen on the passage to Plymouth. The benches in her cabins are fitted with safety belts.

A boat of comparable size (45') was the single skin aluminium patrol boat from Norway, *Ragni Berg*. She is manned by a crew of only two, who live aboard; she has a maximum speed of 22 knots and is designed for summer months, rescue work in Southern Norway. One interesting feature in this cleanly-designed and simple boat was that a sturdy, hydraulically-sprung seat was provided for each of the crew in the wheelhouse, greatly reducing fatigue in rough seas.

Last of the six boats was another one from Northern Europe, with again an entirely different character: *Arwed Emminghaus*. She is an answer, originally thought out by Capt. John Schumacher, who was himself at Plymouth as an International Lifeboat Conference delegate, to the problem raised by the shallow coastal waters of Germany. This 87.25' rescue cruiser carries on her after deck a daughter boat, which is herself a complete little lifeboat and which can be launched to go to the help of casualties in waters too shallow for the mother ship. Ten years old and in immaculate condition, *Arwed Emminghaus* is a most interesting ship. The cabin of her wheelhouse, for instance, can be transformed into an operating theatre, if necessary, with a central position for a stretcher. Her engine room has a big-ship appearance, with plenty of working space for maintenance, its own workbench and a wide range of tools including an electric drill. With a maximum speed of approaching 24 knots, she was the fastest boat of the flotilla which sailed from Poole to Plymouth and kept company with our own Arun 54-03.

In a memorable year, the visit of these six lifeboats was surely one of the happiest occasions, playing an important part in the international sharing of the results of research and experience. —J.D.



Monsun of Poland coming in to berth at Poole Quay. The latest in her class, she was only launched a month before her arrival in England.

Photograph by courtesy of J. P. Morris



The smaller of the two Norwegian boats, *Ragni Berg*, stood by a Dutch yacht in trouble off Esbjerg on her passage from Norway.

Photograph by courtesy of Dag Pike

To overcome the problem of lifesaving in shallow coastal waters, Germany's lifeboat *Arwed Emminghaus* can launch a smaller daughter boat from her after deck.



Shoreline Section

SHORELINE STAFF wish all members and everyone connected with the RNLI a happy and successful new year.

October 1974 was a landmark for us, when the 20,000th Shoreline member was enrolled. This member was 12-year-old Linda Catlin from Lewisham, London, introduced by her parents.

The South Western Boat Show, held at Plymouth in September, and the Southampton Boat Show, which followed closely, were successful events for us. A total of 450 new members were enrolled. It is indeed encouraging when existing and prospective boat owners decide to support the lifeboat service actively, through annual subscriptions. These are occasions, too, when old

acquaintances are renewed, and it is always pleasant to greet members — usually spotted by the ties they are wearing, of course!

Our insignia, always very popular, do a roaring trade at boat shows, and have you noticed all the 'friendly' cars around now? It is not necessary to travel far these days to see the readily identifiable dark blue car sticker, with its RNLI flag, of fellow Shoreline members.

You are surely among our best ambassadors, too, since our 20,000th milestone was reached with surprisingly little paid advertising from Headquarters. Many thanks to everyone who helps to 'spread the word' and help us in our task of saving life at sea.

There are many and various ways of encouraging new members. Some of our staff are known to have gone to quite extraordinary lengths in their enthusiasm to sign on new supporters. An innocent enquirer at the office, wanting nothing more than some souvenirs, was asked if he realised he closely resembled Steve McQueen. In no time at all he was not only paying for his pens, but also a year's subscription to Shoreline and an 8" hoist flag for his dinghy!

Another of our staff, helping to man the Shoreline stand at the International Lifeboat Exhibition at Plymouth, was



20,000th Shoreline member, Linda Catlin: membership was part of Linda's 12th birthday present from her parents.

leaving by car after a long and exacting day when she accidentally touched and broke the rear light of another parked car. Although assured that responsibility would be accepted for the slight damage, the owner was only pacified when a friend arrived and took control. The friend arranged to come to the Shoreline stand the next day to discuss the matter. In the event, he stayed to discuss the work of the RNLI and of Shoreline and became so enthusiastic that he signed on there and then. The Shoreline representative had to pay £2 damages—but enrolled a new Offshore member.

Again at Plymouth, a photographer from a local newspaper decided that a picture of the young ladies on the Shoreline stand would please his editor, and set about taking a few well-posed shots. He then asked what Shoreline was all about and cheerfully signed on for Associate membership. (Regrettably, though, we did not see any of the photographs in print!)

At the other end of the scale, we feel very humble indeed on receiving letters such as this one, which is typical of many:

'Dear Sirs,

I would like to become an Offshore member in gratitude for saving my son and friend off Salcombe earlier this year, from what otherwise might have been a fatal dive.

My deepest thanks.'

Another type of letter in the daily postbag is one enquiring about additional ways members could help the Institution. Therefore, for all our members who feel they would like to take their support a stage further by helping our work in a more practical way, we are printing a list of all our district organising secretaries. Please get in touch with the one nearest to you, if you feel you would like to help: you will be assured of a warm welcome.

If you are visiting the Boat Show at Earls Court, we will look forward to welcoming you at the Stand.—G. R. (BOB) WALTON, *Shoreline Organising Secretary (Membership)*, 29a Castle Street, Salisbury, Wiltshire (Tel: Salisbury 6966).

<i>Organising Secretary</i>	<i>District</i>	<i>Address</i>	<i>Telephone No.</i>
G. Powell	North London	553a High Road, Wembley Middlesex	01 903 3230
P. Holness	South London	6 Bell Parade, Glebe Way, West Wickham, Kent, BR4 0RH	01 777 1776
Mrs. V. Warner	Central London Women's Committee	21 Ebury Street, London, SW1W 0LD	01 730 0031
R. C. Pope	City of London	21 Ebury Street, London SW1W 0LD	01 730 0031
I. Wallington	South East	1 Bancroft Road, Reigate, Surrey	Reigate 45000
A. Oliver	South	29a Castle Street, Salisbury, Wiltshire	Salisbury 28706
Commander P. Sturdee, OBE RN	South West	Carlton Chambers, 25 Baldwin Street, Bristol	Bristol 291939
Lieut.-Commander B. C. Hutchinson, RN	West Midlands	Royal Mail House, 2 Calthorpe Road, Birmingham 15	021 454 3009
G. E. Price	East	RNLI Eastern Division, Aldham Road, Hadleigh, Suffolk	047 338 2837
Miss J. Manning	Midland Shires	60 Port Street, Evesham, Worcestershire	Evesham 45844
Miss I. E. Morison Regional Co-ordinator	North	The Mill, Glasshouses, Pateley Bridge, Yorkshire HG3 5QH	042 373 667
K. Thirlwell	North East	28 Castlegate, York, YO1 1RP	York 22749
D. M. Jones	North West	Princes Chambers, 26 Pall Mall, Manchester 2	061 834 6978
H. G. Williams	Wales	68 Cathedral Road, Cardiff	Cardiff 31831
Miss E. M. Lloyd-Jones	Scotland	45 Queen Street, Edinburgh EH2 3NN	031 225 4014
Lieut.-Colonel B. D. H. Clark, MC GM	Ireland	10 Merrion Square, Dublin, Ireland 33 Saintfield Road, Belfast BT8 4AF	Dublin 762217 Belfast 645645

Central Appeals Committee

OPERATION LIFEBOAT has been a great success judging by the various reports that have already come in. The Scouts have set about raising the money in their usual energetic way by walking, swimming, rowing, cycling, clearing up rubbish, pushing prams and various other original, amusing and useful ways. Over £20,000 has already been received but the money is still flowing in and it will be next quarter before we see the real outcome of all the hard work that has been put into this effort. The target is £100,000 for a 44' Waveney class lifeboat.

Following on this success is another: that of the Guides, Brownies and Rangers under the good auspices of the Guide Friendship Fund. Readers will remember that the idea was to raise £5,000 for an Atlantic 21 inshore lifeboat to be named *Guide Friendship*, and that by the summer, so great was the response, the organisers thought it might be possible to purchase the trailer as well as the boat. In fact the Guide project has been so tremendously successful that it has not only passed the first target of £5,000 for one boat; it has now passed the second £5,000 for a second boat with yet a further £4,000 over and above that. The first Atlantic 21 is already on station at Aberdovey, where she was named *Guide Friendship I* at a ceremony on November 2.



'Operation Lifeboat': all over the country Scouts have been at work—180 Greenock District Scouts raised £250 by a sponsored woodcut.

Guide Friendship I is launched at Aberdovey after being handed over to the Institution by Mrs. D. Parker-Bowles, Commonwealth Guide Commissioner.

Photograph by courtesy of Janet Walker



With the autumn upon us, knitting has certainly got under way, and 65 more events are already being planned. Reports are coming in all the time of enjoyable social money-raising knits, and the final date for the closure of this scheme has been extended to the end of March to cover the winter period.

The Appeal to Civic Heads has raised £29,832 and the International Swimmers project is over half way towards its target. The Amateur Swimming Association have collected £590.91 towards the £1,000 it hopes to raise.

Schemes under discussion at the moment include the Pay to Launch a Lifeboat project, a national plan to use foreign coins and the possibilities of pro-am golf tournaments. We might also be heading for a 'Top of the Pops' with our own Stars Record next year! Suggestions for ways of raising money in 1975 will be welcomed by the Central Appeals Committee. These, however sketchy, should be sent to the office at 126a High Street, Orpington, Kent. The telephone number is 0689 38209 (in the London area the code is 66).—D.M.R.

To: SHORELINE, RNLI, WEST QUAY ROAD, POOLE, DORSET, BH15 1HZ.

I should like to be a part of such a worthwhile voluntary cause by becoming a SHORELINE member of the lifeboat service and joining the Institution as:

- A Life Member and Life Governor: minimum donation £60, including journal
- A Member and Governor: minimum annual subscription £10, including journal
- An Offshore Member: minimum annual subscription £3, including journal
- An Associate Member: minimum annual subscription £1.50

- Below are the various items you are entitled to wear or fly as a member of SHORELINE:
- Members' tie (Terylene) £1.50
 - Lady's brooch £0.50
 - Metal car badge £1.55
 - Pair of cuff-links £1.75
 - 8" hoist flag £1.25
 - 12" hoist flag £2.00
 - Dinghy burgee £1.25

Total subscription

Insignia payment

Shoreline Bank Giro number is 294 7056

I enclose P.O./cheque/cash for £

NAME

Date

ADDRESS

Signature

Some Ways of Raising Money

Since 1972, the Crystal Vaudeville Company, made up of local amateurs, has put on three successful seasons of Old Tyme Music Hall shows in Aberystwyth. All proceeds go to charity, and in 1974, for the second time, a donation was made to the RNLI. On October 20 Mrs Peggy Morgan, chairman of the company, handed a cheque for £60 to Gwyn Martin, honorary secretary of Aberystwyth branch.

Dorrige Junior School's 1974 special effort, with sponsored walks, games, raffles and competitions, made £94.50 for the Knowle and Dorrige ladies' guild.

Active help for the RNLI from two schools in the south east: a grand £600 was raised by pupils, their families and staff of Ardingly College by a sponsored swim held last June in aid of the Jimmy Savile project to raise £100,000 for a youth lifeboat—17 of the boys swam a distance of more than 2½ miles; and, with a sponsored walk and angling competition, Herbert Shiner School, Petworth, made an excellent £845

Pupils of Milverton Junior School, Leamington Spa, have been swimming, too. Each child was sponsored by their families for the distance they could swim in 15 minutes; £200 of the amount they raised was given to the local branch of the RNLI.

From the sale of his book *The Flamborough Lifeboats*, Ralph S. Fawcett has raised £475 for Flamborough station. Copies of the book are still available, price 25p (postage 7p), from the author at 74 Lime Grove, Draycott, Derby DE7 3NS.



The annual harvest festival service was held at Glynne Arms Hotel, Hawarden, on October 4. Mr Jakeman, licensee, welcomed everyone and especially the Very Reverend Spencer Ellis, retired Dean of St Asaph, who conducted the service, and the well-known organist Emyln Roberts, who accompanied the singing. A subsequent auction of produce realised £94, half of which was donated to the RNLI. (l. to r.) Alex Reidford, honorary treasurer Hawarden and District branch, Mrs. A. Freeman, committee member, Mr. Jakeman, Mrs E. A. Harris, MBE, branch chairman, Dean Spencer Ellis, Mrs R. L. Willott, branch secretary, and Murray Reidford, who had acted as auctioneer.

Members of Edgbaston and Harborne guild have been very successful with their anniversary year special effort. With a buffet supper, bridge luncheon, barbecue supper and coffee mornings, plus the collection of waste paper, they have overshot their target of £1,000 and by the autumn had already reached £1,011.70.

First day covers of the two stamps issued by the Irish Post Office to commemorate the centenary of the Irish Rugby Football Union have very kindly been signed personally by Willie John McBride, Lions and Irish XV captain. They are available, price £2, from RNLI, 33 Saintfield Road, Belfast BT8 4AF.

By collecting a regular 1p a week from their friends and neighbours, three senior citizens of Bridgetown, Miss Brough, Mrs Davenport and Mrs Chilton have made £30.75 for the Cannock branch.

Following an open-air lifeboat 'Songs of Praise' from Walmer, broadcast on September 1, Goodwin Sands and Downs branch received letters from all over the country, including Northern Ireland. Donations amounted to £109.17, and there were many messages for

former Coxswain Freddie Upton and former Mechanic Percy Cavell, who took part in the broadcast.

Coventry Cathedral devoted its project for the month of August, 1974, to the RNLI. Six local flower clubs combined to stage a Flower Festival in lifeboat colours to coincide with a Service of Thanksgiving, attended by the Lord Mayor and Lady Mayoress. By the autumn of 'The Year of the lifeboat' Coventry ladies' guild had raised £1,150.

More excellent 1974 flag day results: Tenby and Saundersfoot, with collections, sale of souvenirs and other events, raised £1,386.23; Petersfield had an all-time record of £561.59; and Poole succeeded in raising £1,770.

At a social gathering at St Lawrence Inn on October 12, a cheque for £520 was presented to divisional inspector Michael Pennell for the RNLI. It had been collected by the small community of Stone and St Lawrence on the River Blackwater, Essex, by a Harvest Festival, a produce sale by Dengie and District Gardening Club, the raffle of a doll dressed by Mrs J. Bache, by various individual efforts and from the support of seasonal visitors.

YOU NEVER CAN TELL . . .

From the *Bournemouth Times*, March 22, 1974:

'The amazing story of the flagseller who made £10,000 without selling one flag was disclosed at a Bournemouth meeting. She was standing in the rain in Bournemouth and nobody was

buying from her tray of RNLI flags. But, unknown to her, a woman was watching from the window of a hotel. And the scene so touched the heart of the wealthy lady that she wrote off to her solicitor. The result was eventually a £10,000 legacy to the RNLI.'

BOOK REVIEWS

● In *Power Boats in Rough Seas* (Adlard Coles Ltd., £4.25) Dag Pike has taken a sharp, discerning look at the factors affecting the seaworthiness and safety of power boats and described them in concise, seamanlike terms. Whatever experience his other seafaring activities provided, his years with the RNLI undoubtedly gave him some rousing firsthand knowledge of rough weather requirements.

Perhaps his remark in the introduction that 'Power driven boats of the type under consideration...rarely make ocean passages' suggests a narrower market for the book than is really the case. A very great deal of what he says applies to the motor cruisers which certainly do make ocean passages and whose owners and skippers might well profit from his researches.

The chapter on waves is a brief but competent study of this vital subject which largely reduces the 'cruel sea' and 'freak wave' beloved of journalists to their proper proportions. Hull forms, engines and steering gear are all discussed in simple, straightforward terms though it is possible that the harsh environment in which marine engines have to work might have been further emphasised. The absence of susceptible electrics and the reduced fire risk contribute much to the reliability and safety of the diesel engine at sea.

In the chapter on helmsman and crew the author makes it clear that he has high speed power boats principally in mind, but even here there is not a great deal which does not apply to the roomy cruiser thumping along at eight knots. On the subject of navigation Dag Pike says 'Almost as important as the chart is the compass', which may cause some raised eyebrows. Not so very long ago many, if not most, RNLI lifeboats habitually went to sea without a chart of any sort but even the coxswains who knew every wave by sight took an occasional glance at the compass!

In his summing up, Dag Pike makes some novel suggestions for instruments to warn helmsmen of the approach of dangerous waves. Perhaps when such things are available it will no longer be true to say that a good helmsman in a bad boat will always be better than a bad helmsman in a good boat, but that day is not yet.

In recent times there has been a spate

of books purporting to give reliable information on the craft of the mariner and marine craft. *Power Boats in Rough Seas* covers its title subject with seamanlike thoroughness and deserves to be read with similar application.—E.W.M.

● To many now ageing ex-wartime anti-submariners the basic concepts of underwater sound will surely bring back memories of enthusiastic instructors on Asdic courses. In *Sound Underwater* (David and Charles, £3.75), Gregory Haines has written a clearly informative work on the subject. Whether many laymen, even those with some fragments of anti-submarine lectures still in their minds, will find the theory and formulae easy to assimilate is a matter of conjecture. But if the difficult bits are skipped by those with lazy brains there is still a great deal here to interest all seafarers, particularly navigators, and sea lovers.

The sections on sounding instruments for navigation, fish detection and underwater surveying make intensely interesting and instructive reading. With so much now depending on the exploitation of oil, gas and minerals below the sea bed, the work of mapping the floor of the ocean has become of vital importance. If only because nearly three-quarters of the earth's surface is under water. The book describes the progress made in this essential work in some detail. An index and extensive bibliography make this a valuable reference book for students of the subject.—E.W.M.

● The part played by the boatmen of the east coast in the long brave history of sea rescue has been widely acknowledged but many of the more interesting details have been overlooked or ignored. *Saved from the Sea* (Terence Dalton Ltd., £4.80) has been written by Robert Malster and not only fills in the gaps but also provides a mass of absorbing anecdotes, many of which are of epic quality.

The difficulties and dangers of seafaring in the days of sail, when a shift of wind could bring imminent destruction to large numbers of vessels, are only too apparent and the hardiness of the seamen almost beyond belief.

Readers will find the chapter on the enterprising beach companies of the east

coast intensely interesting. Indeed it is a subject which has perhaps been neglected by maritime historians and this is a welcome addition. There is little doubt that there was at times intense rivalry and friction between the beachmen and the lifeboat crews, for the beachmen looked on the lifeboat as unwelcome competition. But in general the beach companies consisted of brave and splendid seamen and many gave their lives in attempts to help others.

A considerable part of the book concerns the history of the Norfolk and Suffolk lifeboats, recording many of their splendid rescues and detailing the development of the boats from their earliest days. Among the early exponents of sea rescue the astonishing Captain Manby makes his bow, not perhaps to the acclaim he considered his right.

There are five useful appendices and a comprehensive glossary to complete this very competent and highly entertaining book by an obvious master of his subject.—E.W.M.

● There can be few more absorbing subjects for a book than the coastline of Britain and this applies to both text and illustrations. In *Beside the Seaside* (George Allen and Unwin, £3.75), Anthony Smith has pleasantly related the experiences and opinions of himself and a dedicated team during circumnavigations of the coasts of England, Scotland and Wales by air, land and sea. The resulting book is both fascinating and frightening and although many people will fail to agree with all the contentions, nearly everyone will agree with most of them.

From the RNLI point of view the remarks on the tripartite sea rescue system in force are perhaps a little pessimistic. It would appear that *Barracuda*, the vessel employed for the sea voyage, did not require or at least did not ask for assistance at any time. *Had this been necessary it is possible that her crew would have been suitably impressed by the efficiency of the rescue services, even to the extent of astonishment!*

The outstanding motif of the book is, perhaps inevitably, pollution: pollution in all its forms and increasing beastliness. In spite of the sewage and obvious and obnoxious industrial waste, the motor car and the casual visitor must rank high on the list of culprits. The book says that Britain's 6,000 miles of coastline in fact works out at 4" per inhabitant. It is recommended that those who consider this precious little should read the book and join in any efforts to preserve what beauty is left.—E.W.M.

● The address of Heritage Publications, the publishers of *Great Sea Rescues of the South West* by R. L. Elliott (35p), reviewed in our summer issue, is 14 Queen Anne Terrace, Plymouth.

Rohilla Memorial Service

Whitby

On October 30, 1974, a memorial service was held at Whitby to commemorate the sinking of the hospital ship *Rohilla*, which ran on to a dangerous reef of rocks at Saltwick Nab, near Whitby, in 1914. Whitby No. 2 lifeboat saved 35 people but was badly damaged and the lifeboats from Upgang, Scarborough and Teesmouth were unable to reach the casualty. Tynemouth motor lifeboat managed to rescue 50 more people.

The memorial service was held in Whitby lifeboat museum, but rough weather prevented the laying of a wreath at sea. The wreath was left in the care of the Whitby lifeboat crew to be laid in calmer conditions.

The Mayor of Scarborough presented



Hospital ship Rohilla on the rocks of Saltwick Nab, October 30, 1914. Both Whitby No. 2 and Upgang lifeboats were hauled to Saltwick.

George Skinner, believed to be the only living survivor of *Rohilla*, with a framed photograph. Lieut.-Commander P. E. C. Pickles, MBE JP RNVR, a member of the

RNLI Committee of Management, thanked the Mayor for arranging the ceremony and paid tribute to the lifeboatmen of 60 years ago and today.

Lifeboat People

Surely the oldest ladies' guild member must be Miss Violet Oswald. One of the

best loved members of Dunoon and District guild, she reached the age of 103 on October 12, 1974. At the annual general meeting at Dunoon last year she was presented with a box of choco-

lates. After her words of thanks she added, 'I hope you are remembering to collect my annual subscription'.

Tom Richard 'Ben' Tart, coxswain of Dungeness lifeboat since 1965, is just retiring, thus ending a century-old family tradition of lifeboat service. Mr Tart was awarded the silver medal for a service on February 11, 1974, reported in the autumn issue of THE LIFEBOAT.

It is with regret that we announce the death last September of B. V. Howells, MBE, who served as honorary secretary at Pwllheli for nearly 40 years; also the death at the end of September of John E. Gawne, BEM, coxswain for over 23 years of Port St Mary lifeboat.



Setting sail on a new voyage: Crew Member Paul Frost of Rhyl aboard the ILB with his bride, Mary Bernadette Morris, after their wedding last autumn. Photograph by courtesy of Rhyl Journal



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* * *

(Left) Stuart Crystal chalice made for RNLI 150th anniversary in limited numbered edition of 150. One panel, etched and engraved, depicts Henry Greathead's Original lifeboat, with, on reverse, the RNLI crest and dates 1824-1974. Price £134.50, inclusive of postage and insurance, from Mulberry Hall, Stonegate, York YO1 2AW. The lifeboat service receives a generous donation in respect of each chalice sold.



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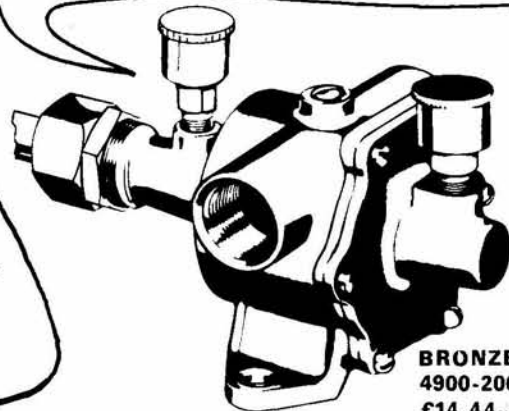
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Twenty years after . . .

● The date September 19, 1954 is indelibly written in my mind and may perhaps strike a chord with you. For my part I was one of the crew of the good ship *Nicky* which went aground on the Mere Rocks.

I remember well the nightmarish experience of a couple of hours or so of not knowing from one minute to the next whether the boat would break up and send us all to Davy Jones' locker. I remember, too, your reconnaissance trip in the rowing boat when you sized up the situation for the subsequent rescue, and I shall never forget how good the deck of *Maria Noble* felt when shortly before midnight I landed on it almost head first after leaping from *Nicky*.

The courage of you and your crew in rescuing myself and four friends is of course well known and I still do not really know how you got us off. Now, 20 years later, I thought I would drop you a line just to let you know that as one of the many of those who have been rescued by you and the crew of the Exmouth lifeboat I still recall with much gratitude your courage, skill and determination.

My brother who lives in the Exeter area sent me a press cutting earlier this year in which your retirement was reported as well as the fact that your portrait now appears on the new sign of the Pilot Inn. I thought that if I sent a letter to the inn I might just be able to reach you.

I would like to wish you a very happy retirement and many more pints at the Pilot Inn.—GARRY PHILLIPS, 25 Cherry Garden Road, Canterbury, Kent.

Ex-Coxswain Harold J. Bradford received this letter on September 19, 1974, exactly 20 years to the day after he had taken the Exmouth lifeboat out to rescue the crew of five of the cabin cruiser Nicky, which was in distress some 50 yards inside



Model of the Plenty Lifeboat which won a diploma at the Hyde Park Exhibition of 1851.

a rocky ledge at the approach to the estuary of the River Exe; it was dark with heavy rain squalls and the rescue had to be made in shallow breaking water. For his courage and determination, Coxswain Bradford was awarded the bronze medal for gallantry. Mr. Bradford joined the Exmouth crew in 1925, became bowman in 1939, second coxswain in 1943 and coxswain in 1951; he retired in 1957.—THE EDITOR

Beyond the call of duty . . .

● This letter is to express the appreciation of myself and my crew for the service rendered us by the Harwich crew of the RNLI. My yacht *Janetta* was towed in by the lifeboat in the early hours of July 29, 1974, flooded inside with 24" of water from a leak which had sprung at a garboard seam.

For the tow itself we are extremely grateful; but special commendation must go to the two members of the lifeboat crew who came aboard for the tow back to Harwich. Jeff Sallows and Chad Scase did an heroic job helping us bail out the incoming water during the three hour trip. As if it were their own boat, they worked as strenuously as we did.

Though arrival in Harwich should be considered the completion of their RNLI service, the members of the crew continued with their assistance and concern for us. For example, Mr Sallows escorted the lady of my crew to his home where his wife prepared her a bath in which to warm up, and then put her to bed for rest.

Later in the morning, after we had secured *Janetta*, my other crew member and I were looking for a café when we met Mr Sallows who insisted that we come to his home for breakfast. This type of hospitality continued, and while making repairs during the following days, Mr Scase stopped by regularly to see that we were getting along all right, and Peter Burwood also offered help.

Though we met other kind and helpful people in Harwich, my purpose here is to make known our especially deep gratitude to the men of the Harwich lifeboat crew. Their selfless service and exemplary standards of social concern point the way for all of us on Planet Earth and represent particularly a magnificent credit to the Royal National Life-boat Institution.—DANIEL DRYDEN, *Yacht Janetta, Heybridge Basin, Maldon, Essex.*

Plymouth Exhibition

● I write to say how much I both enjoyed and learned from the International Lifeboat Exhibition at Plymouth last summer. The tented display was most instructive and very attractively laid out, providing easy close-range access—a point overlooked by some exhibitions! The pictorial information was clear and concise, and I was glad to see that so many other countries supported the event.

It would appear that our lifeboat service is second to none, a fact of which we can justly be very proud.—J. GILL, 62 Clarence Road, Torpoint, Cornwall.

● Thank you for the lifeboat exhibition. I liked the lifeboats best.—AMANDA BLACK, 29 Newham Road, Colebrook, Plymouth.

Just two of many letters of appreciation received by the organisers of the Plymouth Exhibition.—THE EDITOR.

The Plenty lifeboat

● On retiring from the Royal Navy I joined the engineering company, Plenty and Son of Newbury, and as an Off-shore member of the RNLI was interested to hear that the company's founder William Plenty had in 1816 designed and built a lifeboat named *The Experiment*.

No doubt you are well aware from your records that eight years following the success of *The Experiment* some 17 Plenty Lifeboats were in service around the British coast. Now a company of international repute, we enjoy maintaining contact with its past history; of particular recent interest was the discovery of the remains of a naval steam pinnace with a Plenty engine which we hope to salvage. We have a small museum in the entrance hall of the main office and I enclose a photograph of a model of the Plenty lifeboat which won a diploma at the Hyde Park Exhibition of 1851.

My main purpose in writing is to ask if any of your readers have any information which would help us compile a history of the Plenty lifeboats and any records of their survival.—D. A. KEABLE, Director, Plenty and Son Ltd., Hambridge Road, Newbury RG14 5TR.

The Mumbles

● The summer issue of THE LIFEBOAT contained a letter from Commodore Colburn in which he reproves you for referring to 'The' Mumbles. I trust that you will not take this rebuke to heart.

The poet Walter Savage Landor in the early 18th century expresses his longing to be once again at The Mumbles.

A sketch made in 1865 shows the lighthouse and coastline of The Mumbles.

The 1974 Swansea holiday guide clearly labels the area as The Mumbles.

To the older inhabitants, it has been The Mumbles and The Mumbles lifeboat, but the definite article is omitted by many of the younger generation who have settled in the area.

So please feel no guilt, but continue to refer to our special area as 'The' Mumbles.—MISS F. E. EYNON, 21 Clarence Street, Swansea, W. Glamorgan.

.. At a glance

● May I offer my congratulations on the very clear and unusual method of presenting the income and expenditure account in the autumn issue of THE LIFEBOAT? The method used is far and away better than half a dozen pages of figures and complicated 'statements' in that the overall picture can be readily seen and understood.—J. SMITHIES, 8 Fearnside Terrace, Hollings Road, Bradford, West Yorkshire BD8 8PW.

Early help

● I have raised 56p for you from a little 'one house one day fair'. I hope it will help and the lifeboat will like it.—ALISTAIR ROSS RUSSELL, *The Hermitage, Lakeside, Thorpness.*

This letter from young Alistair Ross Russell was found in a collecting box at 'The Cross Keys' Aldeburgh, Suffolk, when the box was opened.—THE EDITOR.

● When I was on holiday I saw the lifeboat go out three times so when I got home me and my friend made a fête and we raised some money for the lifeboat fund. Lots of luck.—RICHARD TOMLIN (8), MARGARET TOMLIN (6) and STEVE TATHAM (8), 39 Ramsbury Drive, Earley, Reading, Berkshire.

A Skill to be learnt

● How pleased I am whenever I read articles in THE LIFEBOAT about safety, and the letter from Roger E. J. Lomer published in the autumn 1974 edition was no exception. This letter again emphasised the danger in ignorance.

When I first started my boating days I, too, did silly things because I did not know any better. I am now learning fast, but I am learning the easy way. I joined a boating club and listened to the advice of more experienced hands.

I am now the secretary of our club and when I hear the remark 'I never

thought of that' I know that the club is serving a useful purpose. May I, through your columns, appeal to all owners of boats, from canoes to cruisers, for the benefit of boating, to join a club. You will be surprised how much more fun you can get out of your boat when you have the confidence of knowledge.—A. E. SHAW, secretary, London Area Shetland Owners Club, 73 Carter Street, Walworth, London, SE17.

Thanks from Abroad

● I wish on behalf of my crew and owners to express our profound gratitude to the lifesaving lifeboat men at Shoreham who voluntarily came out to assist us into Shoreham Harbour when we called there for shelter against gale.

I have also communicated with my owners in Nigeria to inform them of the voluntary help we received from your organisation and I am sure you will be hearing from them shortly, too.—MASTER and CREW, *City of Truth, Landair and Marine Associates, Lagos, Nigeria.*

It was our pleasure

● This letter is to thank you for the most informative booklet about the RNLI which I received through the 9th Bristol Cub Pack, as a result of a collection made by the South Bristol Pack groups.—RICHARD PIPER, 35 Durville Road, Bristol BS1 7PS.



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RNLI SHORELINE



Lifeboat Launches

(from page 254)

Barmouth, Gwynedd
June 2, 10, 14, August 9, 14, and 17.

Barra Island, Outer Hebrides
July 7.

Barrow, Cumbria
June 14 and July 7.

Barry Dock, South Glamorgan
June 3 (twice), 23 (twice), July 29, August 2
5, 9, 16 and 26.

Beaumaris, Gwynedd
August 14 and 15.

Bembridge, Isle of Wight
June 10 and July 1.

Blackpool, Lancashire
June 9, July 8 and August 21.

Bridlington, Humberside
June 7.

Buckie, Banffshire
August 26.

Calshot, Hampshire
July 1, 2, 8, 13 and August 10.

Campbeltown, Argyll
July 30.

Clacton-on-Sea, Essex
June 21, July 6, 15 and 31.

Clovelly, North Devon
June 15, July 11, 18, August 2, 3 (twice), 5,
10, 14, 15, 17 (twice), 18 and 26.

Courtmacsherry Harbour, Co. Cork
June 1, July 11 and 17.

Cromer, Norfolk
June 6 and August 31.

Donaghadee, Co. Down
June 5, July 7 and 8.

Douglas, Isle of Man
July 28 and 30.

Dover, Kent
June 6, 16, July 2, 4, 30 and August 12.

Dungeness, Kent
August 11, 26 and 27.

Dun Laoghaire, Co. Dublin
June 1, 22 and August 4.

Dunmore East, Co. Waterford
June 21, August 4 and 16.

Eastbourne, Sussex
July 4, 5, 9 and 27.

Exmouth, South Devon
July 2 and August 6.

Eyemouth, Berwickshire
June 23 and August 15.

Falmouth, Cornwall
June 14, August 7 and 21.

Filey, North Yorkshire
June 23.

Fishguard, Dyfed
August 7.

Flamborough, Humberside
June 8 and August 30.

Fleetwood, Lancashire
July 9, 21, 28 (twice), August 4 and 10.

Fowey, Cornwall
June 28, July 31 and August 9.

Girvan, Ayrshire
August 29.

Great Yarmouth and Gorleston, Norfolk
June 24, July 16, 31, August 7, 10 and 11.

Harwich, Essex
June 8, July 28, August 4, 10, 19 and 24.

Hastings, Sussex
June 2, 6, 9, July 2 and August 16.

Holyhead, Gwynedd
June 19, July 14, August 9 and 23.

Howth, Co. Dublin
July 14.

Hoylake, Merseyside
July 18 and August 19.

Humber, Humberside
June 6, 9, July 28 and August 18.

Ilfracombe, North Devon
July 31 and August 23.

Islay, Inner Hebrides
July 28, August 20 and 23.

Kirkcudbright,
July 26 and August 1.

Lerwick, Shetland
July 16 and 21.

The Lizard-Cadgwith, Cornwall
June 5 and July 7.

Llandudno, Gwynedd
June 26.

Lochinver, Sutherland
July 26.

Longhope, Orkney
August 5.

Lowestoft, Suffolk
July 22, August 8 and 10.

Lytham-St Anne's, Lancashire
June 9 and August 3.

Macduff, Banffshire
August 25 and 31.

Mallaig, Inverness-shire
July 6, 9, August 14, 15 and 23.

Margate, Kent
June 8, July 7, 25, August 4 and 10.

Moelfre, Gwynedd
June 2 and August 11.

The Mumbles, West Glamorgan
August 19.

Newbiggin, Northumberland
July 29 and August 10.

Newhaven, Sussex
June 8, 17, 30 and July 6.

New Quay, Dyfed
June 24, 25, July 28, 29, 30, August 8, 14
and 15 (twice).

Padstow, Cornwall
August 24 and 26.

Penlee, Cornwall
June 9, July 24 and August 3.

Plymouth, South Devon
June 6, July 20, 31, August 6 and 24.

Poole, Dorset
June 11 and July 10.

Porthdinllaen, Gwynedd
June 29, July 16, 23, 26 and August 23.

Portpatrick, Wigtownshire
August 14.

Portrush, Co. Antrim
July 6, 18 and August 23.

Pwllheli, Gwynedd
August 10 and 11.

Romsey, Kent
August 2 and 4.

Ramsgate, Kent
July 8, 15, 21, August 4, 8 and 11.

Redcar, Cleveland
July 6, 20 and August 10 (twice).

Rhyl, Clwyd
June 1, 16, August 6, 12 and 23.

Rosslare Harbour, Wexford
June 10, July 31, August 15 and 21.

Runswick, Cleveland
July 10 and August 24.

St Abbs, Berwickshire
June 15.

St David's, Dyfed
June 12 and August 8.

St Helier, Jersey
June 5, 22, July 2, 14, 16, 30 and August 5

St Ives, Cornwall
June 7, 30, August 13 and 24.

St Mary's, Scilly Islands
June 20, July 3, 28, 31 and August 2.

St Peter Port, Guernsey
June 4, 22, 23, July 1, August 3 and 9.

Salcombe, South Devon
July 25, August 8 and 18.

Seaham, Durham
June 8 and 24.

Selsey, Sussex
July 9 and August 24.

Sennen Cove, Cornwall
June 18 and 26.

Sheerness, Kent
June 1, 2, 6, 9 (twice), 13, 18 and 27.

Shoreham Harbour, Sussex
June 9, 22, 30, August 11, 26 and 31.

Skegness, Lincolnshire
August 12.

Stornoway, Outer Hebrides
June 30, July 18 and 28 (twice).

Sunderland, Tyne and Wear
July 2.

Swanage, Dorset
June 7, 23, July 18 and August 20.

Teemouth, Cleveland
June 2.

Tenby, Dyfed
June 22, July 2, 3, 12, 13, 27, August 2, 3, 7
and 10.

Thurso, Caithness
June 5 and 7.

Torbay, South Devon
July 2, August 4, 9 and 13.

Troon, Ayrshire
June 22, 23, 24, 25, July 2, 18, 19, 31, August
1, 5, 6, 11, 17 and 18.

Tynemouth, Tyne and Wear
July 21 (twice) and 23.

Valentia, Co. Kerry
July 3, 16, August 4, 15, 21 and 31.

Walmer, Kent
June 9, 12, July 9, August 15 and 27.

Walton and Frinton, Essex
August 10, 11 and 15.

Wells, Norfolk
June 6.

Weymouth, Dorset
June 14, 17, 22, July 14 (twice), August 4 and
10.

Wick, Caithness
July 5.

Wicklow, Co. Wicklow
June 23.

Workington, Cumbria
June 1 and July 13.

Yarmouth, Isle of Wight
June 6, 9 (twice), July 4, 8, 29, 31, August 1,
3 and 17.

Youghal, Co. Cork
June 24.

ILB Launches on service during the months June, July and August, 1974

Aberdeen, Aberdeenshire
June 4 and July 1.

Aberdovey, Gwynedd
June 1, 23, July 2, 17, 19 (twice), 20, 23, 31,
August 4, 5, 6, 10, 15, 19 (twice) and 21.

Abersoch, Gwynedd
June 23, July 1, 7, 14, 15, 23, 28, 29, 30,
August 6, 11, 15, 16, 17, 19, 23 and 28.

Aberystwyth, Dyfed
June 1, 2, 18 and July 24.

Amble, Northumberland
August 30.

Arran (Lamlash), Buteshire
June 1, 3 (twice), 5, 6, 14, 22 (twice), July 9,
21, 22, 24, 29, August 1, 3, 6, 9, 11, 12
(twice), 13, 18 and 30.

Atlantic College, South Glamorgan
June 2, 15, 24, July 6, 20, August 3, 6, 17, 25
and 30.

Bangor, Co. Down
June 15 and August 4.

Barmouth, Gwynedd
June 2, 22 (twice), July 27, August 6 (twice),
11 (twice), 13, 18, 21 and 28.

Barrow, Cumbria
June 18, August 11, 13 and 20.

Baumaris, Gwynedd
June 25, August 11 and 15.

Bembridge, Isle of Wight
June 18, 21 and July 7.

Blackpool, Lancashire
June 26, July 2, 8, 14, 18, 25, 30 and August 24.

Blyth, Northumberland
July 11.

Borth, Dyfed
June 25 (twice), July 2, 20, 21, August 5, 6, 10, 18, 20, 23, 24 (twice) and 27.

Bridlington, Humberside
June 2 (twice), 9 (twice) and 15.

Brighton, Sussex
June 22 (twice), 25, 30, July 20 and 23.

Broughton Ferry, Angus
July 12, 28, August 26 and 30.

Bude, Cornwall
July 1, 8, 25, 26, August 6 and 20 (twice).

Burnham-on-Crouch, Essex
August 10.

Burry Port, Dyfed
June 23 and 30.

Cardigan, Dyfed
June 17, 18, July 28, August 3, 5, 6, 16 and 30.

Clacton-on-Sea, Essex
June 9, 21, July 6, 7, 10, 17, 23, 24, 27, 28, August 7, 13, 15, 17, 22 and 26 (twice).

Conway, Gwynedd
July 20 (twice), 21, 29, August 6, 11 and 14.

Coverack, Cornwall
July 25.

Craster, Northumberland
July 12, August 6, 18 and 19.

Criccieth, Gwynedd
June 23, July 16, 19 and 23.

Cromer, Norfolk
June 1, 4, 10, 13 and August 10.

Cullercoats, Tyne and Wear
July 9, August 2, 6 and 7.

Dunbar, East Lothian
August 20 and 24.

Eastbourne, Sussex
June 17, 29, July 9, 10, 24, 25, August 5, 11 and 27.

Eastney, Hampshire
August 11 (five times), 17 and 18.

Eastney (A-508), Hampshire
June 2 (twice), 7, 9, 11, 16 (twice), 22, July 6, 7, 9, 14 (twice), 28, August 15, 17, 20 and 22.

Exmouth, South Devon
June 2, 20, 22, July 1, 16, 23, 24 (twice), 26 (twice), 27, August 14 and 18.

Filey, North Yorkshire
June 23, July 11, 18, 21, 22, 29, August 10, 12, 14, 22 and 25.

Fleetwood, Lancashire
June 27, July 13, 18, August 6, 10, 16 and 18.

Flint, Clwyd
June 18, July 18, 26 and 27.

Gt. Yarmouth and Gorleston, Norfolk
June 10, August 26 and 27.

Happisburgh, Norfolk
July 28 (twice), August 25 and 31.

Harwich, Essex
June 9, 21, 23 July 20, August 10 and 12.

Hastings, Sussex
June 9 (twice), 10, 19, July 2, 14, 21 and August 17.

Helensburgh, Dunbartonshire
June 2, July 7, 10, 21, 23 and 28.

Holyhead, Gwynedd
June 21, July 9 and 10.

Horton and Port Eynon, West Glamorgan
June 3, 22, July 14, 20, 24, August 2, 4, 5, 10, 16 and 19 (twice).

Howth, Co. Dublin
June 27, July 3, 10, 14, 16, 26, August 4, 5, 15 and 25.

Humbermouth, Humberside
August 5, 6, 14 and 18.

Kinghorn, Fife
July 9, 14 and 20.

Kippford, Kirkcudbright
August 9.

Largs, Ayrshire
June 1, 5, 22, 25, 29, July 13, 23, August 14, 21, 25 and 31.

Little and Broad Haven, Dyfed
June 12, July 17, 18, 23, 29, August 3, 7, 8 and 16.

Littlehampton, Sussex
June 2 (twice), 7, 8, 9 (twice), 27, July 14, 20, 27, August 3, 11, 16 and 25.

Littlestone-on-Sea, Kent
June 9, July 25 (twice), August 7 and 16 (twice).

Llandudno, Gwynedd
June 1, 14, 15, 21, July 15, 20, 21, 27, 31, August 15, 19, 20, 24 and 26.

Lyme Regis, Dorset
June 4, 10, 14, 16, 18, 29, July 13 (twice), 14, 18, 28, 31, August 10 (twice), 11 (twice), 15, 16 (twice), 19, 25, 26 and 27.

Lymington, Hampshire
June 2, 5, July 8, 15, 30 (twice), August 4 and 12.

Lytham-St Anne's, Lancashire
July 20, 21, August 6 and 18.

Mablethorpe, Lincolnshire
June 1, 20, July 9 (twice), 14, 21 (3 times), 22 (twice), 26, 29 (3 times), August 12, 14, 15 (twice) and 23.

Margate, Kent
June 1, 3, 8, 16, 22, July 6, 7, 13, 21, 23, 26, 28, 30, August 4, 5, 17, 25 (twice) and 30.

Minehead, Somerset
June 19, 22, 23, July 16, 20, 25 (twice) 30, August 14, 15 (3 times), 16 and 23.

Moelfre, Gwynedd
June 1 (twice), July 7, 22 (twice), 27, 29 (twice), August 4, 9, 11, 12, 16, 20, 23 (twice), 24 (4 times), and 28.

Morecambe, Lancashire
July 21, 31, August 1, 4, 10, 13 and 17.

Mudford, Dorset
June 16, 22, 30, July 6, 18, 26, 28 (twice), 30, August 1, 11 (twice) and 26.

The Mumbles, Glamorgan
July 9, 16, 22, 31, August 13, 19 and 20.

New Brighton, Merseyside
June 8, 9 (twice), 12, 14 (3 times), 15, 19 (twice), 21, 22, 27, 28, August 15, 16, 17, 21 and 24.

New Quay, Dyfed
June 21, July 14, 22, 29, 31, August 1, 8, 25 and 26.

Newquay, Cornwall
June 10, 21, 22, 27, July 17, 19, 20, 25, 28, August 1, 2, 4, 5 (twice), 11, 16, 19 and 20.

North Berwick, East Lothian
August 14 and 31.

North Sunderland, Northumberland
June 12, 23, July 7 and August 15 (twice).

Oban, Argyll
June 16, 22, 24, July 6 and 23.

Pill, Avon
June 3, 16, 23, July 28 (twice) and August 19.

Plymouth, South Devon
June 15, 16, 22, July 9, 17, 20, 21, 23, 25 and August 10.

Poole, Dorset
June 5, 16, July 4, 10, 21, August 9, 12, 18, 22, 31 (twice).

Porthcawl, Mid Glamorgan
June 8, 15, July 28, August 6 and 17.

Port Isaac, Cornwall
August 15, 16 and 22 (twice).

Port St. Mary, Isle of Man
July 12 and August 30.

Port Talbot, West Glamorgan
June 22, 30, August 17, 18 and 19.

Pwllheli, Gwynedd
July 11, 23, August 1 and 6.

Queensferry, West Lothian
June 23, July 10, 23 and August 18.

Ramsgate, Kent
June 23, July 7, 31, August 11, 20 and 26.

Redcar, Cleveland
June 2, July 20, 21 (twice) and August 24.

Rhyl, Clwyd
June 16, 25, July 14, 22, 25, August 6, 7, (3 times), 8, 11 (twice), 14, 16, 20 and 29.

Rye Harbour, Sussex
July 4, 9, 21, August 14, 16 and 24.

St Abbs, Berwickshire
June 15.

St Bee's, Berwickshire
July 20.

St Catherine's, Jersey
July 24 and August 3.

St Ives, Cornwall
June 17, 30, July 8, August 9, 10 (3 times), 13, 17 and 29.

Scarborough, North Yorkshire
August 6, 23 and 28.

Selsey, Sussex
June 7, 9, July 7, 20, August 4, 14 and 24.

Sheerness, Kent
June 1 and 4.

Shoreham Harbour, Sussex
June 2, 8 (twice), 9 (twice), 22, July 13, 14 (twice), 23, 27, 28, 29, August 5, 6, 8 (twice), 11, 12, 17 and 26 (3 times).

Silloth, Cumbria
August 8 and 18.

Skegness, Lincolnshire
June 2, 9 (twice), 19, July 6, 7, 10, 15, 26, 28, 29 (twice), August 2, 12 (twice), 13 (3 times), 15, 21, 24 and 28.

Southend-on-Sea, Essex
June 1, 9 (3 times), 10 (twice), 14, 21, 24 and 27.

Southwold, Suffolk
June 1, 23, 25, July 5, 7, 14 and 27.

Stonehaven, Kincardine
June 23 and August 5.

Stranraer, Wigtownshire
July 15, August 10 and 23.

Tenby, Dyfed
June 9 (twice), 10, 15, 23, July 1, 2, 3, 17, 19, 26, 27, 29, August 2, 10 (twice) and 12.

Tighnabruaich, Argyll
June 9, 26 and July 26.

Torbay, South Devon
June 8, 10, 11, 16, 22 (twice), 26, 30, July 1, 4, 14, 19, 20, 25, 28, August 17, 18, 23 (twice) and 24.

Tramore, Co. Waterford
June 2 and 21.

Tre-Arddur Bay, Gwynedd
June 15, 16, 24 and July 27 (twice).

Tynemouth, Tyne and Wear
June 10, July 8, 16, 17, 21 and August 23.

Walmer, Kent
June 2, 8, 13, July 7 (twice), 22, August 17, 20 and 25.

Wells, Norfolk
June 30, July 17, August 10, 15 (twice) and 29.

West Kirby, Merseyside
June 14 and 23.

West Mersea, Essex
July 1, 8, 9, 22, 28, August 4 (3 times), 5, 10, 15 and 24.

Weston-super-Mare, Avon
June 7, 22, 23, July 6, 21 (twice), 26, 27, August 5 (5 times), 6, 7, 14, 19 (twice), 20, 23, 26 and 27.

Whitstable, Kent
June 14, July 3, 4, 9, 13, 21, 25, 26, 28, 30, 31, August 4, 7 (twice), 8, 9, 16 and 17.

Withernsea, Humberside
July 31 and August 12.

Yarmouth, Isle of Wight
July 6, August 1, 10 and 25.

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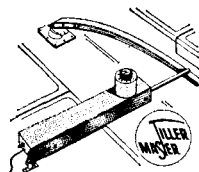
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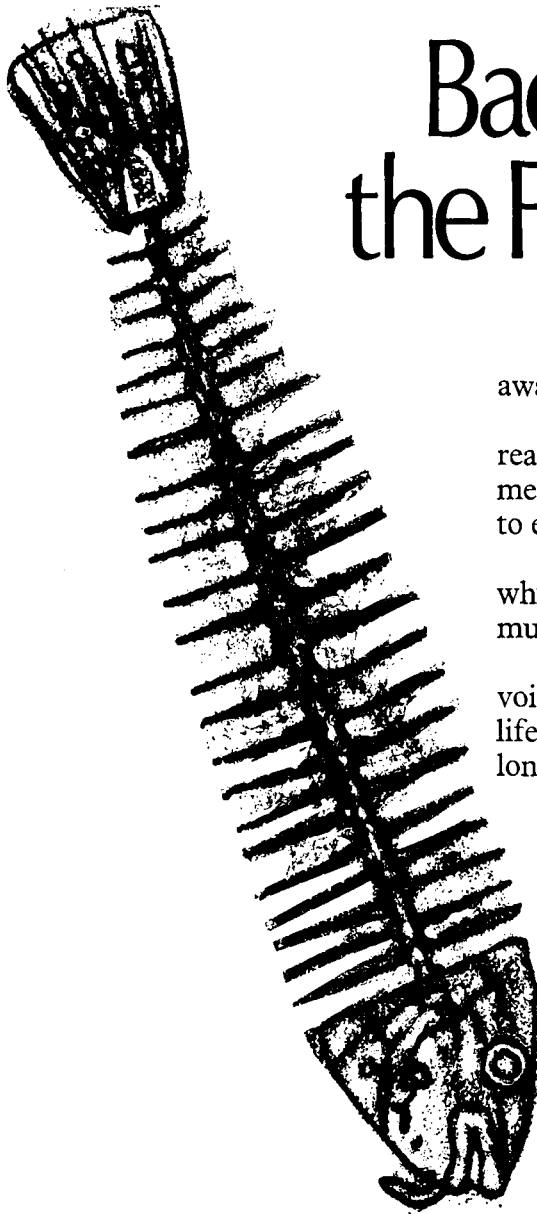
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