

THE LIFEBOAT

THE JOURNAL OF THE RNLI



'AIRFLOW' COAT JACKET & LIGHTWEIGHT JACKETS ARE WATERPROOF OUTER CLOTHING
FREE FROM CONDENSATION

FUNCTIONAL COLD WEATHER JACKET TROUSERS, BREECHES & ONE PIECE SUIT IN DEEP PILE ARE BODY CLOTHING

Ralph Lee, Technical Editor
'Camping & Caravanning'

...the finest outdoor garments I have ever seen ... not just good material and well made. It is the amount of thought that has gone into the design that delights me ... I give this firm top marks

Bill Boddy in 'Motor Sport'

... A really top-class conscientiously made product ... the Rolls Royce of bad-weather, keep-warm clothing ... clearly the best possible for outdoor work and play ...

Derek Agnew, Editor of 'En Route'
Magazine of the Caravan Club

I have been giving an extensive wear trial to outdoor clothing made by Functional of Manchester ...

All I can say is that one motoring magazine's description of Functional as the Rolls-Royce of outdoor clothing is thoroughly accurate. If there was a better epithet I would use it.

I have sat fishing without moving in torrential rain for six hours. I have been all day in the middle of windswept lakes and I have never experienced the slightest discomfort. There are pockets galore, really strong zips wherever they are needed and rain and wind could be non-existent for all the effect they have on you.

For the caravanner who wants only the best I thoroughly recommend this range. You cannot buy it retail, but only direct from the manufacturer ...

Chris Bonington in
'Annapurna South Face' 1971

Functional JACKET(S) designed and manufactured specially for the expedition were completely waterproof with ... foamliner(s) ... giving up to seven layers of air. This insulation meant that there was no precipitation of ice from condensation on the inside of the jacket ... and ensured great warmth ... the material never froze up or became over stiff ...



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Letter of 28 February 1974
from Assistant Superintendent (Stores)
Royal National Life-boat Institution

Your company's protective clothing has now been on extensive evaluation for over two years and I am pleased to advise that the crews of our offshore boats have found the clothing warm, comfortable and a considerable improvement.

The issue of your clothing is being extended to all of our offshore life-boats as replacements are required.

Extracts from Report on
Functional Clothing
by Bill March, a very
experienced British
Mountain Guide

JACKET 'Airflow' in
Dunlopure coated nylon
with internal Foamliner

... There is no doubt that the air flow principle in this jacket is very successful in alleviating the perspiration/condensation/dampening syndrome which bedevils all current makes of mountaineering waterproof clothing ... In winter the jacket functioned perfectly in all conditions.

COLD WEATHER

JACKET in Borg deep pile

Worn in conjunction with the Functional outer jacket with one liner was adequate for the coldest and wettest conditions found in a Scottish winter.

Since acquiring the jacket conventional insulation clothing and down jackets have not been necessary.

Verglas in 'Motoring News'

... to Lapland for the Tunturiralli, protected from the icy effect of the Arctic cold by garments made in Manchester by Functional snug and warm in temperatures often as low as minus 40°C.

The outer jacket makes most rally jackets look like towelling wraps ... all weather protection in seconds.



CLOTHING FOR ACTION FIT FOR FUNCTION WARM IN WINTER COOL IN SUMMER

WINTER WARMLINER CONTOUR HOOD OVERTROUSERS LEGGINGS CAP HILBY BOUTAINI TURTLENECK THERMOLINER

THE LIFEBOAT

Autumn 1975

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Volume XLIV Number 453

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COVER PICTURE

After naming the new Whitby lifeboat, *White Rose of Yorkshire*, on May 21, HRH the Duchess of Kent went aboard to meet the crew. (l. to r.) Lieut.-Commander H. F. Teare, RD RNR, divisional inspector of lifeboats north east, Coxswain Robert Allen, the Duchess of Kent talking to Captain David Stevenson, Whitby honorary secretary, and Crew Members Dennis Carrick, Alfred Headlam and Howard Bedford. Facing Her Royal Highness on right, ILB Senior Helmsman Mike Coates and Crew Member Barry Mason. The photograph was taken by T. M. Carter.

Editorial: All 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.

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NOTES OF THE QUARTER

by the Editor

HM COASTGUARD are to move their headquarters from London to Poole following the move already made by the RNLI. A new central search and rescue information room will be established at the new Coastguard headquarters. These moves were announced at a press conference given by Stanley Clinton Davis, Parliamentary Under-Secretary of State for Shipping. He also announced that the Ministry of Defence had agreed to allocate Sea King helicopters of the Royal Navy, based at Culdrose and Prestwick, for search and rescue duties. These helicopters, which can rescue up to 12 people at a time and can hover at night under computer control, have hitherto had other priority tasks. These tasks they will continue to fulfil but they are being put on stand-by for search and rescue duties for 24 hours a day and seven days a week.

These changes are, of course, warmly welcomed by the RNLI as further examples of the increasing co-operation between the different bodies concerned with search and rescue at sea, all of which maintain their independence but work in growing harmony.

Mr Clinton Davis also announced the publication of an excellent booklet published by the Department of Trade entitled *United Kingdom Marine Search and Rescue Organisation 1975* (HMSO £1.50). This explains the part played by the different organisations in search and rescue with admirable clarity.

100,000th life saved

On May 28, 1975, Stuart Nixon, a 13-year-old boy from Liverpool, was rescued by the New Brighton inshore lifeboat after he had drifted out to sea in a small rubber dinghy in a force 4 to 5 wind. His was the 100,000th life to be

saved since the RNLI began to keep detailed records of operational activities in the 1850s. The helmsman of the New Brighton ILB on this occasion was Bev Brown, who was recently awarded the RNLI's silver medal for gallantry; the crew member was Tony Steen.

How many of the 100,000 lives saved have been those of foreign nationals has not been established, but the figure is certainly a high one. With increased activity in British coastal waters by vessels of all nations the number is steadily growing, and the international role of the RNLI is becoming more and more important. As will be seen in the report of the 12th International Lifeboat Conference held at Helsinki, which appears on page 48, the delegates unanimously expressed the wish that the RNLI should continue to provide the central secretariat for lifeboat organisations everywhere.

International activities

The international nature of the service has been emphasised by many events taking place in the last few months. In June it was agreed that the Arun lifeboat stationed at St Peter Port, Guernsey, should stand in for the French lifeboat stationed at Goury la Hague and act for her while she was undergoing survey. In July the 70'

lifeboat *Grace Paterson Ritchie*, which is normally stationed at Kirkwall, paid a brief visit to the Faroes with the new Deputy Chairman, Lieut.-Commander P. E. C. Pickles, MBE, JP, RNVR, on board. All expenses were met by the Faroese Government.

In May a lifeboat from Western Germany paid a visit to the Scilly Isles to commemorate the 100th anniversary of the wreck of the German vessel *Schiller*. Another welcome visitor from Germany was a former airman, Rudolf Graf, who was rescued during the last war by the Clovelly lifeboat after his Heinkel bomber had been shot down over the Bristol Channel. He came back to thank the former Clovelly coxswain, George Lamey. A New Zealander, William Hewlett of Auckland, also recently recognised a service by an RNLI lifeboat during the last war by sending a donation.

Recent visitors to the Institution's Headquarters at Poole have included a Swedish Government Search and Rescue delegation headed by Bjorn Bergh; Admiral Sargent of the US Coast Guard; T. Nishida, representing the Japanese lifeboat Institution; N. Lishman, founder of the Bermuda Search and Rescue Committee; and Dr Nexih H. Neyzi, Director-General of the Turkish Maritime Bank, which finances and

Visit to Clovelly: Rudolf Graf meets once again members of the crew who rescued him from the Bristol Channel after his Heinkel bomber had been shot down. (l. to r.) Ex-Mechanic Charles Shackson, ex-Bowman Oscar Abbott, ex-German Airman Rudolf Graf and ex-Coxswain George Lamey.



Visit to the Faroes: Grace Paterson Ritchie, the 70' Clyde lifeboat normally stationed at Kirkwall, lying in Sand Harbour.





Major-General Ralph Farrant, new Chairman of the Institution.

controls the lifeboat service in Turkey. With the exception of Admiral Sargent, who was visiting this country in connection with his election as an honorary life governor, all the other delegates were interested in obtaining advice and information concerning the RNLI.

To mark the 35th anniversary of the evacuation from Dunkirk a lifeboat of the Waveney class formed part of the flotilla which visited Dunkirk from May 23 to 25. The opportunity was taken to familiarise members of the Ramsgate crew with a boat of this class, one of which will shortly be stationed there.

The new Chairman

Leading the RNLI's delegation to the 12th International Lifeboat Conference was one of the last tasks undertaken by Commander F. R. H. Swann, CBE, RNRV, as Chairman of the RNLI. In recognition of the outstanding services which he has rendered since joining the Committee of Management in 1953 it was decided that the new Waveney lifeboat to be stationed at Ramsgate

should be named *Ralph and Joy Swann*.

The new Chairman is Major-General R. H. Farrant, CB, who has been a Deputy Chairman of the Institution since 1972. He has much practical knowledge of small boat design and has been particularly involved in the development of the RNLI's new fast lifeboats. Among the posts he has held has been that of Chairman of the Royal Yachting Association's Olympic Committee.

Lieut.-Commander P. E. C. Pickles joins the Duke of Atholl as one of the two Deputy Chairmen. He has long experience of voluntary work for the RNLI and was Chairman of its Scarborough branch for many years.

Prince of Wales's tribute

Much interest was aroused by the Prince of Wales's speech in the House of Lords on June 25, when he made a spirited and eloquent plea for more opportunities for the young to be involved in voluntary work. An outstandingly successful example of this which he cited was the United World College at St Donat's Castle in South

Wales, generally known as Atlantic College, where the pupils have operated a rescue service, including an ILB, for some years. The Prince of Wales also paid a warm tribute to the work of the RNLI generally, adding:

'I urge on them the importance of involving as many young people as possible in their work to capture their enthusiasm and sense of adventure.'

Life savings for the RNLI

An elderly lady recently called at the Ebury Street Offices of the RNLI with £100 in cash. She asked for her name not to be disclosed and then explained that the sum represented the life savings of her husband and herself. Her husband was now bedridden and she herself could hardly see. They would, she said, soon be 'accommodated by the State'. The couple had spent their last holiday in Cromer, where they had been so impressed by the selflessness of the crew and the speed at which they put to sea to save life that they wanted all their savings to go to the RNLI.

Bull Point Lighthouse, Bristol Channel, was opened by Captain David Tibbitts, SSC RN, Deputy Master and Chairman of Trinity House and an ex-officio member of our Committee of Management. Designed by a Trinity House team headed by Ian Clingan, the new Bull Point Lighthouse replaces the first lighthouse at Mortehoe, established in 1879 and destroyed by a cliff landslide in 1972.



CAPSIZE OF DUTCH LIFEBOAT

WITH GREAT REGRET we have to report that the Royal North and South Holland Lifeboat Institution lifeboat *Christiaan Huygens* of Den Helder capsized on March 26, 1975. Two of her crew of three lost their lives.

At about 2145 red flares were sighted by the Coastguard at Kykduin. It seemed that a yacht was in danger. At 2200 *Suzanna* left harbour with *Christiaan Huygens*, her daughter-boat, in

tow. The wind was north west force 4 to 5. Reaching the position at 2300 they found the German yacht *Hasco III*, on passage from Ijmuiden to Helgoland, stranded on the wreckage of *Friesenland*, sunk in 1965, on the Noorderhaaks Sands.

Suzanna could not get closer to the yacht than a mile because of the shallow water and low tide, so *Christiaan Huygens* set out with J. Post, C. van der Oord and A. van Duivenbooden as crew. Soon after she left at 2330 radio contact was lost, and flares from

Suzanna were not answered by the daughter-boat.

Helicopters were called out and rescued *Hasco III*'s crew of seven and A. van Duivenbooden; swept by strong currents, he had been stranded unconscious on the sands and managed to reach the yacht. It was then learnt that *Christiaan Huygens* had broached and been capsized by an exceptionally high wave. The search continued, but the other two crew members, J. Post and C. van der Oord, were dead when they were found.

SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1975 to June 30, 1975: Services 561 lives saved 199

THE STATION FLEET

(as at 30/6/75)

135 station lifeboats

122 inshore lifeboats operating in the summer

LIVES RESCUED 100,088

from the Institution's foundation in 1824 to June, 30, 1975

SWANAGE CENTENARY

1875 - 1975

One hundred years of being needed—and being there

*'When we're needed—we're needed!
And when we're needed, we'll be there!'*

THESE WORDS of a Swanage coxswain, logged in the station history, are a promise this little Dorset town has been proud to fulfil. Opening the commemoration celebrations of the centenary of the station at Stone Quay on Sunday, July 27, the chairman of the branch, M. C. Hillier, paid tribute to the loyalty of the sons of the Swanage families; for 100 years nearly all members of the lifeboat crews have been Swanage born and bred.

Sunday, July 27, was a day of shimmering heat; the beach crowded with families on holiday; the bay populated with bathers and small boats; and on the horizon a mirage of cliffs and sails closed the gap between Hengistbury Head and the Isle of Wight. As lifeboat people gathered for the service of thanksgiving and blessing, to be conducted by the Rev. David Bailey, Rector of Swanage, R.L.P., the present lifeboat, and *Gill*, the ex-Runswick Liverpool lifeboat now owned by Paul Neate, deputy launching authority, Poole, came to anchor off the quay. A maroon was fired from R.L.P. It took its course right over Peveril Point.

In the disaster which precipitated the setting up of the Swanage station, Peveril Point and Poole lifeboat had both played a part, the one in the wreck, the other in the rescue. On January 23, 1875, the brigantine *Wild Wave* of Exeter was wrecked on Peveril Ledge in a southerly gale. At 0500 when rockets were fired she was on her beam ends. After tremendous efforts, made in the dark hours before a winter dawn, four men and a boy were rescued by Coastguards in four-oared open boats. Chief Officer John Lose was awarded the RNLI silver medal for gallantry for this rescue.

A telegram had been sent to Poole, whose lifeboat *Daylight* was towed round by the tug steamer *Royal Albert*, but they had seven miles to struggle through the gale and when they arrived the survivors had just been taken off.

J. C. Robinson, of Newton Manor, was on the shore, and he was a man of action. That same day he wrote a letter to *The Times*; it was published on January 26. This letter he preserved with other papers in a scrapbook now

housed at the Library in Dorchester.

'Swanage has hitherto had no lifeboat,' he wrote, 'but after this morning's work we shall supply that want.'

Mr Robinson describes how Coastguards took out two boats and used rocket-firing apparatus, but how the boats could not get near enough; how a telegram was sent to Poole; how, at daylight . . .

'... five dark sodden bundles, rather than living creatures were seen, all clustered together, clinging to a mass of tangled rigging, at the highest part of the ship's hull.'

Coastguard boats were manned again, and nine men went out with Chief Officer Lose. The wind moderated and shifted a point or two.

'Soon we see a coil of rope thrown from the largest boat and caught by one of the living "bundles" on the ship's hull, and in a few minutes (thanks be to Heaven!) all five—one a very small one, a poor little benumbed lad of 10 or 11 (who had been washed off once and caught again by the 'scruff' of the neck like a drowning dog) were safely stowed in the boat.'

Soon after 0700 the Poole boat arrived; before 1000 *Wild Wave* was a thing of the past.

'Now, Sir, I have written this account less to record the excellent discipline, efficiency, and gallantry of the Swanage Coastguard, than to call attention to the urgent needs of the district and the adjacent coast. It will scarcely be believed that along all the line of the coast of Dorset and Hants, from Portland to Hurst Castle, there is not a single lighthouse nor a single harbour of refuge!'

Mr Robinson was prepared to take direct action himself. Both he and G. Burt, of Purbeck House, at the scene of the wreck proposed to present £20 each towards a lifeboat. But on the same day that Mr Robinson's letter appeared in *The Times*, Richard Lewis, RNLI secretary, wrote to him:

'With reference to your letter in *The Times* of today, describing the wreck of the brigantine *Wild Wave* off Swanage on Saturday Morning last, and speaking of the formation of a Lifeboat Establishment at that place, I beg to say that I

have no doubt the National Lifeboat Institution will be quite prepared to organize a Lifeboat Station at Swanage should it be found desirable and practicable to carry out your suggestion.'

It was found desirable and practicable, and the lifeboat *Charlotte Mary* was on station at Swanage the following September. Moreover, Trinity House erected a lighthouse on Anvil Point in 1881.

Since then, as Major-General R. H. Farrant, chairman of the Committee of Management, recalled when presenting the centenary vellum to Captain D. A. N. Aldridge, honorary secretary of the station, the Swanage lifeboat has launched nearly 500 times and rescued 327 lives.

In the 100 years there had only been one tragedy to a Swanage crew. Coxswain William Brown was lost overboard on January 12, 1895. His daughter, Miss Janet Brown, was at the centenary celebrations. So was Robert Charles Brown, who, as assistant motor mechanic in 1934 was awarded the bronze medal for going overboard and rescuing an unconscious man from the yacht *Halley Lise*, and who was coxswain from 1941 to 1966; and the present coxswain, Ronald J. Hardy, who was awarded the bronze medal in 1970 for rescuing a youth washed off the rocks into a cave.

Receiving the centenary vellum, Captain Aldridge said:

'We are often asked why the lifeboat service is voluntary—well no government could afford the cost of the danger, discomfort and unsocial hours. Judged by commercial standards lifeboatmen are beyond price. But there are always volunteers ready and willing to come forward and give their time, and if necessary their lives, in the service of others. This vellum marks a hundred years of service by such men and honours them. It inspires others to come forward and give another century of selfless service.'

Swanage will be going forward into her next hundred years with a new lifeboat, for she will soon be taking delivery of a 37' 6" Rother class boat, *J. Reginald Corah*.

AGM 1976

The next annual meeting of the governors of the Institution and the presentation of awards will take place at the Royal Festival Hall, London, on Wednesday, April 14, 1976.

* * *

We regret that in the report of the 1975 AGM, published in the summer issue of *THE LIFEBOAT*, the word 'hand' was omitted from the end of the third line of the second verse of the poem written in honour of the RNLI's 150th Anniversary by Michael Burn. Copies of the corrected poem are available from RNLI Headquarters, Poole, on request.



Severe gale: Faithful Forester, Dover's 44' Waveney lifeboat, on exercise last September in winds of Force 9.

LIFEBOAT SERVICES

Ireland Division

Harbour tug to the rescue

AT ABOUT NOON on Saturday, January 12, 1974, the Royal Ulster Constabulary were told that a small dinghy was in difficulties off Ballgalley Head. Police Sergeant D. McCutcheon drove out to the Head and found that a man had set off from shore in a 12' GRP dinghy to pick up a friend's boat. He was now clear of the lee of the land, had lost at least one oar and the boat was being blown seaward.

The wind was west south west force 9 to 10 gusting 12 against the tide, causing a very confused sea; the height of the

waves was estimated as 4 to 5'. It was two hours after high water Larne.

The dinghy was fairly close inshore, and Police Sergeant McCutcheon, using the police car loud hailer, told the man to hold on and stay down in the boat. Larne Harbour was informed of the situation and, at 1215, sent out a message on channel 16 to motor tug *Dunosprey*, Master Thomas Mahood.

Dunosprey turned for Ballgalley Head at full speed, driving into a very confused sea; with the tug rolling and pitching very heavily and taking a lot of water, the crew faced considerable danger.

At 1230 *Dunosprey* sighted the dinghy and by 1240 had recovered both man and dinghy. She had difficulty in recovering the man as on the first approach it was thought that he could help himself; he was, however, very lightly clad and because of the cold had lost the power of his hands. *Dunosprey* backed off and then came right alongside the dinghy, when it took the combined efforts of four of her crew to lift the man inboard. The tug backed off again, then came alongside to recover the dinghy. By 1310 *Dunosprey* had arrived at Larne and landed the survivor and his dinghy.

There is no doubt that to take a harbour tug alongside a small dinghy and to lift the occupant out without injury in the conditions prevailing

demanding exceptional seamanship and shiphandling.

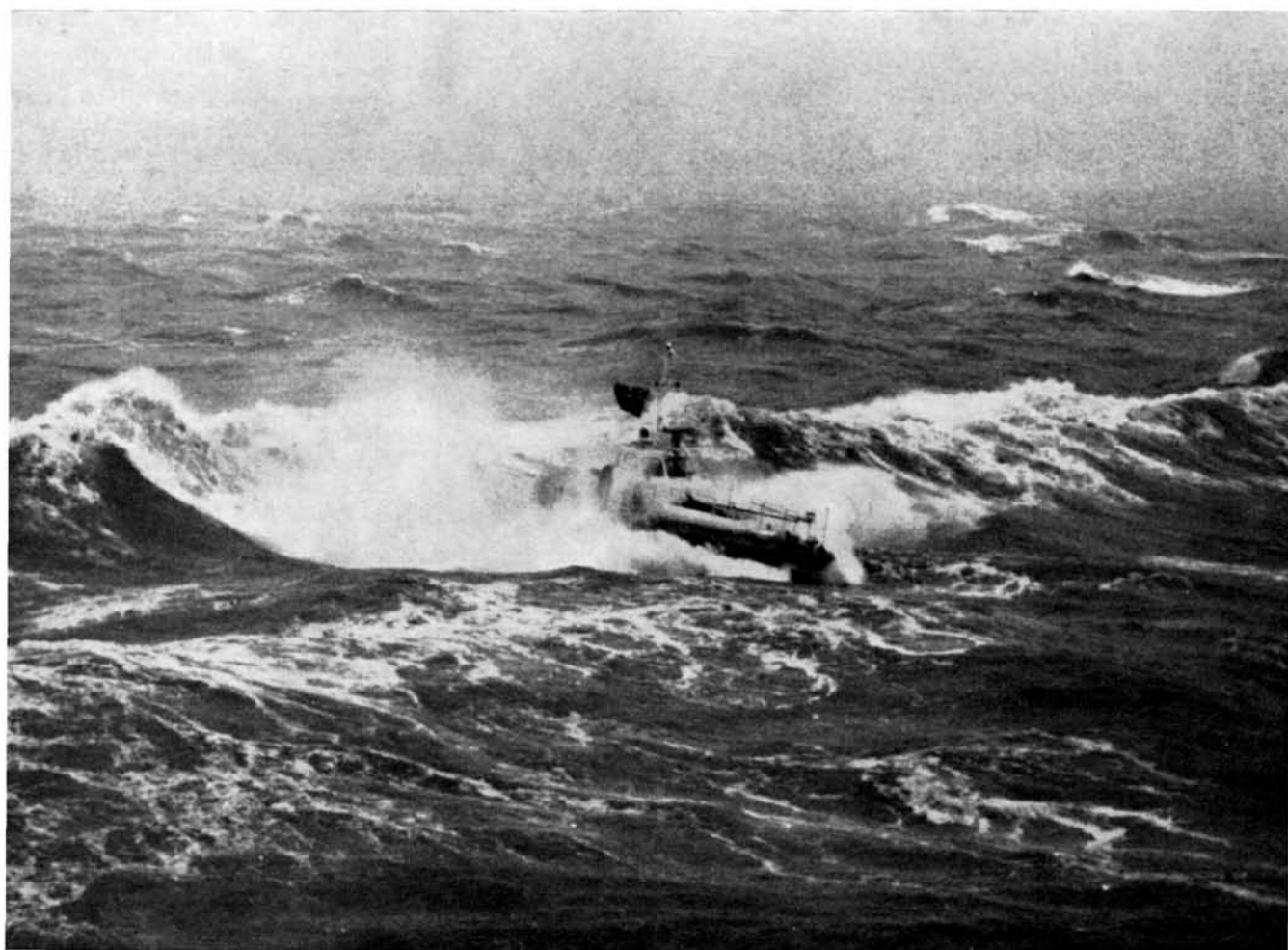
For this service a letter of appreciation signed by Commander F. R. H. Swann CBE, RNVR, chairman of the Institution, was sent to Thomas Mahood, Master of *Dunosprey*. William H. Kyle, mate, Malcolm Hall, chief engineer, Derek McKnight, second engineer, and deck hands John Richmond and Gavin McMurray received letters of appreciation signed by the director, Captain Nigel Dixon, RN.

North Eastern Division

On fire

A GLASS FIBRE cabin cruiser, *Stella*, was cruising in Bridlington Bay on July 14, 1974, about half a mile from the shore, when, at 1100, the passenger saw flames around the outboard engine and shouted a warning to the owner, whose back was to the engine. They could not get at the fire extinguisher and attempts to scoop water on to the flames proved ineffective; so, having jettisoned the spare cans of petrol, they both of them slipped into the water and clung to the side of the burning boat.

Richard and Reginald Tempest, two brothers, were out in their water-skiing boat when they saw the pall of



Photographs by courtesy of Ray Warner.

smoke in the distance; realising what it meant, they set off at full speed to help. Two other young men, David Head and John Winstanley, were preparing to launch their speedboat at Fraisthorpe when they also saw the fire; they immediately got under way and headed for the casualty.

There was a light variable breeze; the weather was fine and the sea smooth.

When the Tempest brothers arrived, just ahead of the other rescue boat, *Stella* was ablaze from stem to stern and both survivors were still clinging to her side. The heat was intense and the rescuers realised that there was a grave risk of the petrol tank exploding at any time. The Tempest brothers took their boat straight in to the casualty and the passenger, letting go the side of the burning boat, was lifted clear of the water.

The owner, who apparently could not swim, was reluctant to let go, even though he was receiving severe burns to his arms and hands. The young men in the second boat, which had now reached the scene, shouted to him to let go. Then a trailing ski tow rope from the first boat caught him and he let go of *Stella* and clung to the rope. Reginald Tempest jumped into the water to help him, but the men in the second boat called out that they would pull him clear; which they did.

Stella was now a blazing inferno. Her

owner had just been recovered from the water when her petrol tank exploded, throwing burning debris over a wide area. The two speedboats were only about 8 yards away.

Both boats made for South Beach at full speed and the Tempest brothers, who had their car close by, took the survivors, each with burns, to Lloyd Hospital, Bridlington, for treatment.

For this service framed letters of appreciation, signed by Commander F. R. H. Swann, CBE, RNVR, chairman of the Committee of Management, were sent to Richard Harold Tempest, Reginald Wesley Tempest, David Head and John Winstanley.

Scotland South Division Dinghy adrift off Inchcolm

AT 1644 on the afternoon of December 8, 1974, Queensferry honorary treasurer, who was deputising for the honorary secretary, was informed by the Coastguard that a man was in difficulty in a small dinghy off Inchcolm. The crew was assembled and Atlantic 21 B505 launched at 1700.

The wind was south west force 6 to 7 with a short, steep, breaking sea. The tide was one hour flood and against the

wind. It was after dark, overcast and very cold.

The ILB headed towards Inchcolm and despite continued nursing of the throttles buried her head into the sea; at times she was completely swamped. Near Inchcolm a particularly heavy sea hit her, carrying away the mast and shorting out the navigation lights and radio.

At about 1720 the ILB arrived off Inchcolm and, on hailing someone on shore, the crew were advised to close Swallow Craig rock. They fired a parachute flare and saw a man on the rock with the dinghy washed up at the base.

Despite the lee of the rock, Helmsman Ranald Mackay had some difficulty in closing. As he put the bow in, the two crew members, Gordon McAlpine and James Smith, jumped ashore with the painter, which was secured round a rock. While Ranald Mackay fended off they helped the man into the ILB and then pulled the dinghy up above high water mark.

The survivor, the Inchcolm boatman who had put out in the dinghy to tend his boat and then lost an oar, was put ashore at the landing on Inchcolm at about 1740. Luckily he was suffering nothing more than minor exposure and lacerations of the hands.

By now it had started to hail, and on her way back to Queensferry the ILB was continually awash and swept by



Decks awash in a near gale, Padstow's 48' 6" Oakley lifeboat, James and Catherine Macfarlane, tows home the 90' beam fishing trawler, Elizabeth Ann Webster, which had broken down off Tintagel Head.
Photograph by courtesy of C. Hughes.

spray until some lee was obtained off St David's. She returned to station at 1845.

For this service framed letters of thanks signed by Major-General Ralph H. Farrant, CB, chairman of the Institution, were accorded to Helmsman Ranald Durness Mackay and Crew Members James Crichton Smith and Gordon Joseph McAlpine.

South Western Division

Anchors dragging

ON MONDAY MORNING, April 7, the Coastguard informed Padstow honorary secretary that a 90' beam fishing trawler, *Elizabeth Ann Webster* of 112 tons carrying a crew of six, had broken down with gear box trouble 17½ nautical miles from the station on a bearing of 045°M. It was feared that her anchors would not hold in the deteriorating weather and that she would be driven ashore by a south-west gale which was imminent.

The 48' 6" Oakley lifeboat *James and Catherine Macfarlane* was launched at 1111 to stand by the trawler on a flooding tide in poor weather; visibility was limited to between one and seven miles. The sea was rough and the gale was by then blowing from the north west.

The trawler was reached by 1312. She was 2½ nautical miles off shore. Her anchors were not holding and she was being driven by an inshore wind of up to force 7.

After consultation with her skipper, it was decided to tow *Elizabeth Ann Webster* back to Padstow Harbour. It was a tough tow with *James and Catherine Macfarlane* having to pull a vessel three times her own weight.

Padstow Harbour was reached safely by 1838. The lifeboat returned to her station and was rehoused by 1915.

Ireland Division

Fire on the water

THE GARDAI telephoned Howth honorary secretary at 2325 on Monday, June 9, to say a patrol car at Malahide had reported what appeared to be something burning at sea off the High Rock between Portmarnock and Malahide. The honorary secretary looked out in that direction but saw nothing unusual. It was a flat calm night and he telephoned Motor Mechanic F. Hendy, who said that a net fishing boat was sometimes in the vicinity at night.

The honorary secretary telephoned the Gardai again to report and while they were speaking the Malahide patrol car confirmed the fire and the request to investigate. The maroons were fired at 2347 and the 47' Watson lifeboat *A.M.T.* slipped her moorings at seven minutes past midnight. When she arrived in the area the Gardai patrol car flashing light showed the position, but there was no sign of anything which might have caused the fire.

After a thorough search for an hour and a half the honorary secretary instructed Coxswain G. McLoughlin to return. The lifeboat was back on station at 0220.

North Eastern Division

Net in propeller

AT 1640 on Friday, May 30, Humber Superintendent Coxswain B. W. Bevan heard from the Coastguard that the fishing boat *Anina* of Grimsby was drifting with a net in her propeller 11½ miles south east of Spurn lighthouse. No other boats were in the area and there was a heavy swell.

The 46' 9" Watson lifeboat *City of Bradford III* was launched ten minutes later in a strong north by west wind and flood tide.

While on the way to *Anina* it was learnt that her skipper was suffering from chest pains. One of her crew made a link call via Humber Radio to a doctor, who diagnosed a heart attack and said the skipper needed hospital treatment.

As *Anina* had too much rigging and was rolling too heavily in the deep swell for a helicopter lift, and a tow would take some 5 or 6 hours, Coxswain Brian Bevan decided to take the skipper aboard the lifeboat and request a helicopter. This operation was carried out in very difficult conditions because the fishing boat had trawl doors slung on both her quarters and loose net and wires floating at her stern. She was laid broadside to the wind and was rolling heavily. The lifeboat approached on her port side and the sick man was transferred.

The lifeboat then set a north west course to rendezvous with the helicopter; it was now 1825. At 1915 the sick man was safely lifted by helicopter and the lifeboat was put about to go to the help of the drifting boat and her two remaining crew.

Anina had drifted before the strong wind and flood tide some 5 miles south of her first position. She was taken in tow at 1948 but headway of only 2 or 3 knots was possible against wind and tide. After a tow taking some 7½ hours *Anina* and her crew of two were brought safely to Grimsby at 0322. The lifeboat set out again at 0500, after taking on some fuel, arrived back on station at Spurn at 0547 and was rehoused and ready for service at 0818.

Ireland Division

Standing by

ON TUESDAY, January 14, at 0345, Rosslare Harbour honorary secretary received a telephone message from Rosslare Pier that mv *Timber Skipper* of London, carrying a crew of seven, had gone aground in very high seas 4 nautical miles off Cahore Point. Visibility was poor and a violent storm force wind was blowing from the south south west. Difficulty was experienced in establishing lucid telephonic communication with the informant because of the gale.

The 48' 6" Solent lifeboat *R. Hope Roberts* was launched at 0500 on a flooding tide in a very heavy swell. *Timber Skipper's* position was still uncertain, but the actual location was finally identified as Blackwater Bank.

The casualty was reached by 0620 and the lifeboat was by then 14 miles north east by north of the station. An examination of the bank from all sides showed that heavy surf extended for at least half a mile from *Timber Skipper*,

but that she was in no immediate danger as the shallow water was breaking the swell before it reached her. After veering down on the vessel, the lifeboat anchored in the surf and stood by to await daylight, when it was proposed to airlift the crew of *Timber Skipper* to safety by helicopter.

The lift began about 0840, and the helicopter crew asked *R. Hope Roberts* to stand by while the seven crew members of *Timber Skipper* were transferred to Blackwater Beach. The air operation was completed by 0930, the weather having already moderated at dawn. The lifeboat then returned to station, arriving at 1150.

For this service a letter of appreciation signed by the Director of the Institution, Captain Nigel Dixon, RN, was sent to Coxswain William Stafford and to the crew: Second Coxswain M. O'Brien, Motor Mechanic M. Wickham, Assistant Motor Mechanic S. Martley, Crew Members L. McCormack, S. McCormack and J. Pitt, and Deputy Launching Authority B. Miller.

North Western Division

Cliff Rescue

PEEL, ISLE OF MAN, honorary secretary was alerted at 2130 on Tuesday, June 3, by the Coastguard. A man was trapped on the cliff face 1½ miles south east of Peel. He had slipped while on a bird watching expedition and slithered down to about 20 or 30' from the bottom of the cliff. His companion had fortunately been able to clamber back up and raise the alarm. The coastguard said the cliff rescue team would attempt to rescue the man but the help of the 18' 6" McLachlan ILB might be needed.

At 2220 this help was definitely requested and the ILB launched at 2230 in south-westerly light airs and a smooth sea. The tide was ebbing. She arrived at the scene at 2250, where a search was being made from the top of the cliffs and the bottom, but without success. A parachute flare fired from the ILB illuminated the area, and her crew spotted the man about 100 yards from the original cliff working position. Cliff gear was moved to the new position and Auxiliary Coastguard H. Phillips (who is also a Peel ILB crew member) was lowered to the casualty.

After several unsuccessful attempts to lower the man to the ILB, this course was abandoned and Coastguard P. Molden was lowered down the cliff to help haul the casualty to the cliff top. The man was eventually recovered at 0050 with only minor cuts and bruises, but suffering from cold and slight shock. At 0100 the ILB left the scene of the incident and returned to station. The Coastguard recorded that her help had been invaluable, both in communications and because her crew had been able to light the cliff face with an Aldis lamp. Knockaloe Beg, the scene of the rescue, is shown to the right.

South Eastern Division

Dinghy and motorboat

SHOREHAM HARBOUR ILB launched at 1519 on Tuesday, May 27, two minutes after the honorary secretary had been informed by the Coastguard that a dinghy had capsized one mile off Lancing. The sea was smooth with strong north-east-by-northerly winds.

On arrival a sailing dinghy was found righted but with her mainsail parted. The helmsman was transferred to the ILB and landed with his dinghy.

Meanwhile, another message reported red flares about 2½ miles south east of the harbour. The ILB setting out again found the motorboat *Buccaneer* with a fishing vessel *Sea Quest* standing by. *Buccaneer* was taken in tow to the

harbour and berthed at Kingston Wharf. The ILB returned to station at 1637.

The owner of the sailing dinghy made a donation to the Institution's funds.

North Eastern Division

Capsized rowing boat

TWO FISHERMEN of Newbiggin launched their ferrier rowing boat to go out to their keep-box moored offshore at about 1115 on Friday, January 31, 1975. When only a short distance from the shore, some 50 to 60 yards, the rowing boat, hit by two successive large waves, was driven under stern first and capsized, throwing the men into the water.

The incident was seen by Coxswain George Dawson, Motor Mechanic Clifford Hancox and other fishermen.

Knockaloe Beg, Isle of Man, showing position of Peel ILB and route by which casualty was rescued by Auxiliary Coastguard H. Phillips and Coastguard P. Molden.

(Below) Weymouth lifeboat, the 52' Barnett Frank Spiller Locke, leaving harbour at 1507 on Thursday, June 12, to help four canoeists reported in difficulty off Bowleaze Cove. The wind was gale force north-north-easterly, the sea rough with a flooding tide. The lifeboat sighted and picked up three people and four canoes. The fourth canoeist was rescued by helicopter and winched down to the lifeboat.

Photograph by courtesy of J. H. Lucking.



Clifford Hancox immediately ran back to the boathouse for the line throwing apparatus, as there was a chance that the line could reach the capsized boat. Unfortunately it fell just short and the tide was carrying boat and men away to westward.

Coxswain Dawson, realising the urgency of the situation, fired the maroons at 1124, informing the honorary secretary and Coastguard of his action. Meanwhile, John Robinson, who had come down to the beach on hearing of the accident, launched his coble *Margaret Lisle* with the help of other fishermen.

Mary Joicey, Newbiggin's 37' Oakley lifeboat, was launched from her carriage at 1132, just after *Margaret Lisle* had entered the water and set off towards the capsized boat, some 150 yards offshore.

It was just turned low water. The wind was south west force 3. There was a moderate swell and the sea in the bay was rough and breaking inshore. Although the seas on launching did not cause the lifeboat much trouble, John Robinson in *Margaret Lisle* had to take evasive action to avoid broaching. When he arrived at the capsized boat there was only one person still holding on to it.

To try to break the motion of the breaking seas while John Robinson and his crew recovered the survivor, Coxswain Dawson circled the casualty with the lifeboat. The man had been in the

water about 20 minutes and was very exhausted. Bob Dawson gave him artificial respiration, while John Robinson, because of his concern for the survivor and sea conditions inshore, returned to the beach where an ambulance was waiting. The survivor was taken to hospital and recovered satisfactorily.

Coxswain Dawson continued his search further to westward. It was taking him closer inshore, where, with the shoals, the seas were very rough and breaking continually. On occasions the lifeboat was seen to be on her beam ends; she was being swept by breaking seas, was reported to have touched bottom twice and in these conditions close inshore there was always a risk of capsizing. Despite these hazards Coxswain Dawson pressed on with the search with great skill and courage.

At 1138 a 'flash of yellow' was seen in the breaking seas. Coxswain Dawson managed to bring the lifeboat alongside this object which turned out to be the hood of the other casualty's oilskin. The man was completely submerged. He was taken aboard the lifeboat and immediately given artificial respiration.

At 1152 a helicopter from RAF Acklington arrived on the scene, winched the survivor from the lifeboat and took him direct to Ashington Hospital, where he was showing signs of breathing. Unfortunately, however, he did not respond to further treatment and died.

The lifeboat returned to the beach

at 1200 and was re-housed and ready for service at 1245.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain George Dawson and Skipper John Robinson. Vellum service certificates were presented to the crew of *Margaret Lisle*, George Dawson Robinson, William Twizell Dent, Robert Dawson, John Lisle Twizell and George Miller Dent, and to the crew of the lifeboat *Mary Joicey*, Motor Mechanic Clifford Hancox, T. Martin, W. Smailes, R. Rowe, H. Hepple and R. Wrigglesworth.

We regret to record that some time after this service John Twizell was killed in an accident at sea.

South Western Division

French Yacht

A MESSAGE came from the Coastguard to Salcombe honorary secretary at 1335 on Thursday, May 1, to say that the French yacht *Alchuader III* was unable to manoeuvre due to the very strong winds and the fact that her steering gear was broken. A French trawler which was in the vicinity was unable to take the yacht in tow. So, at 1405, the 47' Watson lifeboat *The Baltic Exchange* set out to her assistance in a gale force west-south-westerly wind and a rough sea. It was two hours before low water.

Alchuader III was drifting in the main shipping lanes 18 miles south of Prawle Point and her crew were therefore in danger. On reaching the yacht at 1655 the lifeboat took her in tow safely back to Salcombe, where her crew of four were landed. After completing her service *The Baltic Exchange* returned to her moorings at 2140.

The French crew were most appreciative and congratulated the crew of Salcombe lifeboat on their speed and help throughout the incident.

South Western Division

Only flare fired

A RED FLARE fired from a position about 7 nautical miles south east of Berry Head was reported to Torbay honorary secretary by the Coastguard at 0609 on Wednesday, March 12. The 52' Barnett lifeboat *Princess Alexandra of Kent* set out to investigate at 0625, at high water, in overcast weather with visibility of 5 nautical miles. The sea was choppy and a moderate breeze was blowing from the north.

The Coastguard answered the distress call with white rockets and put out a general call on VHF to any vessels in the immediate vicinity. A local fishing boat responded and made for the casualty's position, arriving about 6 minutes before the lifeboat, which found the casualty by using her radar.

The distressed vessel was a 28' cabin

continued on page 69

ANNUAL AWARDS

1974



Coxswain Tom Tart, Dungeness.

Helmsman Edward Brown (left) and Crew Member Robin Middleton, New Brighton. Photograph by courtesy of Brian Stevenson.



The Maud Smith Bequest Award for the bravest act of lifesaving by a member of a lifeboat crew in 1974 has been awarded to Coxswain Tom Richard 'Ben' Tart of Dungeness. On February 11 the Dungeness lifeboat under Coxswain Tart's command landed an injured man from *MV Merc Texco* in exceptionally rough seas and winds of hurricane force. The lifeboat was launched in the worst conditions ever experienced at Dungeness.

The Ralph Glistler Award for the most meritorious service of 1974 by the crew of an ILB has been made to Helmsman Edward B. 'Bev' Brown and Crew Member Robin Middleton of New Brighton, who saved the crew of *MFV E.B.H.* on June 9. Edward Brown had to drive the ILB over a groyne on to the deck of the casualty and Robin Middleton boarded the vessel to save an injured man.

The James Michael Bower Fund. Monetary awards from this fund are being made to the seven men who received the RNLI's silver medal for gallantry for services during 1974. In addition to Coxswain Tart, Helmsman Brown and Crew Member Middleton, these are Coxswain Albert Bird and Motor Mechanic Ian Jack of Aberdeen, and Coxswain John H. W. 'Joe' Martin and Dr Peter Davy of Hastings.



1: Tractor driver and helpers back tractor out through shallow water to meet lifeboat and . . .



2: . . . receive from her crew a heaving line to bring wire through ruffle hole in boat's forefoot.



3: As tractor hauls boat in, shore helpers lay heavy skids over which she will be beached.



4: She is kept on even keel with balancing poles which support her while she is hauled on to . . .



5: . . . channel track of little turntable (left) on which she can be swung round to convenient position for mounting on carriage. Tractor moves round carriage . . .



6: . . . and hauls boat on. Aligning of turntable with carriage is critical. Securing chain is rove through an after ruffle hole to prevent boat overriding carriage.



7: (Left) Journey home begins over beach and up slipway, with chock at the ready behind carriage track.

8: Home to boathouse along promenade, Coxswain John King in attendance (right).



After she returns to shore . . .

A service is not completed when a lifeboat reaches her home port. Before crew and shore helpers can disperse, summer or winter, day or night, boat must be rehoused, refuelled and left ready for next launch. Photographs on this page are from a series taken by Jeff Morris of Bridlington's 37' Oakley housed carriage lifeboat William Henry and Mary King being recovered after a service on May 19.

Twelfth International Lifeboat Conference

HELSINKI, JUNE 2-6

'Most of our problems are common — let us solve them together'

by Patrick Howarth

THE CITY OF HELSINKI became associated with international conferences in the minds of millions in July of this year through the great assembly of statesmen who came together in the interests of what it is now fashionable to call 'détente'. Earlier in the year, at the beginning of June, another international conference was held in Helsinki at which there was happily no need of détente. This was the 12th international lifeboat conference. The hosts, the Finnish lifeboat society, chose as the conference theme the phrase 'most of our problems are common—let us solve them together'.

The Finnish lifeboat society proved to be ideal hosts in every way, and their organisation was impeccable. The chairman, Mikko Mannio, carried out the onerous task of managing a conference in a foreign language with exquisite tact and perfect control. The organisation under the direction of Captain Paul Lammi, general manager of the Finnish lifeboat society, was flawless. This is the fifth international lifeboat conference I have had the privilege of attending. It yielded to none in organisation and charm.

Delegations from 19 nations were present, and there were also observers from the Swedish National Administra-

tion of Shipping and Navigation and from the Sea Rescue Institution of Åland. Countries represented at the conference for the first time were Bermuda and the German Democratic Republic.

The Arun class lifeboat *Tony Vandervell*, under the command of Captain Roy Harding, made the journey to Finland under her own power and aroused much interest. The Finnish lifeboat from Kotka was also present, as were rescue vessels from Norway, Poland and Sweden.

The RNLI, whose delegation was led by Commander F. R. H. Swann, presented three papers. One of these was the work of Lieut.-Commander Gerard Dutton and was a comprehensive review of RNLI lifeboats in the twentieth century. The extraordinary command of his subject which Gerard Dutton evinced on this and other international occasions was again recognised by the delegates. Gerard Dutton has now retired from the service of the RNLI. His understanding of lifeboat problems, his expertise and dedication will be missed, not only throughout the RNLI, but in the whole international lifeboat community, of which he was for many years an outstanding member.

A paper prepared jointly by Surgeon

Captain F. W. Baskerville and Dr Geoffrey Hale, and presented by Captain Baskerville, on the origin and work of the Medical and Survival Committee of the RNLI led to a lively discussion, and the films shown, particularly the Ministry of Defence film, *Cold Can Kill*, impressed many of the delegates, to whom the extent of the RNLI's medical organisation came as something of a surprise. The third paper, which I presented, was based on the new technical publication *Lifeboat International*. From the discussion it became clear that it was the wish of the conference that this publication should continue to appear annually. Authority was given to the RNLI to publish at intervals of two years, if too few papers of interest were received to justify annual publication. *Lifeboat International* will not appear in the years in which an international lifeboat conference is held. The thanks of the conference were conveyed to Grahame Farr for the excellent work he does in editing this publication in a letter from the chairman, Mikko Mannio.

A film presented by the Japanese delegation, which showed the consequences of a collision at sea in November 1974 between a large Japanese tanker carrying liquified petroleum gas and a Liberian freighter, was a vivid illustration of what such a hazard can produce and of the gallantry of the rescue services. The Swedish delegation also gave details of a complex sea rescue exercise based on a collision.

New types of lifeboat were described in papers presented by the West German, Polish and United States delegations. The German boat was unfortunately prevented from being shown at the conference because of trouble with the machinery installation. The United States boat described was the US Coast Guard 41' utility boat. The Polish boat was a combined rescue and salvage vessel.

Items of equipment described included a new Dutch type of scrambling net and a South African night track indicator. Iceland, Italy, Norway, Spain and the USSR were among the countries whose recent lifeboat activities were described in papers, and the delegates were also interested to learn of the progress made in Bermuda and the German Democratic Republic.

Two resolutions were unanimously agreed by the conference. One expressed thanks for the voluntary efforts of

Tony Vandervell, the first glass fibre Arun, represented the RNLI lifeboat fleet at Helsinki. She will be stationed at Weymouth and is already at home in Portland Race.

Photograph by courtesy of HMS Osprey



women in support of lifeboat services. The other proclaimed the readiness of all lifeboat organisations represented to give advice on the provision of facilities for rescuing life at sea in other parts of the world if called upon to do so by the appropriate national authorities. There was some discussion on a proposal put forward by the Norwegian lifeboat society for an international lifeboat secretariat, but the conference decided to ask the RNLI to continue to act, as it has done hitherto, as the central secretariat body. This was in effect a powerful vote of confidence in

the RNLI, whose significance should not be minimised.

On one of the days of the conference the delegates and their ladies were all accommodated aboard a Finnish ice-breaker and had the opportunity of witnessing a complex exercise in sea rescue, involving a variety of sea and airborne rescue craft. The following day a service was held in the beautiful Taivallahti Church. This is a new building carved out of rock and circular in form. The ceiling is formed of thousands of strands of copper wire. It is a Lutheran church, with a stark, plain

décor and a finely carved stone altar. An impressive sermon was preached by a Finnish pastor. The hymns included *Abide with me*, the Finnish version being sung rather more vigorously than the English one.

The hospitality given by a variety of Finnish organisations, both official and private, was munificent, and the RNLI delegates were also entertained at a reception by the British Ambassador, Mr T. A. K. Elliott. It was agreed by the delegates that the 13th international lifeboat conference in 1979 should be held in the Netherlands.

SCOTTISH LIFEBOAT COUNCIL

ANNUAL GENERAL MEETING

The Freemason's Hall, Edinburgh, May 23

THE ANNUAL GENERAL MEETING of the Scottish Lifeboat Council was held in The Freemason's Hall, Edinburgh, on May 23 this year. Captain Alexander Ramsay of Mar, chairman of the Executive Committee of the Council, was in the chair at the beginning of the meeting in the absence of the Duke of Atholl, convener of the Scottish Lifeboat Council, who was unavoidably prevented from attending.

Captain Ramsay welcomed the unusually large number of delegates from all over Scotland and the Islands and read out a telegram of good wishes from the Duke of Atholl. He then informed the delegates with regret that the Duke had reluctantly decided to resign as convener owing to pressure of business which would necessitate His Grace being in the south more than in recent years.

Having served for three years on the Executive Committee of the Council the delegates from the branches at Dunbar, Girvan and Stirling retired and the branches at Banff, Lossiemouth and Prestwick were elected to send delegates in their place.

The presentation of awards followed—a ceremony which is always of great interest to all present. T. F. Nutman, divisional inspector (Scotland North) read the citation for the award of silver medals for gallantry to Coxswain Albert Bird and Motor Mechanic Ian Jack of Aberdeen. These medals had been presented to the two men by HRH The Duke of Kent, President of the Institution, at the AGM in London on May 8. Normally the accompanying vellums would have been the first presentation at the Scottish Meeting but they had been presented in Aberdeen by special arrangement earlier in the year.

The awards were presented by Lady McGrigor, wife of Sir Charles McGrigor, BT, who expressed her

pleasure at making the awards and referred to the constant inspiration of the spirit of the lifeboat service.

Later in the meeting Sir Charles McGrigor was nominated as successor to the Duke of Atholl as convener of the Scottish Lifeboat Council and was



Sir Charles McGrigor, unanimously elected convener of the Scottish Lifeboat Council.

elected unanimously. Sir Charles has served as a vice-convener of the Council for many years and is also a member of the Committee of Management of the Institution.

Captain Ramsay vacated the chair which was occupied by Sir Charles for the remainder of the meeting.

W. F. G. Lord, was then elected to serve as a vice-convener of the Council in place of Sir Charles McGrigor. Mr Lord has been honorary secretary of the Edinburgh branch for many years and is also a member of the Committee of Management.

As chairman of the Executive Committee, Captain Ramsay reported on the work of the previous year, including



The Duke of Atholl, former convener of the Scottish Lifeboat Council, with Mrs E. P. Hill, former secretary of Gourock ladies' guild. Mrs Hill, awarded a gold badge, had been unable to attend the AGM in London in May to receive her award; it was presented to her by His Grace at a luncheon party given by Mrs Hill for members of her guild.

mention of the production of a 'Lifeboat Map' and a new publicity leaflet for Scotland, both of which are the work of Dr W. J. Guild, a member of the Executive Committee and a senior lecturer at Edinburgh University.

In her report Miss E. M. Lloyd-Jones, organising secretary, Scotland, told an appreciative audience that the total money raised in Scotland during the year 1973/74 was £221,255. She congratulated all who had helped on the very hard work which this result represented.

The meeting was then thrown open for branch discussion, which was extremely lively and conducted with great good humour and enthusiasm. The outstanding efforts of some of the smaller guilds drew particularly warm applause.

The meeting concluded in an encouraging atmosphere of determined and continuing effort.

After the meeting there was an opportunity to inspect the Memorial Book of the Lifeboat Service commissioned by The Lord Saltoun, MC, a former convener of the Scottish Lifeboat Council. This book is a memorial to the lifeboatmen, known and unknown, who have lost their lives on service or exercise since the inception of the Institution in 1824.—E.M. L.-J.



Norman Clark (1902-1920), perhaps one of the best loved of North Berwick's pulling and sailing lifeboats, on winter service (left). Here can be seen something of the wild fury of which the sea is capable on this rocky shore.

Blue Peter III, the present 16' D class inshore lifeboat on summer exercise. Crew members are out on exercise every Sunday morning from the beginning of April until the end of October.



The Phoenix was Inflatable

NORTH BERWICK — OAR TO OUTBOARD

by Joan Davies

UNDER THE NEVER-CEASING INFLUENCE of current and tidal stream, the coastline of our islands quietly moulds its contours to the pattern of the sea. Equally, our seaboard towns and villages reflect in their industries, population and way of life the restless pressure of economic and social change. Old ways pass into reminiscence and dream; new ways break upon the scene with all the vigour and enthusiasm of youth.

To fulfil its purpose, the RNLI needs to be sensitive to, and ready to meet, the changing patterns of seafaring around the coast. There may come a time when the fire of lifeboat activity may die down in one locality; it may later be rekindled, but with different fuel.

Take, for instance, North Berwick on the south shore of the Firth of Forth. Here is a station which has seen much

change. Closed in 1925 after 65 years' service, as coastal traffic diminished, it sprang to life again in 1967 as a busy inshore lifeboat station, full of vitality.

North Berwick is a little town only half-an-hour's journey from Edinburgh. A single-line railway track leading down to it runs between fields and rocky cuttings splashed with the yellow of whin. Hares and grouse move off the line, without overdue haste, out of the path of the infrequent train.

Coming down to the shore, the first impression is of a rugged coastline, with rocks jutting out into little headlands dividing the harbour entrance from East and Milsey Bays; with rocky islets offshore overshadowed by the impressive white-capped pyramid of Bass Rock rising out of the sea to the north east. There is a sweep of beach

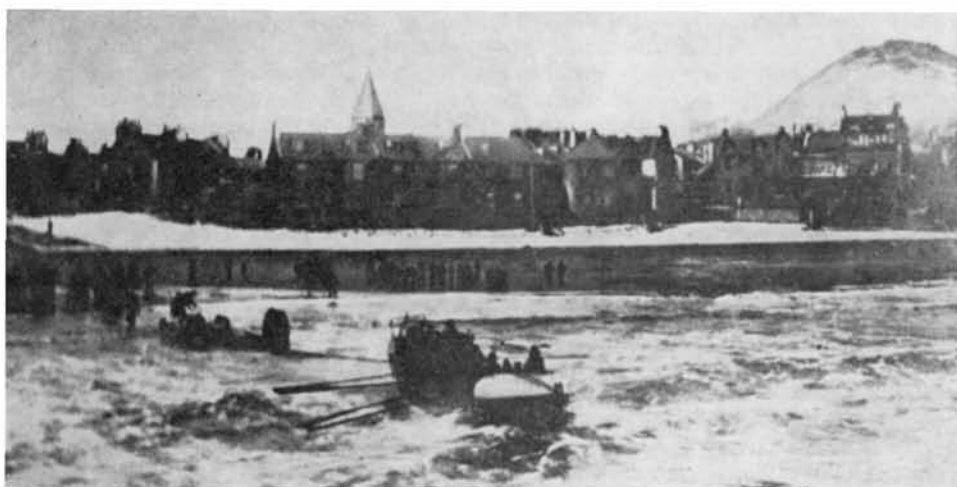
westward of the harbour, but once again rocks border its far end. Even on a quiet day the water round the rocks moves with the turbulence of restrained energy ready to break out in anger once aroused by rising wind.

Down by the harbour, the building which immediately commands attention is the East Lothian Yacht Club, housed in a tall old granary; a memorial to past sea trade, it is still very much at the heart of the seaboard life of the town. Commodore of the club, Alexander Auld, is one of the 'founder' members of the ILB crew. Fishing, lifeboat and sailing people meet in happy community in the beamed rooms where once agricultural commodities waited to be loaded on to small sailing coastal ships; potatoes and grain from the fertile hinterland (it is said that

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Yesterday: Norman Clark launches from her carriage on a bleak day with snow on the ground and dusting 'The Law', rising majestically above the town. Lifeboat crew and shore helpers would have come mostly from fishing families.



Cromwell's troops declared East Lothian oats to be the best they had foraged anywhere on their campaigns); guano, too, from Bass Rock.

There was a busy inshore fishing fleet in those days as well, and it was fishermen who manned the seven pulling and sailing lifeboats stationed at North Berwick from the time the station was established in 1860 until its closure in 1925. During those years the lifeboats launched on service 37 times and saved 64 lives.

Standing by the modern ILB whose maintenance is his pride, Tom Brown will tell you of the Marrs, the Browns, the Millers, the Thompsons and the Thorburns, all fishing families who in the old days lived in cottages alongside the harbour; he will tell you of how, when the lifeboat was launched from the old boathouse further up the street, the boat on her carriage was eased down the slipway by manning drag ropes; of how on one occasion the lifeboat came back from service black with tar, so that it took the womenfolk (who were always there to help with launching and recovery) nearly two days to clean her, using margarine; of how, as a boy, he used to collect the lifejackets from the crew as they came ashore, to take them up to the boathouse.

By the 1920's the pattern had changed. There had been a decline in small

coastal shipping and in fishing; there were to be motor lifeboats at Dunbar and Anstruther able, with their wider operational range, to watch over the approaches to the Forth. North Berwick station was closed.

Life went on, and North Berwick became more and more popular as a resort for holidays and, in the post-second world war years, for sailing. Now the town's population increases by something like three times in the summer months, and by even more at the weekends. There are still lobster fishing boats, but, in addition, there are the boats based on the yacht club, fleets of dinghies which meet to sail their championships on the waters of the Forth, and yachts on passage. There are bathers, too, and people climbing the rocks, exploring cliffs.

Aware of the new situation, after the introduction of inshore lifeboats into its fleet in 1963—a revolution made possible by the development of inflatable boat and outboard engine—the RNLi offered to station an ILB at North Berwick. A meeting was called in May 1966 between representatives of the Institution and the town to discuss the practical problems involved, and in July 1967 this new station became operational.

There had been a missed generation; a generation of boats, with the succession

going straight from the old pulling and sailing boats to the modern inflatable, and a generation of men. But the tinder had been kept dry; those men who would have been the crews in the intervening years were there to offer the knowledge on which the reopened station could be built and the experience for its administration.

The first honorary secretary of the ILB station was J. A. Stewart, who was concerned in publishing. He was followed by Lieut.-Commander J. D. Tweedie, RNVR, a sheep farmer with extensive ranching interests in South America. The present honorary secretary is Findlay Cessford, OBE, whose



... and on her way to the 'casualty' ...

Today: Preparing for exercise. (l. to r.) Senior Helmsman Graham Thorburn, 'Bengie' Pearson, Bob Bryson, Jim Pearson Helpers David Cochrane and Tom Brown (who maintains boat and boathouse in good order) and finally Paddy Hooton.



Blue Peter III launched ...



life has been concerned with the sea. William Dunn, a lobster fisherman, has been deputy launching authority since 1967. Backing up on shore are Ben Miller, Tom Brown and a whole group of experienced seamen.

On the water, there is a new generation of boat and man. There have, so far, been two D class ILBs stationed at North Berwick, first a 15' 6" Zodiac followed six years later by a 16' RFD. Both were provided by the enterprise of the young, for their cost came from funds raised by the sale of paperback books collected by viewers of the BBC programme 'Blue Peter'. Easy to launch, capable, with powerful outboard engines, of more than 20 knots, eminently seaworthy within their range of action, manoeuvrable and able to work in shoal waters and among rocks, these new rescue boats and all they meant caught the imagination of children all over the country; through 'Blue Peter' enough money was raised to pay for ILBs at four RNLI stations. Each of the two North Berwick boats has been named *Blue Peter III*.

These modern inflatable boats are just the tool for the job they have to do, but in them the crew are as exposed as they would have been in the old pulling and sailing boats, and the stresses imposed by an inflatable driven at high speed through rough water call for the resilience of a younger man; for the ILB crews, therefore, the upper age limit is set at 45. On the first North Berwick ILB crew list in 1967 there was a good proportion of men in their early twenties, and the average age is now about 29.

North Berwick is a summer station, operational from April 1 to the end of October, and every Sunday morning throughout that period the crew are out on exercise. A progressive programme is planned. Like all RNLI inshore lifeboats, *Blue Peter III* is fitted with a VHF radiotelephone, so there will be practice with Coastguard Fifeness, Divisional Rescue HQ; then seamanship exercises, progressing from simple to advanced manoeuvres; another week there will be an exercise with a helicopter; then practice in dealing with a capsized

dinghy; or lifting a survivor out of the water. Each week skills are polished, muscles flexed, familiarity with boat and equipment deepened, so that, when a call comes, boat and crew are at the peak of preparedness. Since 1967 there have been 49 launches on service and 37 lives saved, as well as 12 vessels brought back safely.

Two bronze medals for gallantry were awarded to North Berwick crew members in 1973; Benjamin Pearson and Alexander Russell. It was for the rescue of a man who had got into difficulties while trying to help a bather seen to be in trouble in East Bay one July afternoon. The thanks of the Institution inscribed on vellum were also accorded to James Pearson who embarked to give extra stability and a further pair of hands for hauling casualties aboard, when, having landed the man, the ILB went out a second time to look (unfortunately without avail) for two other people who had joined in the original rescue attempt. It was a service carried out close to rocks in surf and very heavy swell reported from on shore to be at least 15' from trough to crest. All three crew members had served since the reopening of the station in 1967; all three are fishermen; and all three were awarded 'Blue Peter's' gold badge, its highest award, with which they were presented during a transmission of the programme the following December.

This medal service was reported in full in the spring 1974 issue of *THE LIFE-BOAT*; in the winter 1974/75 issue a photograph was also published of a

service on May 26, 1974, when *Blue Peter III* helped in the helicopter rescue of an injured boy who had fallen over a cliff. On that occasion the crew who took part when John Graham Thorburn, James Dixon and James Pearson.

When the maroons go up all members of the crew make for the boathouse. The first two to arrive form the crew for that service, the more experienced man taking command. All are, in fact, capable of acting as helmsman. At times, if the nature of the service demands it, the boat will be crewed by three.

Senior helmsman, also taking responsibility in the administration of the station, is John Graham Thorburn, a plumber by trade. Among the remainder of the crew are fishermen, a joiner, an electrician, a farmer, an apprentice engineer, a driver/serviceman, a teacher, a marine engineer, a turner and a landscape gardener. Between them they can provide all the skills needed to deal with day-by-day running repairs of boat and boathouse; Tom Brown takes responsibility for the maintenance of the boat, and William Dunn for the outboard engine.

There is strong community backing for the station. Not only is the branch financially self-sufficient but local people also take an active interest. For instance, many houses along the front display cards saying that their telephones are available for 999 calls to the Coastguard; this was the result of a safety scheme actively pursued by the then Burgh Council, alas, no longer in existence. During the winter crew members attend first-aid courses at the South of Scotland Fire Service School, a few miles away, and the Coastguard provide facilities for RT exercise in winter, too.

Links are close with the Police, Red Cross and Coastguard. Several members of the station are Auxiliary Coastguards, taking their turn to watch over their waters from the lookout point on Plattcock End, the promontory north of the harbour.

In the best tradition of the lifeboat service, the ILB station is an integral part of the life of North Berwick.

... *Blue Peter III* reaches the 'casualty', Crew Member Ted Hill who has (uncharacteristically) overturned his dinghy. (Above) Ted, 'exhausted', is taken aboard the ILB while Graham Thorburn and Paddy Hooton, helped by this year's recruit Ian McMinn, right the

dinghy. The island of Craigleith (locally known as 'The Craig') can be seen in the background. Having checked that all is well with the dinghy for the good-natured (and very wet) Ted Hill to resume his sailing, *Blue Peter III* returns to station.



RNLI MEDALS and the ROYAL MINT

by Oliver Warner

FROM ITS FOUNDATION in 1824, until the reign of George V, the Institution's medals were designed by officials of the Royal Mint. By courtesy of the Deputy Master, I am able to illustrate photographs of the original dies (Figs. 1 and 2), specially taken by Mr Mozley of the Mint at the request of the Librarian and Curator. They are Crown copyright, and appear by permission of the Controller of Her Majesty's Stationery Office. Also included are examples in white metal (Figs. 3 and 4).

The die bears the name of the designer on the obverse. He was William Wyon (1795-1851) Chief Engraver at the Royal Mint. Wyon was the most celebrated of a dynasty of engravers who first came to this country in the train of the Hanoverian kings. Wyon designed the reverse, which is in use today, from a sketch by Henry Howard R.A. (1769-1847), Secretary and later Professor of Painting at the Royal Academy. Legend has it that one of the figures on the left of the reverse was drawn from Wyon himself. Although the fact might have been apparent in the original sketch, the smaller scale of the die robs it of much significance.

The wording on the obverse runs: 'Royal National Institution for the Preservation of Life from Shipwreck. George the Fourth, Patron, 1824'. The motto on the reverse: 'Let not the deep swallow me up' is adapted from the Authorised Version of the Bible: Psalm 69, verse 15: 'Let not the waterflood overflow me, neither the deep swallow me up'.

The first medal, struck in gold and silver, was in use until 1862, when Leonard Charles Wyon (1826-1891), William Wyon's son, who was a modeller and engraver at the Royal Mint, executed a new design for the obverse. This showed a graceful image of Queen Victoria (Figs. 5 and 6). The change commemorated the Charter which the Queen had granted to the Institution in 1860.

This second medal remained in use throughout the rest of the Queen's reign, and the wording on the obverse indicated the change in the Institution's title to: 'Royal National Lifeboat Institution. Incorporated 1860. Victoria Patroness'. The designer's name appeared below the Queen's neck.

The last and least successful medal to come via the Royal Mint was designed in 1902 by G. W. de Saulles, who had been appointed engraver in 1893. His obverse showed Edward VII as Patron (Fig. 7).

The original William Wyon reverse was discarded in favour of an entirely new design (Fig. 8), showing, in the words of the official description:

'The figure of Hope assisting a Coxswain-Superintendent of a Lifeboat to buckle on his life-belt, and wishing him and his crew "God speed", with the lifeboat manned in the distance ready to launch, and awaiting the instructions of the Coxswain-Superintendent.'

The Edward VII medal was current for a comparatively short time. In 1912 a head of George V by Sir Bertram MacKenna was substituted on the obverse for that of Edward VII, and it was the last in the series to show the sovereign's head. William Wyon's reverse was restored, and the only subsequent change in the medal has been the appearance, on the obverse, of the head of Sir William Hillary (1771-1847), the Institution's Founder. The head was designed



Dies of original RNLI medal for gallantry: Fig. 1 (left) obverse, Fig. 2 (right) reverse.



Fig. 3: Impression of obverse in white metal.



Fig. 4: Impression of reverse in white metal.



Fig. 5: Medal of 1862, obverse die.



Fig. 6: Medal of 1862, bronze impression from obverse die.



Fig. 7: Medal of 1902, obverse.



Fig. 8: Medal of 1902, reverse.

by the Reverend A. G. Wyon (1882-1962), a distant relative of the great William Wyon, and an artist of distinction in his own right. The reason for the change, which may well be permanent, arose from a ruling by George VI, shortly after his accession, that he wished his effigy to appear only on medals for which he had given his sanction as sovereign.

Since 1857 the medal has been supported by two dolphins, their heads facing, and it is attached to the Garter blue ribbon by means of a ball device. The dolphins are well shown in Figs. 7 and 8. Since 1917 the medal has been awarded in bronze, in addition to the awards in gold and silver.



Whitby: After naming The White Rose of Yorkshire, the Duchess of Kent puts to sea and, Coxswain Robert Allen by her side, (below), takes a trick at the wheel. (Left) The White Rose of Yorkshire returns to harbour in company with Whitby ILB.



ROYAL SUMMER

CEREMONIAL OCCASIONS, AND THE MEETING OF FRIENDS, WHILE THE SUN SHONE

'THE PLEASURE of your company' is a phrase so often used that we rarely listen to the words themselves; but when members of the royal family honour the lifeboat service with their company everyone knows the days will not only be memorable but will also be overflowing with enjoyment. During the summer of 1975 there have been four royal naming ceremonies, at Whitby, Jersey, Plymouth and Torbay, as well as visits by the Institution's president, HRH The Duke of Kent, to Birmingham and to stations in Norfolk and Wales. Happy days, all of them, warmed by the gentle smile of HM Queen Elizabeth The Queen Mother, brightened by the infectious gaiety and charm of HRH The Duchess of Kent, stimulated by the keen personal interest in both people and boats always shown by the Duke of Kent. Here is a president so abounding in enthusiasm that he is always ready for an unscheduled look over a lifeboat or an extended conversation with crew members and their wives, with officials of branch and guild; and he always seems to find time to stop and talk to children, obviously delighting in these encounters as much as do they.

Writing after the president's 'walk-about' visit to Norfolk stations on June 4, the honorary secretary of the Lifeboat Enthusiasts Society, Cromer and District Research Group, Frank Muirhead, said, 'The whole event was very relaxed and informal, and I think

us members of Cromer ILB look upon the Duke of Kent as a friend; he gave that impression. We look forward to meeting him again. Perhaps he would join one of our dart nights?'

It was the pleasure of the various stations to give their royal visitors impromptu gifts as well as more formal mementoes: newly published station histories at Barmouth and Jersey; a



Jersey: Queen Elizabeth The Queen Mother names Thomas James King (below) and (above) meets the 89-year-old gold medallist after whom the new St Helier boat takes her name.

Photographs by courtesy of (above) Jersey Evening Post, (below) K. le Scelleur.





congratulated them on the great support Birmingham and the surrounding areas give the Institution. It was an informal and most happy occasion.

Next, on May 21, came the naming by the Duchess of Kent of Whitby's new 44' lifeboat *The White Rose of Yorkshire*. The Marquis of Normanby, president of Whitby station branch, opened the proceedings by inviting the Duchess to present a framed photograph to the donor, Miss G. M. G. Milburn, a Yorkshire resident who up to that time had remained anonymous. The boat, delivered to the Whitby branch by Commander F. R. H. Swann, then chairman of the Institution, was accepted by the honorary secretary, Captain David Stevenson.

On May 30, Queen Elizabeth The Queen Mother named Jersey's new Waveney lifeboat *Thomas James King* after ex-Coxswain Tommy King, now

basket of lobsters and crabs at Sheringham; an RNLI 150th anniversary mug made at nearby Holkham Pottery at Wells; and at Plymouth a salmon. There were delightful surprise gestures from the Duchess of Kent as well: at Plymouth and Torbay, Debbie MacManus and Susanne Gibbs, the small daughters of crew members, were each given a rose from the bouquets they had presented to Her Royal Highness.

The summer's royal events began on May 7 when the Duke of Kent visited Birmingham, spending half-an-hour with the lifeboat people of the city. Accompanied by Philip Clarke, Committee of Management, Captain Nigel Dixon, RN, the director, and Alderman G. H. W. Griffith, president of Birmingham branch, he spoke to a large number of the 160 members present and

(Above) Leaving Jersey, The Queen Mother is cheered on her way by the lifeboat crew . . .

Photograph by courtesy of Jersey Evening Post.

. . . and is greeted as she comes ashore at HMS Vernon (right) by members of Walmer crew, at Portsmouth for the handing over ceremony of their new Rother lifeboat, Hampshire Rose. They are introduced by Michael Pennell, divisional inspector of lifeboats, eastern division.



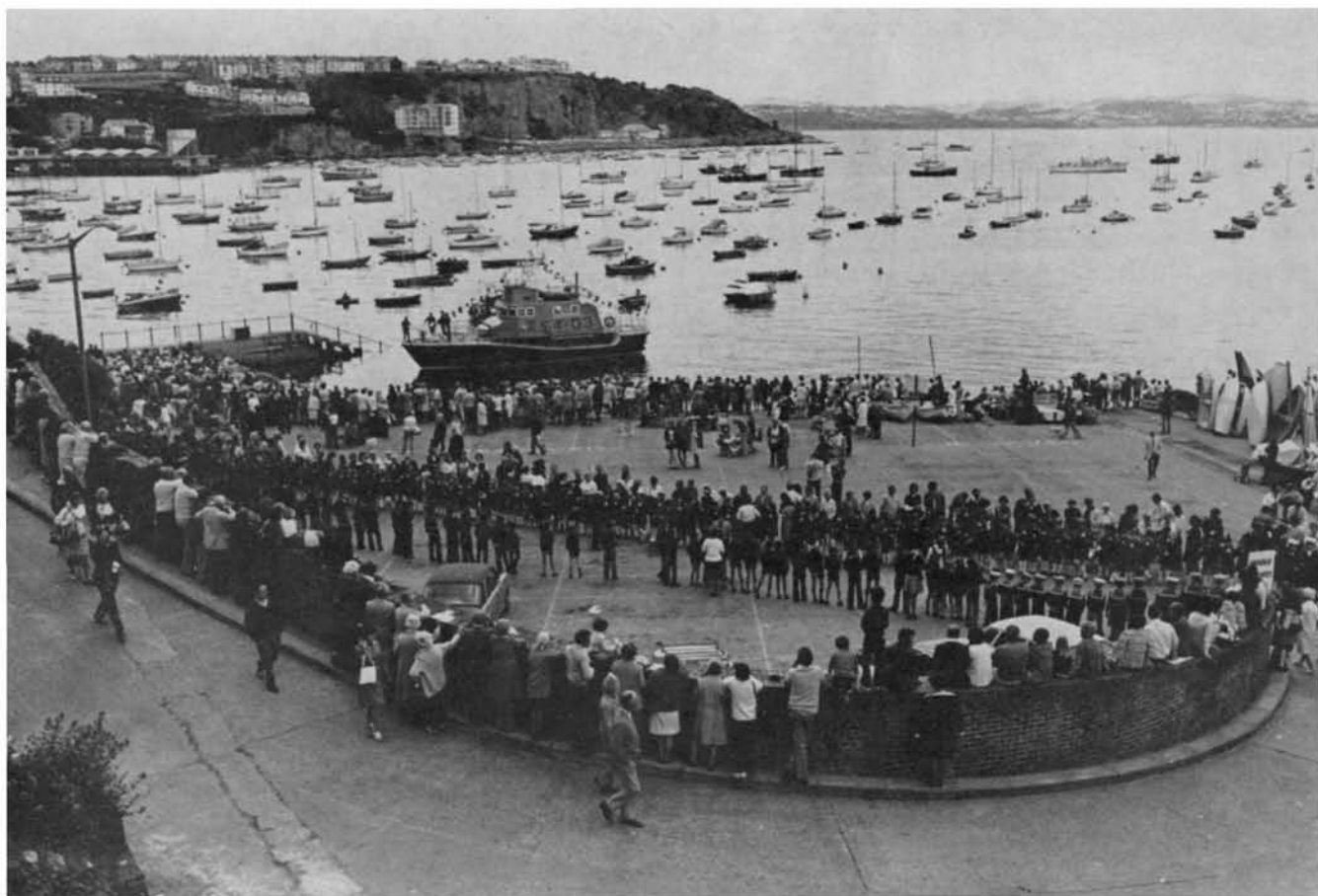
Plymouth: The Duke and Duchess of Kent, accompanied by the city's Lord Mayor, Councillor Ivor Thomas, are welcomed by Commander F. R. H. Swann, CBE RNVr, then chairman of the Institution . . .

. . . and (left) after the Duchess had named Thomas Forehead and Mary Rowse II, she and the Duke are welcomed aboard by Coxswain John Dare and his crew.

The new Plymouth boat (below), like those of Whitby and Jersey, is a 44' Waveney.

Photograph by courtesy of Western Morning News.





Torbay: Edward Bridges (Civil Service and Post Office No. 37) lies in the outer harbour, Brixham, for her naming ceremony. She is the third Arun class lifeboat.



A bouquet for the Duchess—a rose for a little girl: The Duchess of Kent takes out a rose from her bouquet and hands it back to 5-year-old Susanne Gibbs, daughter of Coxswain Kenneth Gibbs.

Photograph by courtesy of Western Morning News



After naming the Torbay boat, the Duke of Kent, accompanied by the Duchess, went up on her flying bridge for a trip to sea.

in his ninetieth year; in 1949 he was awarded the gold medal for gallantry for the rescue on September 13 of the yacht *Maurice Georges* and her crew of four; the yacht was being driven on to a rocky lee shore by gale force winds. The cost of *Thomas James King* was raised entirely in Jersey by a special appeal initiated and personally directed by

Jurat R. E. Bailhache, chairman of the Jersey branch.

Returning to Portsmouth in the royal yacht on June 1, The Queen Mother disembarked at HMS *Vernon*, Portsmouth, just as the lifeboat people of Hampshire were gathering for the handing over to the RNLI by Sir Alec Rose of *Hampshire Rose*, the Rother

class lifeboat now stationed at Walmer, for which they had raised £67,000. Sir Alec, officials of the appeal committee and members of the lifeboat's crew were presented to Her Majesty.

Three days later the Duke of Kent was in Norfolk for his visit to Wells, Sheringham, Cromer and Happisburgh. At Sheringham the president took everyone by surprise by asking to look over the lifeboat, *The Manchester Unity of Odd Fellows*. There were shouts of 'Joyful!', a ladder was set up and Coxswain Henry 'Joyful' West took the Duke aboard and showed him round; when they came to the engine room, however, 'Joyful' insisted that Motor Mechanic Brian Pegg should take charge, as that was his domain.

On June 17 both the Duke and Duchess of Kent went to the West Country, each to perform a naming



Barmouth: Crew Member John H. Stockford, Honorary Medical Adviser, and Crew Member Dr Robert Airdrie Haworth and Motor Mechanic Colin Pugh are presented to the Duke of Kent. They were the first ILB silver medallists: the awards were made for a service on June 21, 1971, when they picked up a badly injured woman who had fallen over the cliffs. It was in a south-westerly gale, rough sea and poor visibility and they had to approach the shore through boulders and breaking seas.



Aberdovey: Lieut.-Commander George Cooper, divisional inspector of lifeboats, western division, introduces the crew to the president. Atlantic 21 Guide Friendship I is stationed at Aberdovey; she is one of the ILBs for which the money was raised by Guides and Brownies.

ceremony. First, in the morning, the Duchess named Plymouth's new Wave-ney lifeboat *Thomas Forehead and Mary Rowse II*, gifted by a legacy of Thomas Field of Liverpool. They then went on to Brixham for the afternoon, where the Duke named the new Arun class lifeboat *Edward Bridges*. She is the 37th boat provided and maintained by the

Civil Service and Post Office Lifeboat Fund in 109 years of loyal support. The Torbay boat was named after the late Baron Bridges who had a distinguished career in the Civil Service. His son, Lord Bridges, handed over the lifeboat to the RNLI, and the Dowager Lady Bridges, widow of Baron Bridges, was also present.



Wells: On board Ernest Tom Nethercoat Coxswain David Cox explains to the president the use and working of a drogue.

Sheringham: (Below, left) Coxswain Henry 'Joyful' West presents members of his crew to the Duke. (Right) Cromer: The Duke is shown round the museum by its curator, Don Harvey.

Photographs by courtesy of Eastern Counties Newspapers.

The Duke of Kent ended his summer's RNLI engagements on July 21 with a visit to two Welsh ILB stations, Aberdovey and Barmouth, accompanied by Raymond Cory, Committee of Management, and Captain Dixon. At Aberdovey the station's new Atlantic 21, *Guide Friendship I*, gave a demonstration, and the Duke spoke to representatives of the Guides and Brownies who, through the Guide Friendship Fund, had defrayed her cost. At Barmouth he met the first three ILB crew members to be awarded the silver medal for gallantry, in 1971, and at both stations there was time for conversation with crew members and their wives and with the officials of the branches and guilds.

Thus, as the days began to draw in, lifeboat people could look back on a wonderful summer; a summer when the sun had shone almost every day; and a summer highlighted with right royal occasions.



Air Bag Installation

Solomon Browne, Penlee's 47' Watson lifeboat, is given self-righting ability while undergoing partial survey at Mashfords yard, Cremyll

BUILT TO SPECIFICATIONS probably not exceeded by any ship afloat; subjected to exhaustive commissioning trials; maintained with jealous care by coxswain, mechanic and crew; watched over by divisional inspector, district surveyor and engineer and submitted to regular survey, the RNLI lifeboat has a long expectation of working life at 100% efficiency. So, when after the Longhope disaster in 1969 and the Fraserburgh disaster in 1970 it was decided to set 1980 as a target date by which time virtually all the RNLI fleet of conventional boats should have a self-righting capability, there were a number of lifeboats, Watsons and Barnetts, still with many years service ahead of them; excellent boats, all of them, but non-self-righting. If, however, a way could be found of providing them with a self-righting ability they could be absorbed into the plan.

A start was made at once. Working together, British Hovercraft Corporation and the RNLI design team developed an air bag system, which would give the 46' 9" Watson, 47' Watson and 52' Barnett boats a 'once only' self-righting ability. Within a year full-scale trials had proved the system successful; within two years the design of the installation had been worked out in detail and a kit defined, so that conversion could be made in a matter of days, usually while a boat was in a boatyard for survey.

The air bag system has all the merits of simplicity. If the lifeboat rolls past the point of no return, about 120° heel, a weighted lever, responding to the force of gravity, falls. A valve is opened. Compressed air is released and, so quickly that it is almost instantaneous, inflates a large fore and aft cylindrical bag secured asymmetrically to the after cabin top. This 'lopsided' buoyancy, by making the capsized boat unstable in her unaccustomed inverted position and by exerting a positive upward push, initiates righting. Once the upward roll begins, the reducing negative righting lever of the boat adds to the momentum and at about the 120° point the positive righting lever takes over and the boat returns to her normal trim.

It takes about 30 seconds to read that last paragraph. It takes only half that time, or less, from the moment the gravity lever falls to the time the boat lifts her submerged deck, shaking herself free of the sea. Some 10 to 15 seconds.

In the past three years 38 Watson and Barnett lifeboats have been fitted with air bags. The job is done by British Hovercraft. They have two crews, each of two men. First, a crew prepares all the components of the kit; then, after these have been submitted to exhaustive workshop tests, the crew takes the kit to a boatyard, which may be in any part of the country, wherever a lifeboat is undergoing survey, and completes the conversion. The installation is overseen



Fig. 1: Compressed air bottle, with pneumatic valve box at end, is lowered on to its mounting cradles by British Hovercraft conversion crew, Brian Augustus (left) and Leslie Harris. Note new square stretcher hatch into deck cabin, and stainless steel plate decking in old after-well.

Fig. 2: (Below) Securing clamp is bolted into position.



by the district surveyor of lifeboats and checked by a technician from British Hovercraft.

Solomon Browne, Penlee's 47' Watson lifeboat, was fitted with her self-righting air bag system this summer while undergoing a partial survey at Mashfords yard, Cremyll.

Across the Tamar from Plymouth, built into an old limestone quarry, this 200-year-old yard almost seems to grow out of the rock, merging land and sea. It is a place of peace and craftsmanship.



Fig. 3: (Left) Radar scanner has been moved to port of after cabin top, and air bag roof channel bolted in position to starboard. Note manifold leading under channel and, at its fore and aft ends, air inlets into bag.



Fig. 5: (Right) Each end of the three securing straps are attached to brackets, bolted to cabin sides, with stainless steel retaining pins. Although brackets make allowance for six possible positions, it is normal to use the second from top holes.

Many famous yachts, like the early Fastnet contenders or more recent world-circumnavigating single-handers, have been hauled out there; many legendary deep-sea sailors, like Bobby Somerset, Sir Francis Chichester, have sat in the little yard office, discussing over mugs of tea their boats and the sea with the five Mashford brothers who have run the yard for the past 40-odd years, backed up now by the next generation.

Hauled out in the shed with *Solomon Browne* were the relief 37' Oakley lifeboat *Jane Hay* and the former Plymouth 52' Barnett boat *Thomas Forehead* and *Mary Rowse*, both of which took part in services for which medals for gallantry were awarded last year. The 70' Clyde *City of Bristol*, which will soon be on station at Clovelly, was moored in the river.

Before installation of *Solomon Browne's* air bag could begin, there was preparatory work for Mashfords; decking in the after well to make a watertight compartment and blanking off its relieving scuppers in the topsides (at the same time the doors at the aft end of the deck cabin were replaced with a square stretcher hatch); moving the radar scanner from centre to the port side of the after cabin top to allow room for the air bag to inflate; and the blanking off of some deadlights and ports.

The British Hovercraft crew, on this occasion Brian Augustus and Leslie Harris, then took over, helped where necessary by Mashfords' boatbuilders. First, in the new after well watertight compartment, they fitted the mounting cradles on which rests the Chesterfield compressed air bottle (2,400 lb pressure); they are sited athwartships, butting up against the cabin after bulkhead. The heavy bottle was lowered on to the cradle (Fig. 1) and secured with bolted top clamps (Fig. 2).

Next the roof channel is bolted in place (Fig. 3), the deflated bag already attached to the two inlets through which the air would be driven from the manifold which can be seen beneath the channel. This channel's position is critical. Exact specifications vary slightly for the three classes of boat, but for a 47' Watson the position of the channel is such that when the bag is fully inflated (2 lb pressure) its axis will be $27'' \pm 2''$ from the boat's centreline (Fig. 4).

Once the bag is in place and inflated, the three straps which span it are spread out and correctly angled. Then the brackets to which they will be attached with retaining pins (Fig. 5) are positioned and bolted to the cabin sides.

All external fittings are of alloy which has first been anodised, then etch-primed and finally painted with anti-corrosion paint. Each is bedded down on chromated calico, spread on each side with Evomastic sealing compound which, while waterproofing the joint, remains flexible so that, if necessary, the

fitting can easily be removed. All fixings are stainless steel.

The bag for the 47' Watson is 5' 4" diameter by 7' 6" long, and it is made of the same material as is used for hovercraft skirts: two layers of neoprene sandwiching a reinforcing layer of nylon. The straps are made of a double thickness of this same material vulcanised together. In fact, all joints of bag and strap are vulcanised by a method perfected by British Hovercraft.

When the bag is finally folded down on top of the channel it will be covered by a lid of curved, glass-fibred marine ply between two semi-circular end boards. As the bag inflates on capsize, this lid would be thrown off and jettisoned.

A flexible 1" diameter hose, through which the released compressed air will be driven to inflate the bag, is led from the manifold through a watertight flange in the cabin top, down the after bulkhead and through to the well compartment, to be attached to the air bottle.

So far so good. The mechanism is there. But the brains of the business are

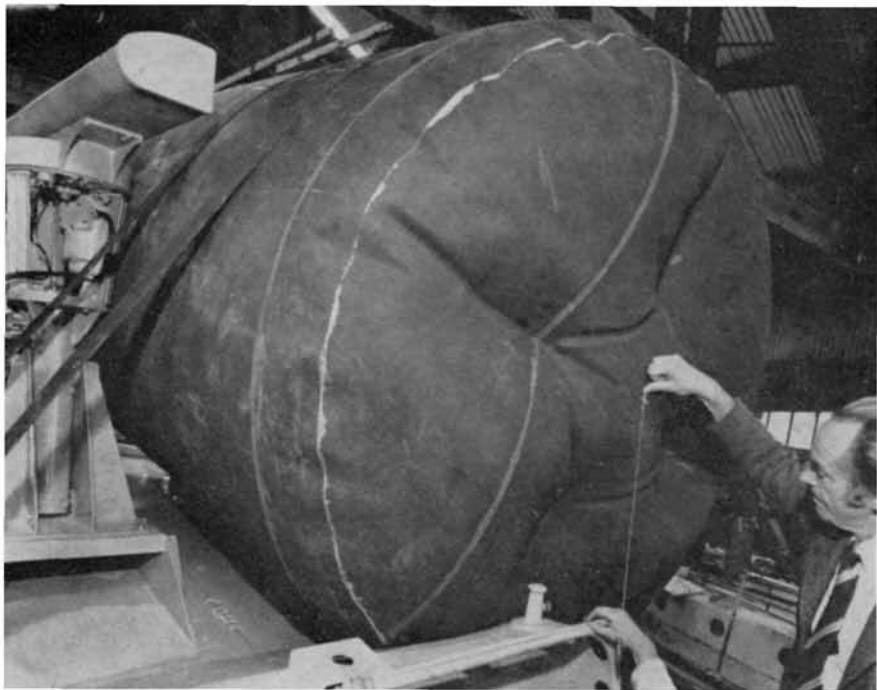
in a watertight control box sited on the starboard cabin side (Fig. 6) and connected to the compressed air bottle by high pressure small diameter hoses. In this box an anti-bounce device swings with the roll of the boat. Only when the roll reaches about 120° will a gate in the device allow the lead-weighted gravity lever to fall, thus opening the valve which in turn opens the flood gates of the compressed air.

So much thought, so much care, so much strength. Yet the working life of the air bag, if it is put to test by storm at sea, will be the few seconds between the time the lifeboat capsizes and the time when, as the bag starts to right her, she regains positive stability. In those few seconds, control box, air bottle, hose, bag and straps will take tremendous strains; the strains for which they have been designed. Their performance in that fraction of time will justify all the work that has gone into their preparation, for on them may depend the lives of a crew of seven lifeboatmen, and possibly also the lives of men and women just saved from the sea.—J.D.

Fig. 6: Brian Augustus inspects anti-bounce device in control box. Weighted gravity sensitive lever can be seen in centre, pressure gauge on top left and a tube of silica gel crystals (to ensure there is no moisture in this watertight box) top right. Note high pressure hoses connected to control box (they will be connected through bulkhead to compressed air bottle valve), and larger diameter hose which connects air bottle to manifold in roof channel.



Fig. 4: John Chadwick, RNLI district surveyor of lifeboats, south west, checks with plumb line the distance of centre of air bag end from centreline of cabin top. The bag, like hovercraft skirts, is made of two layers of neoprene sandwiching a reinforcing layer of nylon.



Some Ways of Raising Money

The second annual raft race organised by York branch on the River Ouse was held on a sunny Saturday in July and about 40 entries mustered at the starting point, the Viking Hotel. The Lord Mayor of York and Mayoress judged all entries for the most elegant, and gave the salute on the river. The winning post was at York Motor Yacht Club, which held its annual riverside garden party and barbecue in conjunction with the event, raising £212.17. Volunteers collected along the river banks and tow paths, and with entry money and sponsorship for rafts the race raised almost £1,500. On the same day an afternoon tea was held in an ancient church in the city centre raising £70, collections were undertaken at the Theatre Royal and, to complete the weekend, Acaster Malbis Boat Club held a sherry morning on board their clubship *Heron* the following morning.



Mrs Barbara Wentworth, Central London Women's Committee, has given the Mirror dinghy she won at the Lifeboat and Mermaid ball last December to Samuel Lithgow Boys' Club. At a handing over ceremony in Regents Park last May, the boat was accepted on behalf of the club by Lord Amory. The ball raised over £15,000.

Colin Bower, one of three brothers in Torbay crew list, designed a commemorative plaque for Torbay naming ceremony on June 17; it depicted *Edward Bridges* (Civil Service No. 37), the station's new Arun class lifeboat, 54-03. He commissioned a local pottery to make 100 of these plaques and by the evening of June 17 had sold them all for £3 each. Now Colin has presented the RNLI with a cheque for £200, being the profit on the project.

Nearly £900 was raised by a new branch formed only last year, Hakin Point, at its Lifeboat Bazaar in June. So many local clubs, businesses and townspeople joined in to make the day a resounding success that it is only possible here to touch on a fraction of the day's activities. Angle lifeboat with Coxswain Rees Holmes in command and the RAF rescue helicopter from 22 Squadron, Brawdy, gave lifesaving



The theme for decoration at Blackburn's Fish Market Bi-Centenary in May was the RNLI, and collections, amounting to £62, were given to the lifeboat service.

Photograph by courtesy of North Western Newspapers

demonstrations; there was a parade of boats; trips round down the harbour; teas; Milford Haven's Town Band were on parade; and among the goods for sale on the stalls were cooked crabs, kippers, scallop shells, Pembrokeshire 'earlies', home-made cakes, bell-ropes spliced by professional seamen working on the harbour and pottery made by pupils of Milford Haven Central School. The bazaar was opened by Mrs D. A. Rice, MBE, president of Milford Haven branch, who was presented, not with the traditional bouquet, but with a large dressed local crab!

During the morning of Whitby lifeboat day, July 26, a small girl, Diane Longbottom, walked into the depot, very quietly, and handed over a biscuit tin containing £82 which she had raised by holding a secondhand clothes sale from her home. Not content with this, she helped collect another £12 before



A sales caravan sited on Poole Quay during the summer has not only provided a test-bed for new souvenir lines, such as T-shirts and anorak badges, but it is also a popular information bureau for lifeboat affairs and local matters. Managed by Mrs Pritchard, wife of our appeals secretary, it has been staffed by members of Poole ladies' guild and wives of Head Office staff on a voluntary basis. On some days in the holiday season more than £50 has been taken.

lunch. Her school, Broadgate Primary School, has run a lifeboat project during the year, but this was her personal contribution to Whitby station. Nor was it her first effort: last year she raised £20 for the station.

At a ceremony on board Calshot lifeboat in May, Jim Bailey, a member of the Oxford branch committee, presented Sir Alec Rose with a cheque for £1,022.87 for the *Hampshire Rose* appeal. Mr Bailey runs Jim Bailey Racing Ltd, Oxford's biggest bookmakers, and it was as a result of his endeavours that a grand charity greyhound race meeting was held at Oxford Stadium on March 7.

The 5th Margate (St James) Brownies collected old newspapers and sold them for salvage, thus raising £12 for Margate branch.

Fred Pitcher, owner of the Family Fish and Greengrocery Shop, Bridport, finds that he cannot sell parsley but that he can give it away. He therefore always has some offered free, with an RNLI collecting box alongside; a request is added: 'Please help yourself, but remember to help the lifeboats.' During the past 12 months he has collected £49.69 for lifeboat funds.

'Dad's Army' was on parade at Bembridge, Isle of Wight, on May 14. Clive Dunn, Ian Lavender, John Le Mesurier and Bill Pertwee made the passage from Portsmouth in Bembridge lifeboat, *Jack Shayler and the Lees*, under the command of Coxswain Peter Smith. They were met by a crowd of about 3,000 and were kept busy signing autographs. Demonstrations in inshore and offshore lifeboats and a helicopter from HMS *Daedalus* were also on the programme. This joint effort by Shanklin and Bembridge raised over £200.

A long, hard pull: Tug-of-war between Redcar (seen below), Teesmouth and Runswick Bay lifeboat crews resulted in a win for Runswick Bay and helped raise £637 on Redcar's lifeboat day.

Photograph by courtesy of Evening Gazette, Middlesbrough



Guernsey ladies' guild has its own 'lifeboat', a mobile souvenir stall which attracts great interest wherever she goes. Roger Wood designed Lady Goodwill and built her with the help of other lifeboat supporters; materials were given or bought at or below cost. Her drawings and measurements are available from division organiser SW, RNLI, Carlton Chamber, 25 Baldwin Street, Bristol BS1 1NA.

Southwell ladies' guild, Nottinghamshire, has recently held a new fund-raising venture: an antique valuation evening. Rupert Spencer and Basil Kemp valued about 80 items; a modest charge related to each item's values was made which, with admissions, raised about £300. To add spice to the occasion, a piece of silverware was discovered to value £2,000.

Tomatin Distillers have presented a cheque for £250 to the Scottish Lifeboat Council for the maintenance of the lifeboat station at Mallaig.

Brecon branch raised £170 during the summer for RNLI funds with a coffee evening held in the historic country

house of Trebinshwn near Bwich, the home of its president, Vice-Admiral Sir Dymock Watson, KCB, CBE.

The 'ancient borough of Cowbridge' and district, in the Vale of Glamorgan, has a population of about 2,000; its small, hard-working branch raised no less than £251 in its recent house-to-house collection.

Gainsborough ladies' guild sold nearly £200 worth of souvenirs at the two-day Lincolnshire Show in June. It was the first time they had taken a stand. When it started to rain they just put on their oilskins and continued in business.

Eleven-year-old Andrew Sylvester of Hull, although he suffers from asthma, completed 30 lengths of the baths in Beverley Road on a sponsored swim, raising £100 for the RNLI. It was his way of saying thank you to the Withernsea ILB which, during the summer of 1974, rescued his 13-year-old sister, Debra, from drowning.

In June last the pupils of Liscard Primary School, Wallasey, Merseyside, held a sponsored silence and a cheque for £20 was forwarded to the Wallasey ladies' guild.

David Willoughby, son of the president of the Whittle-le-Woods branch, is second officer on board *mv Manistee* owned by Fyffes Group. In support of a coffee morning being organised by his mother, he persuaded the captain to allow him to make a collection from the crew, which amounted to £31.50. None of the crew gave less than £1.

For their part in 'Operation Lifeboat' last October the Scouts of Epsom and Ewell undertook conservation work.

continued on next page



Photograph by courtesy of Bristol Evening Post.



Photograph by courtesy of Newbury Weekly News.



There seemed to be no end to the ideas devised for 'Operation Lifeboat', the Scouts' 'Year of the Lifeboat' project to raise £100,000 to pay for an offshore lifeboat. (Top left) Bristol South West District Cubs collected lines of coins in St Catherine's Place, Bedminster. (Above) The 5th Newbury Scout Group undertook a sponsored clean-up of Shaw-cum-Donnington cemetery, earning about 75p per boy. (Left) Kingsbridge, Devon, Sea Scouts made a mould and built six glass-fibre double canoes, then, with a contingent from the newly formed Salcombe Sea Scout Troop, they staged a six-hour sponsored paddle in Salcombe Estuary. £600 was raised.

About 200 Scouts from Ewell took part in the Hogsmill clearance, clearing some 15-20 trailer loads of rubbish and raising £231. About 120 Scouts from Epsom cleared a large part of Epsom Common of excess scrub, raising £191.

A South Shields Sea Scout Troop raised £100 by holding a sponsored canoeing event over a stretch of the Tyne near their riverside headquarters; over a period of six hours they paddled a total of about 140 miles.

Barry Scout Group raised a fine £820 as their contribution to 'Operation Lifeboat'. Their cheque was presented to Commodore C. A. S. Colburn, OBE, MNI, honorary secretary of Swansea, Mumbles and District branch.

Lifeboat People

Birthday Honours Knights Bachelor

John Henry Loveridge, CBE, Bailiff of Guernsey. Sir John is vice-president of the Guernsey branch.

OBE

Roy Ernest Bailhache, Jurat, Royal Court of Jersey. Jurat Bailhache is chairman of the Jersey branch.

During the visit of a German lifeboat to the Isles of Scilly last May, Colonel Sir John Carew Pole, Bt, Lord Lieutenant of Cornwall, presented Coxswain Matthew Lethbridge with the BEM awarded to him in the New Year Honours List 1975.



MBE

Kenneth Hewit Mooring Aldridge, secretary, Weymouth branch. Mr Mooring Aldridge was honorary treasurer of Bournemouth branch from 1927 to 1940, honorary treasurer of Weymouth station branch from 1940 to 1950, and honorary secretary from 1951 to 1975; he is still an officer of the branch.

Mrs Mary Vera Armstrong. For services to the Girl Guides Association. Mrs Armstrong is the honorary secretary of the Guide Friendship Fund, which, in 'The Year of the Lifeboat', raised over £25,000 for the RNLI.

BEM

Gilbert Chambers, motor mechanic, Portrush lifeboat. Mr Chambers served with distinction as assistant mechanic from 1937 to 1939, then, after war service, as motor mechanic from 1947. He has twice been awarded the thanks of the Institution inscribed on vellum: for the service to MV *Argo Delos* on October 22, 1960, and HNOFMS frigate *Bergen* on November 1, 1965.

* * *

Dr Peter Davy of Hastings was awarded a silver medal for his service to injured seamen on December 23, 1974. The Council of the British Medical Association has entered his name in the Association's Book of Valour.

It is with deep regret that we announce the following deaths:

April

Donald B. Atkinson, Scarborough honorary secretary from 1956 to 1970 and a life vice-president of the branch. At his express wish, and expense, lifeboatmen met for dinner on the evening of his funeral.

May

Sir Arnet Robinson, who served the RNLI as a member of the Committee of Management from 1948, as a vice-president from 1961 and as a life vice-president from 1972.

July

John Campbell, who was coxswain of Portpatrick lifeboat from 1930 to 1945. He was awarded the bronze medal for gallantry for the service to the 520-ton steamer *Camlough* of Belfast on January 13, 1932.

* * *

In the spring issue of THE LIFEBOAT it was recorded that C. Harrison had served as a crew member of Runswick lifeboat for 4½ years, as assistant mechanic for 12 years and as coxswain for 3¾ years. Mr Harrison, we regret to report, died on May 29, 1973, while he was coxswain, and the certificate was presented posthumously to his widow in recognition of his service.

Shoreline Section

FEW PEOPLE are fortunate enough to work in offices with such a beautiful view as some Head Office staff are enjoying while in temporary accommodation at Poole Quay. The harbour at Poole, which is said to be the second largest natural harbour in the world, is magnificent at all times of the year, but this summer particularly the sun seems to have shone endlessly and the sea has been alive with boats.

The few Shoreline staff at Poole have naturally been watching for boats flying the Shoreline flags and burgees. These range from the many yachts and cruisers which moor at the quay, to local fishing and pleasure boats.

An owner of a pleasure boat tested one of the current nylon flags by flying it, in a season far less clement than this one has been, on daily trips around the bay. Only after seven months continual use in testing conditions was it decided that the flag, showing hardly any sign of wear, was suitable, and an order placed with the manufacturer.

Being in such a good location for passers-by, the daily routine is, to our pleasure, frequently being interrupted to enrol new members or sell insignia to existing ones. In past weeks, new members have been enrolled from France, Germany, America and the Netherlands.

Two American gentlemen, who called recently, one to enrol and the other,

already a member, to purchase souvenirs are very much concerned with safety at sea. They are members of the US Coast Guard Auxiliary and the US Power Squad, a teaching organisation for those interested in sailing or cruising.

Apparently there will now be three cruisers in Pete's Harbour, Redwood City, flying Shoreline flags!

Moreover, one of the gentlemen, who is a director of a company organising canal boating holidays in England, has offered to give the RNLI as much publicity as possible.

An exciting event which took place in late June, was the sailing from Poole Quay of a trimaran named *Rumpelstiltskin*. A young married couple, Chris and Geraldine Court, were setting sail on a 12-month round-the-world trip. Geraldine had worked as a graphic designer with a company concerned with certain RNLI artwork and, besides the Shoreline flag flying from the mast of *Rumpelstiltskin*, on board was a package of posters and enrolment forms ready for Chris and Geraldine to do a little promotional work for us on opportune occasions! (Latest report received is that they are now sailing happily along the Spanish coast, the next port of call being Lisbon.)

Suffice to say, there are those of us who will indeed be reluctant to leave this advantageous landmark. However, perhaps our supporters will continue to seek us out at our permanent address, in West Quay Road—we hope so!

The main Shoreline office will be transferring from Salisbury to the new Headquarters building at Poole at the end of this year and beginning of next. It will entail the movement of records and equipment and changes in clerical staff. While we shall of course make every effort to maintain our normal service, we hope that members will understand if any delay or difficulty arises.—G. R. (BOB) WALTON, *Membership Secretary*.

HERE AND THERE . . .

Frances Scott, honorary secretary of the Bournemouth branch, sailed to Swanage in his yacht *Eulali* to attend that station's centenary. On the return passage, when entering Poole Harbour, he saw a 14' skiff, *Addio*, which had capsized, throwing its five occupants, a man and four children, into the water. He immediately went to the rescue and, with the assistance of two other boats, all five people were saved. Mr Scott landed the four children at Poole. On board *Eulali* were John Abbott, a member of Poole lifeboat crew, his wife and John Atterton, deputy director of the RNLI.

During the summer Newquay, Cornwall, ladies' guild started a Saturday club for old-time and modern sequence dancing, which is proving both popular and great fun. It is held every Saturday evening from 8 p.m. to 10.45 p.m. at the W.I. Hall, Crantock Street, and anyone visiting Newquay who would like to join in will be made most welcome. Admission for non-members, 25p.

Flares were sighted in the night of January 10 and the Great Yarmouth and Gorleston lifeboat crew were called out for the first time in 30 years during their lifeboat ball. An extensive search revealed nothing and the boat returned to station.

Just before their hasty departure, Coxswain John Bryan had presented a personal gift from the crew to Mrs Theresa Smellie, president of the local ladies' guild, in appreciation of her lifelong work for the lifeboat service; it was a ship-shore radio.

The Alexandra Towing Co. generously makes an annual donation of £50 to the RNLI in each of the ports where it operates: Liverpool, Swansea and Southampton.

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 Giro number is 294 7056

NAME
ADDRESS
.....

I enclose P.O./cheque/cash for £
Date
Signature



Safety at sea

Having just received my summer copy of *THE LIFEBOAT* and read the reported speech of John Archer at University College, London, on 'Safety at Sea', I feel that I cannot let it pass without making a few comments on it.

Instead of saying that between the years of 1966 and 1971 lives lost at sea were between 49 and 140, it would have been better to have stated that at *least* 336 people were lost, likewise with the figures for fishermen at *least* 314 were lost, a total of 650 (these figures are arrived at by assuming four years at a minimum of 49 and one year of 140 = 336, and seven years at a minimum of 22 plus one year of 44, one year of 80 and one year (*Gaul*) of 36 = 314). This makes the situation worse, but I believe that if he had quoted the figures for each year, the total would be far higher. I think that he should have done so.

I agree with Mr Archer that Great Britain is engaged in a great deal of re-thinking on safety equipment, but thinking is *not quite enough*, real action is what is required.

The only time that safety equipment is going to be of use to *all* seamen is when *every* seaman knows not only *what* safety equipment is carried, but *how* to use it. It is not the slightest use teaching those who are going through for promotion, because what happens to the rest of the crew if they are incapacitated in an accident?

All seamen must be made competent in liferafts, lifeboats and all forms of survival equipment/aids and in that order. Quite a few accidents happen so fast that the time available just doesn't allow the launching of a lifeboat. The *Brandenberg* (January 1971, Varne Sandbank) is a very good case. Although the vessel was going down so fast that she sank within minutes, the crew *still* tried to launch the lifeboats, and consequently lives were lost when there was no need; had they gone for the liferafts, they would have had a means of survival within 20 seconds or so.

The onboard condition of liferafts has got to be improved. Some of the faults that I have seen over the past four years or so are:

- Static lines not attached to a strong point.

- Sealing strips on containers peeling away (and in one instance, missing altogether).

- Containers cracked and split open, thus

allowing salt water to contaminate the rafts and rust the operating heads and CO₂ bottles.

- Containers with their servicing lashings of 400 lb nylon cord still round them; this will retard the inflation time considerably.

- Containers completely wrapped in waterproof material. Why, when the container is waterproof anyway?

- Containers lashed down to their stowages with $\frac{1}{2}$ " wire rope.

And Mr Archer claims, 'without complacency', that the British marine safety record matched our great maritime tradition and that the organisation was geared to tackle new tasks effectively. I wonder? Just think how much better it might have been. I am afraid that it is a case of 'tries hard but could do better'.—BRIAN J. J. AHERN, *Ex-RN Marine/Aviation Safety and Survival Branch, 36 Eastfield Avenue, Fareham, Hampshire PO14 1EG.*

Mr Archer's lecture was in fact illustrated with slides, one of which gave year-by-year figures for accidental deaths at sea in British merchant ships and fishing vessels for the years 1964 to 1973. The total deaths at sea for those years was merchant ship crews 855, fishing vessel crews 314. There was a note to say that the numbers of seafarers at risk ranged from some 150,000 merchant seamen in 1964 to some 100,000 in 1973, while the number of fishermen at risk throughout the period ranged between some 20,000 and 25,000.—THE EDITOR.

Air in the sea

In the absorbing article by Joan Davies on the lifeboatmen of Dungeness in the summer 1975 issue of *THE LIFEBOAT* Ben Tart is quoted as saying 'you'd have to ask some scientist to tell you whether, when it blows hard, there is much air in the top 3' of the sea'. Perhaps you will permit some scientist to offer a few comments.

When waves are being generated there is sometimes more energy being injected into the sea than the waves can completely absorb. In effect, the accelerations required of the particles at the top of the wave are greater than that which the earth's gravity can hold down, and so the water tends to fly off at the crest. The fierce wind takes hold of this water and hurls it down the front of the wave, trapping air as it falls back into the sea. The bubbles it forms, which can be an inch or more in diameter and may well

go down 3' below the surface, as Coxswain Tart observed, take quite a few seconds before they can float back up to the surface. While they are submerged, the density of the sea in the foamy patch is less than that of ordinary sea-water, and so gives less support to a vessel ploughing through it. As far as I have been able to find out, no-one has been able to measure the actual density of the water-air mixture in these patches, so we cannot say precisely how much air there is, but Coxswain Tart's observations suggest that in places there must be quite a lot below what appears to be the turbulent surface of the sea.

During the last war there was a proposal to sink heavily-laden enemy vessels by aerating the water under them, and so making the water density too low, locally, to allow them to float. This is quite possible in principle but it may be of comfort to know that no-one was able to think of a practical way of doing it; certainly the magnitude of the effect seems too small to sink any RNLI vessel even in the roughest conditions, but it undoubtedly contributes to the wetting of anyone on deck.

Any reports of encounters with unusual wave conditions would be appreciated; I am sure that the editor would be pleased to receive them and pass them on to us.—LAURENCE DRAPER, *British Oceanographic Sciences, Brook Road, Wormley, Godalming, Surrey, GU8 5UB*

Mr Draper is a member of the RNLI Technical Consultative Committee.—THE EDITOR.

Nautical Terms

I read with interest the feature on nautical terms published in the spring 1975 issue of *THE LIFEBOAT*. Would you please explain to me the origins of the terms port and starboard in relation to the sides of a ship?—C. ADAM, *Airylea, 81 Stevenston Road, Kilwinning, Ayrshire KA13 6LL.*

The following explanation was kindly prepared for us by Dr. A. P. McGowan, MA PHD, Deputy Keeper of the National Maritime Museum.—THE EDITOR.

The terms larboard and starboard can be fairly specifically traced to the fact that it became the convention in early mediaeval times for the steering oar always to be at the right quarter. Thus, it can be seen that this became known as the steerboard side, a term later corrupted, of course, to starboard. Similarly, the opposite side, which was always placed against the quay in order to avoid damaging the steering oar, and, of course, for easier manoeuvring, was the side of the lade board or loading board, that is the gangway, lade board later being corrupted to larboard.

Because of the confusion between the sound of the two words, the use of the term larboard had already been commonly dropped when the Admiralty

Order of November 22, 1844, made the use of the term port mandatory aboard warships. However, the use of the term port for the left-hand side of the ship was itself quite old then, since it appears in many early 17th-century manuscripts. Its origin is obscure, but that which I have always favoured is the simple one that when coming alongside or when lying alongside, since the starboard side was outboard, the inboard side might well often have been referred to as the port side, since it was the side closest to the quay.

Since this word was already currently understood to mean the same as larboard it was presumably the obvious word to use, as it became apparent that larboard was potentially dangerous.

—A. P. MCGOWAN, *Deputy Keeper, Head of Department of Ships, National Maritime Museum, Greenwich, London, SE10 9NF.*

To fellow members . . .

For the third or fourth time I have read and thoroughly enjoyed the summer edition of *THE LIFEBOAT*. As an offshore member of Shoreline I receive this publication each quarter and it is with deep distress (excuse the pun) that I find that it has become another victim of inflation.

Well, I do not want a book with less pages or 'summat for nowt', as they say, and I feel that we members should do something about it. When I renew my membership in future I will be including an extra thirty bob to cover the cost of the magazines and also the postage which has also gone sky high.

Come on, members. We are a vast body now. This is what it is all about and what we are here for. An extra three-pence per week cannot anywhere be more deserved or have such high value.

—RAYMOND P. TOPLIS, *Shoreline member 59898, 10 Durham Street, Ilkeston, Derbyshire.*

Thank you, Mr Toplis.—THE EDITOR.

Lifeboat Bicycle

First to say how much we enjoyed our day at Portsmouth for the handing over ceremony of *Hampshire Rose* on June 1,

We were all very impressed with the service and with the lifeboat herself.

It is carnival time with us again. You will remember our carnival committee donated £50 to the RNLI last year.

On carnival day I decorated my bicycle with everything to do with the RNLI that I could lay my hands on. A yachting friend lent me his outfit, which was the right colour, and with RNLI embroidered across my chest I tried to look like a lifeboat man. There were about 20 floats, but I was the only decorated bicycle so there was no competition, which was a pity.

Adrian Love, son of Geoff Love of BBC fame, was our compère for the carnival. He called for me to go to the rostrum and asked for £1 notes for the RNLI. I told him he mustn't, but the carnival treasurer said it was all right. It was fantastic. £1 notes were handed in. Then Adrian Love offered his T-shirt for £5. At once a £5 note was handed over and off came his shirt. He called to his friend to sell his shirt and another £5 was added, and so it went on until £50 was collected. I stood there bewildered by it all.

It was a very hot day and I nearly melted away in that waterproof suit, with no ventilation, but I am none the worse for it now.—PHYLLIS REDDICK, *Sunnyside, 35 St Lukes Road, Old Windsor, Berkshire SL4 2QL*

This letter was sent to Anthony Oliver, district organising secretary (Southern). Miss Reddick has been organising lifeboat collections in Old Windsor since 1938.—THE EDITOR.

Ex-Norfolk and Suffolk Lifeboat

I should very much like to join your excellent cause, and become a member of Shoreline.

Your committee may well be interested in our permanent home, *Valentina*, ex-*Mayflower*, as she is one of the oldest RNLI lifeboats still in commission and registered at Lloyd's. Her history from 1893 when she was built to date is proudly exhibited by the Port of Lowestoft Research Society, whose chairman, L. W. Moore, wrote to me:

'Now I am pleased to be able to add something to your knowledge of

Valentina's history. The name *Mayflower* recorded by Lloyd's was the first name she was given after she was converted for private use. When Ellis built her she was named *Hearts of Oak* and she was stationed at Sea Palling on the Norfolk coast.

'*Hearts of Oak* was a Norfolk and Suffolk type lifeboat, a class which was developed from the East Anglian beach yawls which carried out rescue work before the RNLI came into being, and which in turn were the successors of the Scandinavian 'yols' which raided these same shores long ago. *Valentina* is, therefore deep-rooted in history and, as she is possibly the last of her line still in active commission, you can see how pleasing it is to have been able to add a photograph of her to our collection.

'Just to round out the story, you may like to know that when she was on station at Palling *Hearts of Oak* assisted 13 vessels and saved 190 lives between 1893 and 1917 when she was sold.'

We maintain *Valentina* permanently in seagoing order, and usually manage a summer cruise in the Thames Estuary. She's a wonderful old lady and fully qualified to wear your flag.—L. J. GREENLAND, *MY Valentina, Taggs Island, Hampton, Middlesex.*

Burgh of Glasgow

Glasgow as a Burgh is disappearing after 800 years and I would like to take this opportunity of thanking you and your predecessors for all that you have contributed towards the well-being of the city.

In particular I wish to thank you for all the help you have given to me as Lord Provost.

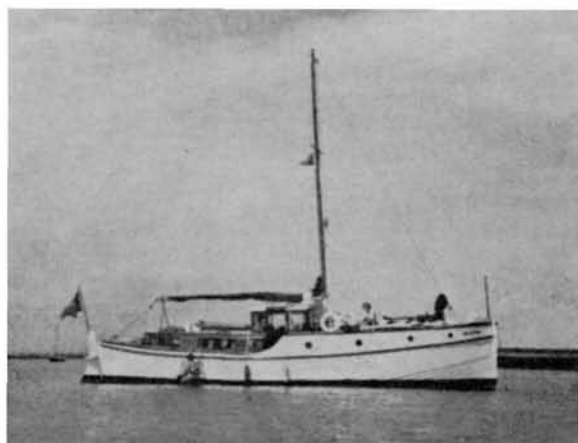
I am sure that the good relationship which has existed in the past will continue with the new authorities.—WILLIAM GRAY.

G. E. Paton, secretary of Glasgow branch, received this letter last May from Sir William Gray, Lord Provost, of Glasgow.—THE EDITOR.

A Box Secretary's Story

Our committee has now been in existence for one year under a chairman with many years of RNLI fund raising behind him. I was elected box secretary and launched in all my innocence. To those who find themselves in similar circumstances perhaps an account of my experiences may be useful.

The district is thinly populated over a wide area; it was necessary, therefore, to saturate the 80 square miles with collecting boxes, and a total of 84 were placed, mainly in public houses, during the first six weeks. It soon became apparent that some publicans were disillusioned with charities as a whole, since boxes had been left with no name or address, and frequently we found that moneys had not been collected for two or three years. So motivation became a prime objective, and to this end a point was made of labelling each



Valentina, an ex-Norfolk and Suffolk lifeboat: when built in 1893 she was named Hearts of Oak and stationed at Sea Palling.

box and entering the name and address in the log book in their presence. I felt it would encourage enthusiasm if I called at least four times on everyone in the first year, and this was done, so obviating the implied criticism, and the constant attention seems to be increasing our take month by month.

'Why not nationalise?' was the oft-asked question, which I answered with another question: 'How do you nationalise volunteers?' I need hardly say that everywhere I have emphasised the *voluntary* service throughout the RNLI resulting in very low overheads and that all, but all, moneys are sent to HQ.

Collecting boxes are now permanently ensconced in golf clubs, pubs,

hotels and shops; and even one in a dentist's waiting room, where the children prefer the 'launcher', much to our advantage. The few factories here are also proving helpful during flag week.

All this effort has proved to be well worthwhile, with a total for the year from collecting boxes of £801. Our main contributor has been C. Spackman, of the Swan Hotel, Pangbourne. His never-ending enthusiasm has resulted in donations amounting to £292 since our start, and a grateful committee has now presented him with a plaque to commemorate his achievement. —NORMAN CLIVE, *honorary box secretary Pangbourne branch, 29 Hillside, Whitchurch, Pangbourne, Berkshire.*



Photograph by courtesy of George E. Gregory.

INSHORE LIFEBOATS

AT HASTINGS on May 17 (above) a D class ILB, the cost of which had been given by J. H. Minet and Co., was presented to the station by E. G. Denman (left), Managing Director of the Marine Division of Minets, and accepted by their honorary secretary, J. J. Adams. The boat was named *Minette* by Mrs Joy Denman. Taking part in the ceremony were the Mayor of Hastings and Kenneth Warren, member

for Hastings, as well as representatives from Minets and the RNLI.

A big crowd (below) gathered at Hayling Island on August 2 when the new joint RNLI/HISrO ILB station was opened by Frank Judd, Under Secretary for Defence for the Navy. Vice-Admiral Sir Peter Compston, representing the Committee of Management, delivered the new Atlantic 21 to the care of Hayling Island branch. After a service of dedication, the ILB was launched to give a demonstration afloat.



Kind as well as courageous

Recently while on holiday at Cromer, Norfolk, I found myself in an awkward position, only to find myself 'rescued' by the coxswain and mechanic of the Cromer lifeboat.

On Tuesday, July 29, I had travelled from Cromer to Gorleston by bus so that I would be able to see the naming of Gorleston's new Atlantic 21. Awards for the *Biscaya* service were presented, and then the Lowestoft lifeboat arrived. As the service progressed I noticed that some of the Caister VRS whom I knew were seated in front of me, and, as the service ended they came over and invited me to visit their boat.

After tea, with all the crews, officials and other visitors, they took me off in their car, but we arrived to find the rescue boat at sea off Hemsby. After visiting the house of 'Skipper' Woodhouse and waiting for the boat to return, I was taken to the bus stop for my trip home.

But, unfortunately, the bus had gone and I was stranded.

After a very long walk I found myself about 18 miles from Cromer, in a small village called Ingham at about 2245. I found a telephone box, and to my horror I discovered that I knew only one Cromer telephone number, that of Mr H. T. 'Shrimp' Davies, coxswain of the lifeboat. He told me not to worry and he would see what he could do.

At about 0015 he arrived in Mr Ralph Amey's car (Motor Mechanic of the lifeboat), and I returned with the two lifeboatmen, to the relief of my parents. And as my father rightly said that morning when we met them, not many people would have done that, especially at that time of night.

I now know that lifeboatmen are not just courageous and brave, but also kind and considerate, and I would like to take this opportunity to thank again Mr Davies and Mr Amey for what they did for me on that Tuesday night late in July.—PAUL RUSSELL (aged 16), 24 Pirton Road, Hitchin, Hertfordshire SG5 2BD.

Old lifeboat fittings

The Lifeboat Enthusiasts Society Cromer and District Research Group has recently acquired a Weyburn petrol engine and the wheelhouse canopy from the old Caister lifeboat *Jose Neville*, ON 834. These are to be renovated and both mounted on a trailer and used for fund raising on lifeboat days.

However, many parts are required to complete the job. The main objects required are instruments, bulkhead door, port light, compass and a lot of brasswork. If anyone can help out with some of these parts I should be glad to hear from them. I would also like to hear from anyone who has old lifeboat parts that they would be willing to pass on for preservation.—FRANK H. MUIR-HEAD, 43 Howards Hill West, Cromer, Norfolk NR27 9BH.

BOOK REVIEWS

● **Medical Aid at Accidents**, by Roger Snook, MD (Update Publications, £5.75) is probably the only comprehensive book on the subject and covers all types of incident from under water to mountain top, though naturally the accent is on road traffic accidents. Though primarily for doctors, it is not too technical and with the glossary it is within the range of all those involved. It is full of practical tips and useful information, well written and well arranged.

Some of the illustrations are too small to show the detail needed and it is a pity that more advantage was not taken of the larger pages, but of course this would have increased the cost. Because this subject is advancing so rapidly this book will be out of date fairly soon, but it is to be hoped that the publishers will live up to their name and produce updated editions in the future.—G.H.

● A full analysis of charities would probably need a computer to assimilate the facts and an encyclopaedia to record them. It is a brave man who wades into

such a confusing field and a resolute one who emerges with a readable and informed book. In **The Price of Charities** (Robert Hall, £3.80) J. P. Gallagher has gathered plenty of information but drawn few conclusions. At the same time he has dispelled many popular fallacies—just as most people have a pet charity it seems that also they have a pet complaint about charity and it is seen that very few of these are valid.

The first part of the book deals with generalities: what defines a charity, how much money is given, where it comes from and the involvement of the law and the Charity Commissioners. In the second half the author examines a few charities in depth (including the RNLI) and reviews their purpose, funding and operation. In a world where controversy thrives it is interesting to see no major criticism in these accounts, perhaps, one hopes, because the charities examined are administered efficiently.

Nobody really knows how many charities there are or how much money they raise, but with over 1,000 new ones registered every year and many millions of pounds going their way it is certainly time that everyone knew a little more about the subject. There are at least three separate committees studying charities and charity law at the moment and it will be interesting to see their conclusions. Meanwhile, Mr Gallagher's book is a good way of learning some of

the facts—and disposing of many of the fantasies.

Mr Gallagher writes of the RNLI that 'it has been running with supreme efficiency for 150 years and it would be freely admitted in Whitehall that no Government in Britain could afford to do the job so well'. He also states that 'compared with many charities the RNLI's annual accounts are veritable models of honesty and clarity'.—R.K.

● Two new most interesting station histories, well illustrated and containing detailed records, have been published recently: **The History of the Barmouth Lifeboats 1828-1974** by J. P. Morris, available from Mrs D. M. Forrester-Addie, Nantglas, Barmouth, Gwynedd, price 35p, post 8p; and **The History of Jersey's Lifeboats** by Ian G. Moignard, available from Mr Moignard, 16 Beach Crescent, St Clement, Jersey, CI, price 65p, post 10p (cheques should be made payable to 'I. G. Moignard re Jersey Lifeboat History').

In the spring issue of *THE LIFEBOAT* an article was published on the development of the Arun class from which, unfortunately, the name of the designer of the hull was omitted. The prototype was of course designed by J. A. McLachlan, FRINA, of G. L. Watson and Co., Glasgow.

An eye for detail

LOOKING AT a lifeboat when housed, perhaps the first design detail to catch the eye is the propeller and its tunnel. Each of the twin propellers is housed in a tunnel built into the stern, the principal aims being shallow draft and protection for the propellers. Most lifeboats have tunnels. They vary in depth, depending on the class of lifeboat; their construction (seen in the photographs of a 48' 6" Oakley lifeboat below) calls for the work of an exceptionally skilled boatbuilder.

IN LIFEBOAT DESIGN

The cant, which can be seen coming from the sternpost, forms the outer edge of the tunnel. It has to be shaped in two planes, the curve running fore and aft as well as vertically; it also has to be rebated to receive the timbers of the tunnel and the boat's planking. This cant is shaped, with bandsaw and adze, from two solid baulks of African mahogany scarphed together. The curved timbers of the tunnel, 2" by 1½" English oak, are bent to shape round a jig before being fitted to the boat. Over the

timbers will be two skins of African mahogany planking, laid diagonally at 60° to each other: the inner planking ¾", the outer ½". Each plank is shaped to a radiused template so that it fits exactly to the curve of the timbers, and is fastened with clenched copper nails, 3" centres.

Note the square trunks (centre of photographs) through which a tool can be used to free the propeller should it be fouled by rope or wreckage during a service. Note, too, the strips of calico laid temporarily along the joints of the deadwood (left); soaked in linseed oil, they will keep the joints tight until the time comes to paint the boat.





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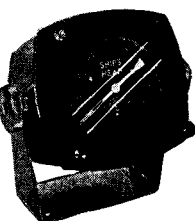
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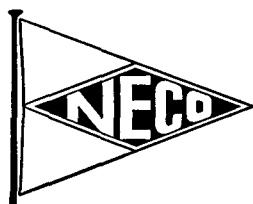
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Lifeboat Services

(from page 46)

cruiser, carrying a crew of two, on passage from Christchurch to Torquay. Her position at the time of interception was 7 nautical miles south east by south of the station on a bearing of 137°. She had been drifting all night with engine failure and fired her only flare just before dawn as she did not know her exact position off shore.

One of the lifeboat's crew was put on board the cabin cruiser, a tow-rope was secured and she was brought safely back to Brixham Harbour. The lifeboat returned to her station by 0830.

Western Division

Exhausted canoeist

WHILE ON EXERCISE at 1615 on Friday, June 20, Port Talbot ILB crew saw people on the tip of the breakwater who were indicating that someone was in distress in the heavy surf on its seaward side. There was a fresh south-westerly breeze and a moderate sea with heavy surf; it was high water.

The ILB found an exhausted canoeist, within feet of the breakwater rocks, clinging to his capsized canoe with a surf-bather trying to support him. He was taken aboard the ILB and his canoe taken in tow. In a matter of minutes he was landed on the lee side of the breakwater and soon recovered after being given a hot drink at the boathouse. The ILB then continued on exercise.

Scotland South Division

Sick Girl

THE DOCTOR at Armadale asked Mallaig honorary secretary at 1400 on Friday, March 21, if the lifeboat would take a sick girl from Sleat Point to Armadale Pier. The 52' Barnett lifeboat *E.M.M. Gordon Cubbin* slipped her moorings at 1410 in a strong south-westerly breeze, moderate sea and ebbing tide with a doctor and nurse on board. Having successfully completed the service she returned to her station at 1700.

Eastern Division

Engine failure

A MESSAGE came from Warden Point Coastguard to Sheerness honorary secretary at 0752 on Monday, May 26, to say that a cabin cruiser had broken down near the outfall buoy and groynes half a mile east of Garrison Point. The people on board were waving.

The 44' Waveney lifeboat *Helen Turnbull* slipped her moorings at 0804 and set out in a force 7 north wind and

rough sea; it was low water. As soon as she rounded Garrison Point the cabin cruiser was sighted in broken water near the outfall groynes. The lifeboat was taken in downwind, just touching bottom, about 30' from the casualty. A line was thrown aboard and her crew were told to cut the anchor warp. *Helen Turnbull* then went astern into deeper water, where the tow was reconnected to the stern of the lifeboat. The cabin cruiser, together with her crew of three, were brought safely to Sheerness at 0829.

North Western Division

Jammed gears

MOELFRE HONORARY SECRETARY was informed by the Coastguard at 1537 on Sunday, March 30, that a 14' open speedboat with a 25 hp engine, carrying a crew of four, had broken down, her gears jammed, 2½ nautical miles south south east of the station.

The ILB was launched at 1545 on an ebbing tide in fair weather with good visibility. The sea was choppy to rough and a fresh breeze was blowing from the north.

The speedboat was reached by 1554. While manoeuvring in the surf and helping the survivors on board, the ILB suffered damage to her buoyancy tank but managed to take the four people safely back to the boathouse, where transport home was arranged for them. Their speedboat was left on a sandbank to be recovered when she refloated. The ILB returned to station by 1605.

Services by Offshore Lifeboats, March, April and May, 1975

Aberdeen, Grampian

March 7.

Aith, Shetland

April 23.

Angle, Dyfed

May 11 and 14.

Baltimore, Co. Cork

April 8.

Barra Island, Western Isles

March 22 and April 10.

Barry Dock, South Glamorgan

March 8, 30, April 26, 27, May 13, 23, 26 and 29.

Beaumaris, Gwynedd

April 27 and May 26.

Bembridge, Isle of Wight

March 14.

Bridlington, Humberside

May 19.

Buckie, Grampian

March 6 and April 6.

Calshot, Hampshire

April 13 and May 26.

Campbeltown, Strathclyde

March 30.

Clacton-on-Sea, Essex

April 6 and 12.

Clovelly, North Devon

April 27.

Courtmacsherry, Co. Cork

May 25.

Cromer, Norfolk

March 14.

Donaghadee, Co. Down

March 9.

Dover, Kent

May 3, 17, 28 and 29.

Dungeness, Kent

March 31.

Dun Laoghaire, Co. Dublin

April 21, 30, May 20 and 24.

Eastbourne, Sussex

May 17 and 23.

Filey, North Yorkshire

April 5.

Fishguard, Dyfed

March 22, 27 and May 26.

Flamborough, Humberside

March 24 and May 26.

Fleetwood, Lancashire

March 26.

Fowey, Cornwall

April 1.

Hastings, Sussex

April 13.

Holyhead, Gwynedd

May 10, 13 and 27.

Howth, Co. Dublin

April 27.

Humber, Humberside

March 10, 13, 26, 29 and 30.

Ilfracombe, Devon

April 1.

Islay, Strathclyde

May 1.

Kilmore, Co. Wexford

May 8.

Kirkcudbright, Dumfries and Galloway

April 28.

Kirkwall, Orkney

March 3.

Lerwick, Shetland

April 2.

Lizard Cadgwith, Cornwall

March 28.

Lytham-St Anne's, Lancashire

March 5 and April 28.

Macduff, Grampian

April 13 and May 15.

Mallaig, Highland

March 15 and 21.

Margate, Kent

March 10, 14, April 23 and May 20.

Moelfre, Gwynedd

May 25.

Newcastle, Co. Down

May 10.

New Quay, Dyfed

April 8.

North Sunderland, Northumberland

March 10.

Padstow, Cornwall

April 7 and 29.

Penlee, Cornwall

March 11, May 24 and June 8.

Peterhead, Grampian

March 9, May 6 and 24.

Plymouth, Devon

March 29.

Poole, Dorset

March 11, April 19, May 17, 23 and 24.

Porthdinllaen, Gwynedd

May 18.

Portrush, Co. Antrim

March 9.

Pwllheli, Gwynedd

May 5.

Ramsey, Isle of Man

March 1 and April 9.

Ramsgate, Kent

May 12.

Redcar, Cleveland
May 3.
Rhyl, Clwyd
March 27.
Rosslare Harbour, Co. Wexford
May 23.
Runswick, Cleveland
March 28 and April 12.
St Helier, Jersey
March 22, 29 and 31.
St Ives, Cornwall
March 7, 8, 11, 18 and May 18.
St Mary's, Isles of Scilly
March 27.
St Peter Port, Guernsey
March 29, 30, April 6, 8, 20, 21 and May 26.
Salcombe, Devon
May 1.
Scarborough, North Yorkshire
May 17.
Seaham, Co. Durham
March 24.
Selsey, Sussex
April 8 and 12.
Sheerness, Kent
March 1, 2, 25, April 8, 23, 26, May 5 (twice), 7, 25 and 26.
Shoreham Harbour, Sussex
March 23.
Stornoway, Western Isles
March 6 and 17.
Stromness, Orkney
March 20 and April 8.
Sunderland, Co. Durham
April 12.
Swanage, Dorset
March 2, 17, 28, April 13, 17, 24, 28, May 1, 14, 18, 26, 30 and 31.
Tenby, Dyfed
May 26 (twice) and 27.
Thurso, Highland
March 9.
Torbay, Devon
March 12, April 4 and 8.
Troon, Strathclyde
April 10 and 19.
Tynemouth, Tyne and Wear
April 13.
Valentia, Co. Kerry
March 22.
Walmer, Kent
May 7 and 14.
Walton and Frinton, Essex
March 14, 15 and April 28.
Wells, Norfolk
May 16.
Weymouth, Dorset
April 1, May 7 and 14.
Whitby, North Yorkshire
March 20, 21, 26, April 4, 13, 14, 26, May 14, 21, 22, 29 and 31.
Wick, Highland
April 28 and May 4.
Wicklow, Co. Wicklow
March 21 and June 2.
Workington, Cumbria
April 6, May 12 and 16.
Yarmouth, Isle of Wight
April 19.

Services by Inshore Lifeboats, March, April and May, 1975

Aberdovey, Gwynedd
March 31, April 2, 4, May 10, 11 and 27.
Abersoch, Gwynedd
April 11, 27 and May 27.
Aberystwyth, Dyfed
May 31.

Arran (Lamlash), Strathclyde
May 11, 24 and 31.
Atlantic College, South Glamorgan
April 20, May 20 and 29.
Bangor, Gwynedd
May 19.
Barmouth, Gwynedd
April 27, May 27 (twice) and 30.
Barrow, Cumbria
March 31, May 26 (twice), 27 and 31.
Beaumaris, Gwynedd
March 10, 15, May 6, 10 and 25.
Berwick-upon-Tweed
May 31.
Blackpool, Lancashire
May 20, 27 and 30.
Borth, Dyfed
March 31 and May 8.
Bridlington, Humberside
March 31, April 15, 27, May 14, 23 and 26.
Broughty Ferry, Tayside
March 9.
Burnham-on-Crouch, Essex
May 1, 25 and 26.
Burry Port, Dyfed
April 23 and May 6.
Cardigan, Dyfed
March 31 and April 27.
Clacton-on-Sea, Essex
March 29, April 3 and 27.
Conwy, Gwynedd
March 15, 22, 30, May 11, 26 and 28.
Craster, Northumberland
April 20.
Criccieth, Gwynedd
April 3, May 7, 24 and 27.
Eastbourne, Sussex
April 11, May 26 and 28.
Eastney, Hampshire
March 2, 20, April 6, May 6, 11 and 26 (twice).
Filey, North Yorkshire
April 1, May 15, 20 and 25.
Fleetwood, Lancashire
April 3, May 26 and 28.
Great Yarmouth and Gorleston, Norfolk
March 24, April 9, 21 and 29.
Hartlepool, Cleveland
April 26.
Harwich, Essex
March 5.
Hastings, Sussex
March 23, 28, April 24, May 14 and 26.
Hayling Island, Hampshire
March 16, 30, April 5, May 3, 6, 10, 26 (four times) and 28.
Kinghorn, Forth
April 20 and May 6.
Kippford, Dumfries and Galloway
April 18.
Largs, Strathclyde
March 8, 9, 14, April 2, 7 and May 25.
Littlehampton, Sussex
March 28, April 14, 17, 20, May 12, 16, 18 and 26 (three times).
Littlestone-on-Sea, Kent
March 1, 31, May 11 and 24.
Llandudno, Gwynedd
April 13, 14, 20 and May 24.
Lyme Regis, Dorset
March 9, 27, April 10, May 11 (twice), 17 and 27.
Lymington, Hampshire
March 30 (twice).
Lytham-St Anne's, Lancashire
April 11 and May 10.
Margate, Kent
March 29, April 12, 29 and May 3.
Minehead, Somerset
April 5 and May 14 (twice).
Moelfre, Gwynedd
March 30 and May 26.
Morecambe, Lancashire
May 18.

Mudford, Dorset
April 28.
The Mumbles, West Glamorgan
May 6.
New Brighton, Merseyside
April 26, May 7, 25, 28, 30 and 31 (twice).
New Quay, Dyfed
April 16, May 25 and 27 (twice).
Newquay, Cornwall
April 19 and 26.
North Sunderland, Northumberland
April 20.
Oban, Strathclyde
May 15.
Peel, Isle of Man
May 6.
Plymouth, Devon
May 19, 24 and 31.
Poole, Dorset
May 7, 11, 17 and 24.
Porthcawl, Mid-Glamorgan
April 25, May 10, 17, 25, 27 and 28.
Port Isaac, Cornwall
April 27, 29, May 3 and 20.
Port St Mary, Isle of Man
April 13.
Port Talbot, West Glamorgan
April 6, 20 and 27.
Pwllheli, Gwynedd
May 26 and 28.
Queensferry, Forth
April 5 (twice), 6 and 17.
Ramsgate, Kent
April 13, 27 and May 1.
Redcar, Cleveland
April 20 (twice) and 26.
Rhyl, Clwyd
April 13.
St Abbs, Borders
May 19.
St Agnes, Cornwall
May 25 and 31.
St Ives, Cornwall
April 11, May 18, 24 and 28.
Scarborough, North Yorkshire
April 13 and May 18.
Selsey, Sussex
May 11 (twice) and 25.
Sheerness, Kent
April 12 (twice) and May 12.
Shoreham Harbour, Sussex
March 25, April 14, 17, May, 17 24, 26 (four times) and 27.
Silloth, Cumbria
March 30, 31 and May 25.
Southwold, Suffolk
April 5 and 24 (twice).
Stonehaven, Grampian
May 11.
Tenby, Dyfed
March 29, 30, May 11 and 26 (twice).
Torbay, Devon
March 31.
Trearddur Bay, Gwynedd
March 31, May 10, 17, 20 and 27.
Tynemouth, Tyne and Wear
April 13 and May 11.
Walmer, Kent
March 30 and April 20.
Wells, Norfolk
May 26.
West Kirby, Merseyside
May 30.
West Mersea, Essex
March 15, 30, April 6, 25, 27, May 3, 4 and 26.
Weston-super-Mare, Avon
March 28, 29, April 20 and May 15.
Whitstable, Kent
April 27, May 3 and 15.
Withernsea, Humberside
May 10 and 11.
Yarmouth, Isle of Wight
April 28.



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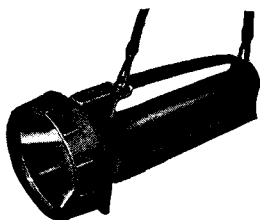
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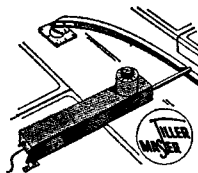
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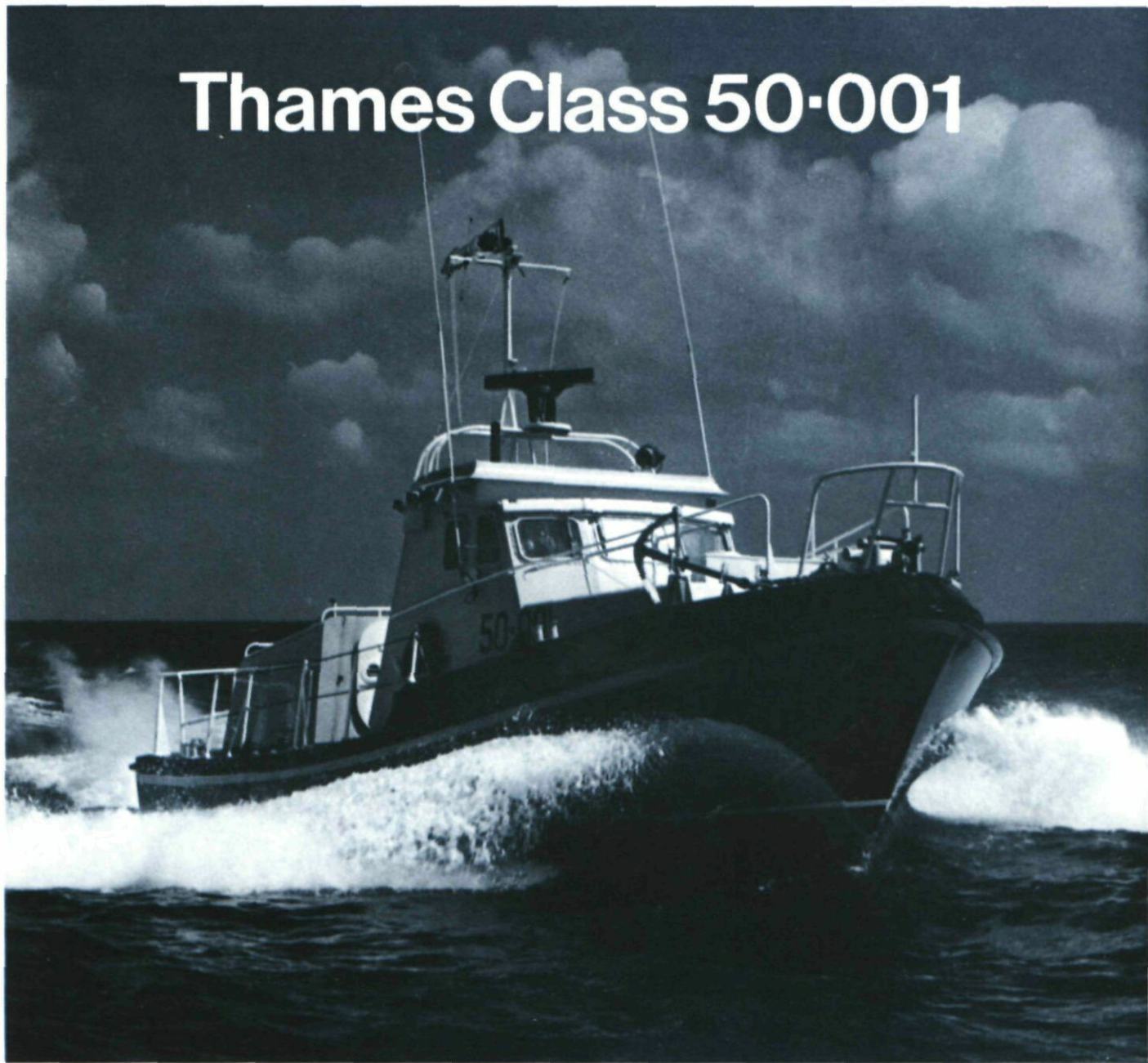


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