

THE LIFEBOAT

THE JOURNAL OF THE RNLI



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THE LIFEBOAT

Winter 1975/76

Contents

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Notes of the Quarter	75
Henry Blogg of Cromer, by Patrick Howarth	77
Lifeboat Services	78
Offshore Lifeboat Services, June, July and August 1975	82
Medical Arrangements in the RNLI: Part I History, by Geoffrey Hale, MBE MB B.CH	83
Naming Ceremonies: Amble, Dunmore East and Walmer	84
Talking with John Tyrrell, FRINA	86
By Invitation: Kirkwall's 70 foot Clyde class lifeboat visits the Faroe Islands...	88
Is This an Answer? The story of the Lifeboat Memorial Book, by The Lord Saltoun, MC	90
Roving Commission: The RNLI Mobile Training Unit brings up-to-the-minute radio information to lifeboat crews	92
Exercise Poolespill	94
Shoreline	95
Some Ways of Raising Money	96
Inshore Lifeboats: Dedication of Eastney and Great Yarmouth and Gorleston Atlantic 21s	99
Letters	100
Lifeboat People	101
Book Reviews	102
Inshore Lifeboat Services, June, July and August 1975	105
Index to Advertisers	108

COVER PICTURE

Launch! The Lizard-Cadgwith lifeboat, *The Duke of Cornwall* (Civil Service No. 33), a 52' Barnett housed slipway boat built in 1960, was named by HRH The Duke of Edinburgh on July 7, 1961. She has launched on service 56 times and saved 58 lives. Her twin 6LW cylinder Gardner diesel engines give her a maximum speed of 9½ knots or cruising speed of 8¼ knots. At full speed her total range is 390 miles; at cruising speed 552 miles. She carries 240 gallons of fuel.

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.

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

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

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NOTES OF THE QUARTER

by the Editor

THE NEW LIFEBOAT produced through the efforts of thousands of Scouts in 'Operation Lifeboat' is to be stationed at Hartlepool. The allocation of the boat to this station happened by chance to coincide with a decision of the Committee of Management of the RNLI to award a bronze medal for gallantry for an exceptional action by a 14-year-old Ilfracombe Scout, Martin Ruddy. A full account of how Martin Ruddy saved the lives of four people and a dog appears on page 80. In the official account of the service it was stated that he had to make 'a long hard pull into dangerous and unfamiliar water'. This he did in a 9' dinghy which he had owned for only three weeks. The people he rescued watched him approach with a mixture of relief and grave doubt whether he would overcome the dangers of the swell and currents which he had to negotiate.

Martin is only the third boy to be awarded a gallantry medal by the RNLI.

No lives saved by lifeboat

A very different kind of service by a lifeboat is reported on page 81. This took place in January 1975, when the Penlee lifeboat was called out after a report that the crew of the motor vessel *Lovat* were abandoning ship.

From the COURT CIRCULAR
YORK HOUSE,
ST JAMES'S PALACE,
September 2, 1975

The Duke of Kent, as President, today received Commander F. R. H. Swann on his retirement as Chairman of the Royal National Life-Boat Institution.

The sinking of *Lovat* with the loss of 11 lives is the subject of an enquiry, but of the gallantry of the Penlee crew and the hazards they faced there can be no question. The wind was gusting to force 11, and the seas were the worst which Coxswain William Richards had ever encountered in the Penlee lifeboat. On the return journey the lifeboat had to face breaking seas of 40' to 50'.

When lives are saved such conditions can be faced, in retrospect at least, with a sense of satisfaction, but the dispiriting experience of the Penlee crew was that they were unable to save a single life.

New and busiest station

RNLI records show that in 1974 the busiest lifeboat station was Sheerness on the Kent side of the Thames Estuary. During the year the lifeboat was launched 55 times and saved 54 lives and 16 vessels. That Sheerness should have been the busiest station is evidence of the importance of flexibility in establishing new stations, closing others and changing, where appropriate, the type of boat in use. There was no lifeboat at Sheerness before 1969, but in that year, largely because of the withdrawal of helicopter coverage from Manston, a lifeboat was placed at Sheerness on an experimental basis. Two years later the offshore lifeboat was supplemented by an ILB.

Convincing statistical evidence of the value of the inshore lifeboat is provided

Nine stations completed 150 years service in 1975 and were presented with anniversary vellums: Appledore, Courtmacsherry, Cromer, Dun Laoghaire, Hartlepool, Howth, Newcastle Co. Down, Padstow and Skegness. (Right) At Dun Laoghaire Major-General Ralph Farrant, chairman of the Institution, talks with Coxswain Eric Offer. (Below) At Skegness Coxswain Kenneth Holland introduces crew members and helpers to Lieut.-Commander P. E. C. Pickles, a deputy chairman of the Institution, and the Mayor of Skegness, who is screened by Neville Ball, honorary secretary; in foreground, Michael Pennell, divisional inspector of lifeboats, Eastern Division.

by the history of Newquay in Cornwall. From 1861 to 1946, when the station was temporarily closed, the total number of lives saved by Newquay lifeboats was 121. In 1963 an ILB was stationed at Newquay. Since then some 250 lives have been saved.

Chairman in Ireland

One of the first duties undertaken by the new Chairman, Major-General Ralph Farrant, was to visit lifeboat stations in the Republic of Ireland. His principal engagement was at the naming ceremony of the new Dunmore East lifeboat (see page 85). He took the opportunity to call on the President of the Republic of Ireland and presented vellums to the Howth, Dun Laoghaire and Courtmacsherry stations in addition to visiting Tramore, Youghal, Ballycotton and Valentia.

Operation Lifeboat

Scouts from all over the country were the first to hear that 'Operation Lifeboat' had exceeded its target by over £1,000 when the total of £101,557 was announced at the National Scout Regatta in Nottingham on October 12. The sum, the largest raised by UK



'THE YEAR OF THE LIFEBOAT'

Commemorative Items and Events during 1974

by Joan Davies

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

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

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

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

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

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

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

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

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



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

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



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

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

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

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

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

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

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



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

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



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





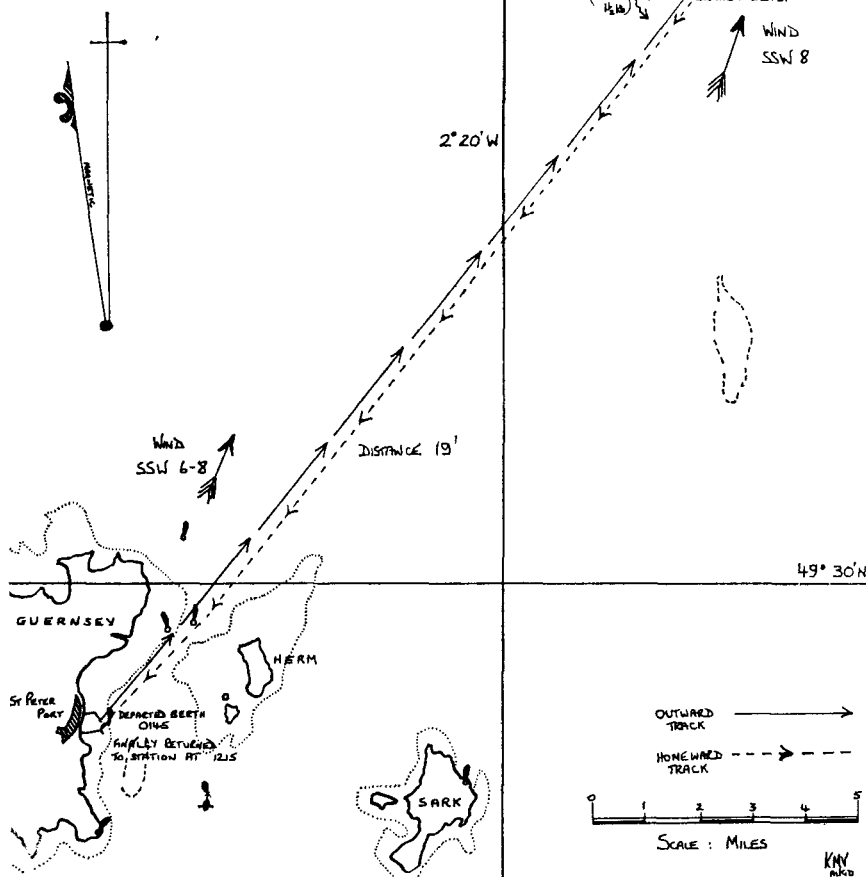
LIFEBOAT SERVICES

South Western Division

Tanker aground

GUERNSEY LIFEBOAT, the 52' Arun *Sir William Arnold*, had been called out at 2250 on July 14, 1975, to escort a fishing boat under tow into harbour. She returned from this service at about 0100 on July 15 and had just finished securing to her moorings at St Peter Port and closing everything down when, at 0128, a mayday call from *Point Law* was received at the Port Signal Station. The duty signalman sent a watchman to shout from the jetty to the lifeboat crew as they were about to embark in their

Service to Point Law: Track chart, taken from Chart BA 2669. (Left) When all hope of refloating *Point Law* had been abandoned, the last six crew and three fireman were lifted off by French helicopter, Guernsey lifeboat, *Sir William Arnold*, standing by. photograph by courtesy of G. D. Lawson.



boarding boat to come ashore, and thus was the lifeboat alerted for the second time at about 0135.

Sir William Arnold left her moorings again at 0145 and, learning via VHF from St Peter Port that the casualty was aground on Le Puits Jervais on the extreme south-west tip of Alderney, Coxswain John Petit set course 040°M for that position, which was 19 miles distant. The tide was in the second hour of ebb, the weather fine with good visibility, the wind south south west force 6 to 8. The sea condition was slight to moderate until clear of the lee of Guernsey when it soon became rather rough.

On passage the lifeboat established radio contact with the master of *Point Law*, a tanker of some 1,500 gross tons, 250' long, in ballast from Guernsey to the Isle of Grain. The master said that there were rocks ahead of him, down his starboard side and astern of him. On arrival at the scene at 0245, however, the lifeboat illuminated the area with parachute flares, searchlight and Aldis lamp and these revealed that the hoped-for access to the port side of the vessel was precluded by the fact that she was hard against the base of the cliffs on that side. She lay in a sort of gully with her bows eastwards, the cliff and shore all along her port side, and rocks

all round except for the small opening through which she had entered and which now exposed her starboard quarter to seaward. The forefoot of the vessel was high and dry and the tide was ebbing, so it was apparent to Coxswain Petit that the crew of the casualty were in no immediate danger.

The wind was now freshening to a fairly steady force 8 and the master appeared anxious for half of his crew of 12 to be taken off straight away. In view of all the circumstances, however, the lifeboat coxswain and crew persuaded him that it would be wiser to wait until daylight before this was attempted, so long as none of them was injured or required urgent medical attention.

Sir William Arnold then stood by, being held by her engines stern to the sea within 100 yards of *Point Law*. At about 0300 MFV *Christmas* arrived and lay off astern of the lifeboat. She carried Alderney pilots on board who were able to advise Coxswain Petit when he enquired regarding rock hazards nearby. Meanwhile, Alderney Fire Brigade and Cliff Rescue Team arrived at the top of the 300' cliffs and helped in illuminating the area with searchlights.

At first light, at about 0400, Coxswain Petit closed to about 70 yards of *Point Law* to start taking off the six men. The master was told by the lifeboat to put his inflatable liferaft into the water and for his six crew to enter it by the rope ladder which was already hanging over his starboard side aft, so that they could transfer to the lifeboat's inflatable dinghy, one at a time, and be hauled back to the lifeboat. Rescue by breeches buoy was not favoured because of the amount of oil on the water, and also there were doubts about whether the tanker might be carrying spirit which would make the firing of a rocket line dangerous.

The dinghy was considered too small for more than one crew if survivors were also to be embarked and Crew Member John Robilliard volunteered to take it alone. The lifeboat lay stern to sea, head to casualty, so that if any rocks were encountered only the stem would be hit, and the propellers would be clear to go astern. A very heavy ground swell was lifting the lifeboat before the onshore gale so that she tended to surf in towards the beach ahead of the breakers, and Coxswain Petit had frequently to put the engines full astern to hold his position.

On the first run in to the casualty, the outboard engine of the inflatable dinghy stalled, and the recoil starter safety pawl jammed in the flywheel so that it could not be restarted. John Robilliard, with difficulty, managed to row back to the lifeboat which Coxswain Petit now brought to within about 20 yards of *Point Law*. It was then decided to unship the outboard engine and row to the casualty with a line attached to the dinghy from the lifeboat's bow.

The inflatable dinghy was veered down

from the lifeboat with the helmsman rowing it to counter the effect of cross eddies between the rocks and of breaking seas. On a number of occasions both the liferaft and the dinghy were swamped by breakers and by seas washing back from the side of *Point Law*. There was much diesel oil floating on the water and making the surface of both the inflatable boats and the oars slippery and difficult to handle. This oil also impregnated the ropes being used and covered the decks of the lifeboat. After two trips, other crew members tried to persuade John Robilliard to let them relieve him in the dinghy, but he insisted on carrying on.

After four complete rescue runs had been made, Deputy Coxswain Alfred Ogier, who was in constant communication with the tanker's master on Channel 16 VHF, was informed that of the final two off, one was injured and would be transferred by Neil Robertson stretcher.

John Robilliard decided that it would be extremely difficult to transfer this man to the inflatable dinghy and fatal for the injured man if the stretcher should be dropped into the rough water in the process. He therefore told the sixth survivor, who was accompanying the man on the stretcher, to stay in *Point Law's* liferaft with him. John Robilliard then secured the dinghy to the liferaft and the tanker was told to veer away the liferaft's line while both boats were hauled back to the lifeboat. On final arrival alongside at about 0500 John Robilliard was found to be completely exhausted.

Having taken these last two aboard, the lifeboat then told the tanker to haul back her liferaft and leave it lying at fairly long stay so that it would be ready should it be needed later to take off the remaining six crew members.

Sir William Arnold then lay off and stood by until *Point Law* had finally settled. Then, having been informed by St Peter Port radio that a French helicopter was standing by, and with the master's concurrence, Coxswain Petit set course for Alderney to land the six men already taken off.

Point Law's master had summoned the assistance of a French tug, which had arrived at about 0600, because he hoped to try to get afloat again on the rising tide. Three fireman had been put aboard, by a line rigged from the cliff, to help the remaining crew pump out the ship's flooded compartments.

Sir William Arnold arrived at Alderney Harbour at about 0700 where she remained until 0900. Coxswain Petit then returned to stand by the tanker while towing was attempted. However, the wind and swell, and the extremely limited room to manoeuvre, combined to make it impossible for the French tug even to attempt the operation. Soon the ship began to pound on the rising tide so that there were fears for the safety of those left on board. She was starting to break up.

The master then decided to abandon

ship, and the French helicopter, which had been standing by at the airport, was called in to lift off the six crew and three fireman one by one and deposit them on the cliff top. The lifeboat stood by until this operation was completed and then departed, at 1115, for St Peter Port where she arrived at 1215.

For this service a bar to his bronze medal was awarded to Coxswain John Petit and the bronze medal for gallantry was awarded to Emergency Mechanic John Robilliard. Medal service certificates were presented to Second Coxswain Wilfred Savident, Assistant Mechanic Robert Vowles and Deputy Coxswains Alfred Ogier and Lloyd de Moulipied.

Coxswain Petit was awarded his bronze medal in 1963 when the lifeboat, then under the command of his father, Coxswain Hubert Petit, rescued nine crew members of the motor ship *Johan Collett*. Hubert Petit was awarded the gold medals of both the RNLI and the Norwegian Lifeboat Institution on that occasion.

South Western Division Award for Scout

MARTIN RUDDY, a 14-year-old Scout from Ilfracombe, has been awarded the bronze medal for gallantry and an inscribed wristwatch for rescuing four people and a dog from a sinking speedboat.

On the afternoon of Saturday, June 7, 1975, Martin was in his new 9' inflatable dinghy 'on the edge of the sea' on Tunnels Beach, Ilfracombe. He had only had the boat for about three weeks and had never left the water's edge for more than a very short distance as he had been warned that there were dangerous cross-currents and rocks, and a treacherous tide race beyond the rocks.

At about 1700 he noticed a speedboat lying stopped about half a mile off the beach and thought the people on board must be fishing. A minute later, looking again, he saw one of the people waving a white shirt and realised that they were in difficulty. Without a moment's hesitation he turned his dinghy seawards and began rowing as hard as he could towards the scene of distress.

The casualty was a 15' speedboat. Its owner had taken it out to the west of Ilfracombe earlier in the afternoon, with a man and his wife, their eight-year-old son and a dog as passengers. While at speed, about an hour before, the engine had failed and the following sea rushed in over the low transom, swamping the boat. The last of the flood tide had then carried them back eastwards towards Ilfracombe but, although the wind was light, the sea in the tide race had steadily overcome their efforts at bailing until the boat was in imminent danger of sinking.

Fortunately it was high water, which meant that currents between the rocks, through which Martin had to row, were less than they would otherwise have

been. Even so, he had considerable difficulty because there was a 4' to 5' swell running, sending waves on to the shore, and he found that eddies between the rocks were taking him everywhere but the direction he wanted to go. It was a long hard pull with his short vinyl oars into dangerous and unfamiliar water, and those aboard the speedboat saw his approach with relief but, at the same time, apprehension as to whether he would make it. All three adult survivors reported that the swells, waves and rocks made it look very dangerous for the dinghy.



Martin Ruddy, awarded the bronze medal for gallantry and an inscribed wristwatch, was presented with the watch at last October's National Scout Regatta by P. Denham Christie, a vice president of the RNLI.

photograph by courtesy of The Scout Association.

It took Martin about 20 minutes to get within a few yards of the speedboat, by which time the owner of the boat had swum to him. Martin, with this man then clinging on, continued to row until they reached the boat. Then he saw that the other man, the boy, who was wearing a lifejacket, and the dog were all in the water and the speedboat was sinking. He grabbed the boy and pulled him aboard his dinghy, followed by the dog.

Martin then saw the woman being dragged below the surface; she appeared to be caught in something on the sinking boat. He reached out and managed to hold on to her long dress until the owner was able to scramble into the dinghy and help him to pull her aboard.

The other man was still in the water. His legs were completely numbed through long immersion aboard the swamped casualty and he was unable to do anything but hang on to the side of the dinghy. Martin and the owner had a very difficult job to pull him aboard and, when they did so, he was unable to move.

With all safely on board, and with the tide starting to ebb westwards, Martin Ruddy began rowing again back towards the shore. Then the owner of the speedboat took one oar over from the boy so that each could use an oar as a paddle. The return journey was a struggle with an ebb of 2 or 3 knots

already starting to produce a tide race with waves of about 3 feet.

Meanwhile, at about 1715, the Coastguard had been alerted and had summoned a helicopter which arrived at 1735. By this time the survivors were well on their way to shore.

Martin Ruddy, who had acted with complete disregard for his own personal safety in favour of what he immediately saw to be his duty to others, was presented with his inscribed wristwatch during the National Scout Regatta at the National Water Sports Centre, Holme Pierrepont, Nottingham, last October. The presentation was made by P. Denham Christie, a vice president of the RNLI who was formerly coxswain of Tynemouth lifeboat.

South Western Division

MV Lovat sinks

ON SATURDAY, JANUARY 25, 1975, HM Coastguard informed the honorary secretary of Penlee lifeboat at 0637 that MV *Lovat* had broadcast a mayday call and that her crew were abandoning ship. The reported position of *Lovat* was 235°T 24 miles from Lizard Point. The wind was west north west force 8 to 9 gusting 12. It was still dark, sunrise being due at 0750, and there were heavy rain squalls. The tide was in the fourth hour of ebb.

Penlee lifeboat, the 47' Watson class *Solomon Browne*, launched at 0655. At 0705 she received an amended course

and distance and Coxswain William Richards set course 210°M to allow for estimated set and drift.

On leaving the lee of the land at about 0730 the lifeboat's passage became extremely uncomfortable with rolling in the beam sea and visibility reduced drastically in the frequent squalls. Because of the extreme urgency of the situation, however, Coxswain Richards drove the lifeboat on at full speed the whole way.

At about 0839 the lifeboat heard that, on the scene, the winch wire of a Whirlwind helicopter had parted and her diver was in the water, but that a replacement Sea King helicopter was now airborne from Cudrose.

About 20 minutes later, through a gap in the squalls, the lifeboat sighted the Irish car ferry *St Patrick*, which had been reported assisting, and almost immediately afterwards a Sea King helicopter was seen hovering over a liferaft.

Coxswain Richards immediately altered course towards the liferaft, passing an upturned ship's lifeboat on the way. The lifeboat came up to weather of the liferaft, lashed it alongside and, while the lifeboat, lying beam on to the seas, rolled violently, the crew managed with great difficulty to haul on board two bodies, one of them that of a youngster of about 16.

HMS *Wilton* had now assumed charge of the search and rescue operation and asked two helicopters to try and recover five bodies. Vicious seas kept washing the divers away on the ends of their

winch wires but they managed to recover one body each and the lifeboat recovered the other three. The boat was rolling as much as 60° and the guard rail had to be slipped to allow four of the crew to lift the bodies aboard. This was a particularly hazardous operation for the crew, who nevertheless performed their duties with unfaltering determination.

When, soon after 1100, HMS *Wilton* informed the lifeboat that all the crew of *Lovat* had been accounted for and the rescue operation was completed, Coxswain Richards set course for harbour. There had been no abatement in the weather, so, taking account of the safety of his crew, he reduced speed and *Solomon Browne* finally arrived at Newlyn at 1440.

For this service the Institution's bronze medal for gallantry was awarded to Coxswain William Richards. Medal service certificates were presented to Second Coxswain Edward Wallis, Acting Mechanic Nigel Brockman, Acting Assistant Mechanic Stephen Madron, Acting Bowman Phillip Wallis, Acting Emergency Mechanic Alan Tregenza and Crew Members Kevin Smith and Barry Torrie.

North Eastern Division

Escort duty

ON TUESDAY, January 28, 1975, HM Coastguard informed the honorary secretary of Bridlington lifeboat at 1130 that a number of fishing cobsles were still at sea and the weather was deteriorating.

Bridlington lifeboat, the 37' Oakley William Henry and Mary King, launches to escort fishing cobsles and motor fishing vessels back to harbour through strong gale force winds: January 28, 1975.

photograph by courtesy of Arthur W. Dick.





End of an exercise: Dover's 44' Waveney lifeboat Faithful Forester tows in two American inflatable assault boats: August 19, 1975.

photograph by courtesy of Associated Newspapers

At 1235, high water, *William Henry and Mary King* was launched in cloudy, squally weather with visibility between three and five nautical miles; the sea was rough and a strong south south east gale blowing. The lifeboat escorted in four cobsles and then stood by to give cover to 18 motor fishing vessels entering harbour. After remaining alongside the quay on alert while the wind abated, the lifeboat was beached at 2000 and finally rehoused by 2100.

Scotland South Division

Capsized trimaran

FOUR MINUTES after HM Coastguard had alerted Berwick-upon-Tweed crew and honorary secretary, at 1631 on May 31, 1975, to tell them that a trimaran had capsized $2\frac{1}{2}$ cables outside the harbour entrance, the D class ILB was speeding towards the casualty crewed by Helmsman Billy Shearer and Crew Member Norman Jackson. The wind was north-easterly force 3 to 4 and there was a very long heavy swell coming in which was breaking well out from the beach. The tide was $2\frac{1}{2}$ hours flood, the weather fine with good visibility.

After launching, Helmsman Shearer headed towards the harbour entrance, cutting across over The Batts towards the trimaran as soon as conditions allowed. As the ILB closed the wreck two men clinging to the hull shouted that there was a woman in the water without a lifejacket. The ILB at once turned in the direction they indicated and a few yards away sighted a woman floating seemingly unconscious. With some difficulty they managed to get her aboard the ILB. As they returned to the wreck the men shouted that there was another woman trapped inside the hull and they did not want to leave her.

Billy Shearer rapidly assessed the situation and decided he should land the survivor in the ILB; she was in a collapsed condition and bleeding from a cut above the eye, while the wreck, drifting rapidly ashore, was now only 200 yards from Spittal Beach where the Coastguard and several other people were ready to give help. He asked by

radio for an ambulance to be waiting at the lifeboat house and also for an axe to be ready to take back so that he could break into the hull of the wreck.

The ILB then headed back the way she had come out. As they neared the harbour entrance Helmsman Shearer, becoming concerned about the condition of the survivor, handed over the helm to Norman Jackson while he looked at her. Just after he had taken the helm, a large sea washed over the ILB and took Norman Jackson overboard. As he went his foot caught in the fuel line breaking it and stopping the engine.

Billy Shearer straight away plugged in the other fuel line and restarted the engine and within a very short time turned the ILB and picked Norman Jackson up. He then headed at full speed for the lifeboat house. At about 1650 the survivor was landed and an axe put aboard the ILB. She then returned to the casualty which had by now driven ashore. By about 1655 the ILB was beached alongside the wreck and Billy Shearer, helped by Norman Jackson and the Station Officer of the Coastguard, broke into the hull and reached the woman trapped inside.

An RAF helicopter, which had just arrived, picked up the woman and transferred her to an ambulance waiting on the promenade. All the survivors were then taken to Berwick Infirmary. The ILB was relaunched through heavy breaking seas and made her way back to station, being rehoused at 1845.

For this service the bronze medal for gallantry was awarded to Helmsman Billy Shearer and the thanks of the Institution inscribed on vellum were accorded to Crew Member Norman Jackson.

South Eastern Division

American 'invasion'

AS A TRAINING EXERCISE, three American inflatable assault boats set out from Calais on the morning of Tuesday, August 19, 1975, to cross the Channel, land and scale the cliffs of Dover. However, the weather deteriorated, there were fuel problems, and at 1202

Dover Port Control Authorities informed Dover lifeboat honorary secretary that the master of a car ferry had reported seeing two inflatable boats with American service personnel on board which appeared to be sinking two miles east of Dover.

The 44' Waveney lifeboat *Faithful Forester* slipped her moorings to investigate at 1209 and set out in a moderate west-south-westerly breeze and a moderate sea and ebbing tide. On arrival at 1230 she took the two boats in tow and brought them back against wind and tide to Dover. The occupants, 15 men and five women, were suffering from seasickness and exposure and were taken aboard the lifeboat.

Faithful Forester arrived in Dover at 1340 when the Americans were landed. The third inflatable boat was towed in to the beach by a trans-Atlantic yacht from Brazil.

North Western Division

100,000th life saved

ON WEDNESDAY, May 28, 1975, HM Coastguard informed the New Brighton, Merseyside, honorary secretary that a boy was adrift in a rubber dinghy 200 yards off shore near Formby Point. The ILB was launched at 1435 in a moderate to fresh north-easterly wind and a calm sea. It was 23 minutes after high water. The 13-year-old boy was found about two cables out to sea and he was taken ashore to where the Coastguard were waiting. He was wrapped in blankets and taken to the Coastguard station before going home. The boy, Stuart Nixon, was the 100,000th life to be rescued since the RNLi began to keep detailed records. A certificate was presented to him to record this historic occasion and also to the lifeboat station.

Services by Offshore Lifeboats, June, July and August, 1975

Aldeburgh, Suffolk

July 19.

Amble, Northumberland

July 21.

Angle, Dyfed

June 13, July 11, 21, 31 and August 6.

Anstruther, Tayside

August 2.

Arklow, Co. Wicklow

July 15, 27, 29 and August 25.

Arranmore, Co. Donegal

July 8 and 10.

Baltimore, Co. Cork

August 1, 9 and 20.

Barmouth, Gwynedd

June 1, July 23, 24, 29 and August 30.

Barra Island, Western Isles

July 26 and August 25.

Barrow, Cumbria

June 12, July 9, 20, August 11 and 23.

(continued on page 105)

Medical Arrangements in the RNLI

PART I: HISTORY

by Geoffrey Hale, MBE MB B.Ch

ALTHOUGH THERE HAVE BEEN instances of medical men serving on the Committee of Management in years gone by, and many occasions when doctors on the coast have given valuable service, there was never a centrally planned policy on medical arrangements in the RNLI until shortly after the last war when a doctor was appointed to the Committee of Management in order to achieve this object. Our founder, Sir William Hillary, had expressed the wish that every lifeboat station should have a local doctor formally attached but this did not become general policy until the early 1950s when it was decided to appoint an honorary medical adviser to each lifeboat station. With this beginning it became possible to improve the general standard of first aid among crews by the issue of the first 'First Aid for Lifeboat Crews'.

These steps were welcomed on the coast, where many members of the local branches and the crews had seen the benefits of first aid and medical organisation during the war, both in Civil Defence and in the armed forces.

Later in the 1950s Professor E. A. Pask was recruited to the Committee of Management. At that time he was Professor of Anaesthetics at Newcastle-upon-Tyne, but during the war he had not only served in the RAF as an anaesthetist, but also in the Institute of Aviation Medicine where he was engaged in research on resuscitation and on the design of lifejackets. So great was his dedication that during both these projects he volunteered to be the unconscious guinea-pig on which tests were made. During the former project his anaesthesia was taken to the depth at which his spontaneous breathing ceased and then fellow workers maintained his life with artificial respiration while observing which method was the most efficient. Of course at this date the 'kiss of life' was not in use and the comparisons were principally between the Schafer, Sylvester and Eve methods.

During the latter project Professor Pask wore an RAF lifejacket and, while anaesthetised, he was placed in a swimming pool, thus enabling his

colleagues to observe just how an unconscious man floated, and how the lifejacket could be modified to increase its efficiency.

Professor Pask came to the Institution with this experience at a particularly appropriate time, when all the maritime countries were becoming aware that oil pollution at sea was an increasing threat to the buoyancy of most of the lifejackets then in use.

This threat led to modifications to the RNLI lifejacket then in use, and in 1963 the Committee of Management set up a working party to advise on the design of a new lifejacket for the Institution. Soon the working party was strengthened by the inclusion of Surgeon Captain F. W. Baskerville, CBE, then a serving Naval officer, and an expert on survival at sea.

Professor Pask had designed an anthropomorphic dummy which did away with the need for human guinea-pigs. Both at Littlehampton and off Tynemouth, watched by inquisitive seals, the working party spent days at sea observing the performance of the dummy in various designs of lifejackets from several countries. Finally the more promising models were tested on conscious human subjects in the wave tank at Haslar. From all these observations and after much other work on materials and details of manufacture the present RNLI lifejacket was evolved.

While this work on lifejackets was going on much thought was also being given to the resuscitation of the apparently drowned. In the 1950s the Holger-Nielsen method of artificial respiration had replaced the older methods, and as a 'spin off' from the great strides made in anaesthetic apparatus several types of more or less automatic resuscitation machines, using bottled oxygen, came on the market. But none of these were really suitable for first aiders to use in the rough and wet, salt conditions of the RNLI boats, where proper maintenance was always a problem because of the corrosive qualities of salt water.

In 1960, in the hope of solving some of these problems, Professor Pask designed a method of piping oxygen to three points on a lifeboat, into which the 'business end' of a resuscitator could be plugged. This apparatus was fitted into 12 conventional lifeboats.

It was in this same year, 1960, that the 'kiss of life' was recognised as the most efficient non-mechanical method



Keith Downey, nephew of one of the victims of the Rye pulling and sailing lifeboat Mary Stanford disaster in 1928, is here shown demonstrating the use of Professor Pask's aid to resuscitation in the Rye Harbour ILB.

of artificial respiration and generally adopted by all first aid organisations.

During the next seven years the Institution watched for results from the 12 boats equipped with oxygen, and from the remainder of the fleet which used mainly the 'kiss of life'. Interest was added to this comparison by the introduction of the fast inshore lifeboats in 1963 which gave crew members opportunities to reach an inshore casualty soon enough for artificial respiration to be effective.

In these ILBs, and to a lesser extent in conventional boats, the actual giving of the 'kiss of life' is made difficult by physical problems not the least of which is for the first-aiders to keep his mouth against that of the casualty when the latter is lying on a heaving deck. A mouthpiece for the first-aiders, joined by flexible tubing to a Brook Airway for the casualty, has got over this problem and with valves built into the mouthpieces it makes the 'kiss of life' the method of choice for emergency resuscitation in lifeboats.

The invention of this simple aid to the 'kiss of life' method of artificial respiration was the last of many valuable items of work that Professor Pask completed for the Institution before his tragic death in 1966 at the early age of 53. For his bravery during his research projects, from which the RNLI later benefited so greatly, he was posthumously awarded the Institution's silver medal in 1967.

By 1967 no resuscitation had been achieved by the piped apparatuses, which had still proved difficult to maintain besides presenting certain fire risks. So in this year the Committee of Management decided to remove them and set up the oxygen working group to advise on the need for oxygen and the best method of resuscitation in lifeboats. This group recommended that oxygen resuscitation apparatuses should not be

(Continued on page 91)

Dr Hale has been a member of the Committee of Management since 1952 and was elected a vice-president in 1964. He served on the medical working parties and is a member of the Medical and Survival Committee, of which he was chairman from its formation in 1971 until 1975.



**AMBLE,
DUNMORE EAST
and WALMER**

Amble: Regardless of heavy rain, after naming Harold Salvesen, the new 37' 6" Rother class lifeboat, Mrs Salvesen was down on the shore to see her launch.

photograph by
courtesy of
The Northumberland
Gazette.

ship-owners in Leith since the 1850s. Today the fleet of Christian Salvesen Ltd. includes colliers which each week make the passage to the north-east of England to load coal. Harold joined the company in 1928 and after the second world war was in sole charge of its whaling operations, himself regularly voyaging to the Antarctic with the whaling fleet. He took great interest in the welfare and training of those serving in the Merchant Navy and also played an important part in international negotiations for the preservation of the Antarctic whale. Over the years the company has made regular generous donations to the RNLI, and recently the Theodore Salvesen Memorial Trust has given £20,000 towards the cost of a new lifeboat.

Other benefactors also contributed to the new Amble boat. George Watson's College, Edinburgh, for instance, gave £162.53 to meet the cost of the pedestal compass, and the two pupils who came to the naming ceremony were the particular guests of the crew. Special goodwill messages were brought to the crew from New Zealand by Miss Gwen Wilkinson, honorary secretary of Durham City ladies' guild, recently back from that country, and they were delighted to receive a shield from the New Zealand Volunteer Coastguard and a pennant from the Summer Lifeboat Institution.

Meanwhile, further south, after Lady

Naming Ceremonies

TWIN NAMING CEREMONIES at opposite ends of England took place at 3 o'clock on Saturday, September 6, 1975. At the same time as, in Northumberland, the new Amble lifeboat was being named *Harold Salvesen* by Mrs H. K. Salvesen, widow of the late Captain Salvesen, in Kent the new Walmer lifeboat was being named *Hampshire Rose* by Lady Rose, wife of single-handed circumnavigator Sir Alec Rose. Both boats are of the 37' 6" Rother class.

While at Walmer, however, the day was fine, at Amble cloudburst followed cloudburst. Despite torrential rain about 400 people sat or stood out in the open, some ankle-deep in water, defying the elements, and the 30-strong Newbiggin Salvation Army Band played on undeterred. At sea both the Eyemouth and Newbiggin lifeboats were in attendance. *Harold Salvesen* was presented to the RNLI by Gerald Henry Elliott, a nephew of the late Captain, delivered into the care of Amble branch by P. Denham Christie, a vice-president of the Institution and member of the Committee of Management, and accepted by Councillor John Matthews, honorary secretary of the station. Also present was W. F. G. Lord, vice-convenor of the Scottish Lifeboat Council and a member of the Committee of Management, for Scotland has deep connections with the new Amble boat.

The Salvesen family originally came from Southern Norway to Scotland in the 1840s and have been established as

Walmer: (Below) Hampshire Rose with her crew and the lifeboat people of Kent and Hampshire, as well as neighbouring stations, who had gathered for her naming. Music was by the Junior Band of the Royal Marines and fanfares by the Herald Trumpeters of the Depot Royal Marines. (Right) After performing the naming ceremony, Lady Rose, under the guidance of Head Launcher Leslie Coe, broke the slip chain to launch the new Rother lifeboat.

photographs by courtesy
of Ray Warner.





Norton MBE, a member of the Committee of Management, had delivered *Hampshire Rose* to the care of the Walmer branch, and the boat had been received by the honorary secretary, Norman Cavell, a service of dedication was conducted by the Bishop of Southampton, the Right Reverend John Kingsmill Cavell, assisted by the Vicar of Walmer, the Reverend Peter Hammond. Thus were linked together the endeavours of the people of Hampshire and the people of Walmer.

It was in May 1973 that Sir Alec Rose launched the *Hampshire Rose* appeal. Conscious of the debt owed to the RNLI, and to mark the 150th anniversary of the Institution, a committee had been formed in and around Portsmouth with the object of raising £50,000 towards the cost of a Rother class lifeboat. Although originally it had been intended that the appeal should be confined to Hampshire, it gained momentum and spread to the surrounding counties. The support the appeal received not only from branches and guilds but also from individuals, schools, clubs and all sorts of organisations has been magnificent and has resulted in the original target being surpassed by more than £21,000.

Of the 2,000 people at the naming ceremony, many were from Hampshire, including the Lord Lieutenant, the Earl of Malmesbury. They were welcomed by General Sir Norman Tailour, KCB DSO,

Dunmore East: Silver medallist Coxswain Stephen Whittle and his crew aboard the new 44' Waveney class lifeboat St Patrick.

Honorary Secretary Stanley Power (right) introduces the Dunmore East crew to Mr Peter Barry, Minister for Transport and Power in the Republic of Ireland, and Mrs Barry, who named the lifeboat.



Captain of Deal Castle and Patron of the Goodwin Sands and Downs branch. Present, too, were representatives from Calais and both the Calais lifeboat, *Maréchal Foch*, and the 44' Waveney Dover boat, *Faithful Forester*, were in attendance when, after the service, Lady Rose knocked out the launching pin and *Hampshire Rose* slipped down the beach into the sea.

A fortnight later, on September 14, a Sunday of brilliant autumnal sunshine and a biting northerly wind which tipped off the tops of the waves in dancing white, a third lifeboat was named; this time at Dunmore East in Co. Waterford. It was a great day for the whole of the Republic of Ireland because the new *St Patrick*, a 44' Waveney lifeboat, is the culmination of the 1974 national appeal throughout the Republic to mark the 150th anni-

versary of the RNLI, and lifeboat people had come from all over the country, in the words of Mr Peter Barry, Minister of Transport and Power, to wish her 'many joyful returns'.

The occasion was heralded by the pipes and drums of the De La Salle Band, which, marching through the town and down the curved road to the quay, drew the people down to the harbour where *St Patrick* lay dressed overall in company with coastal mine sweeper *Fola*, yachts and the colourful herring fleet. It was a great meeting of friends. Coxswains or crew members had come from a number of east coast stations; Coxswain and Mrs Owen Kavanagh had made the journey from Arranmore in the furthest north west; Dick Walsh, ex-coxswain of Rosslare Harbour, was there, and so was Patrick Power, ex-coxswain of Dunmore East who, in 43 years service, had been

awarded four bronze medals. Among the good wishes received during the day was a telegram from Captain the Hon. V. M. Wyndham-Quin, RN, a past chairman of the Institution.

St Patrick was delivered to the care of Dunmore East branch by the present RNLI chairman, Major-General R. H. Farrant, CB, and accepted by the honorary secretary, Stanley Power. There followed the blessing of the lifeboat by the Very Reverend James Aylward and the Reverend Ivan R. Biggs, and then the naming ceremony was performed by Mrs Peter Barry.

After tea in the fish auction hall, beautifully decorated with floral pedestals, everyone gathered up on the harbour wall to watch the sparkling joint lifeboat/helicopter demonstration which brought the day's formalities to a close.

SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1975 to September 30, 1975: Services 2,292; lives saved 814

THE STATION FLEET

(as at 30/9/75)

135 station lifeboats

123 inshore lifeboats operating in the summer

LIVES RESCUED 100,674

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

Talking with

JOHN TYRRELL

FRINA

Honorary Secretary, Arklow, and
Designer of *Grace Paterson Ritchie*



John Tyrrell and his two elder sons, Michael (right) and Jimmy. On the drawing board a brigantine-rigged sail training ship.

'We've been building boats here for 110 years now, and before that we were sailors and fishermen. Always in Arklow. It was a very small town devoted, at that time, solely to seafaring. Nothing else. Fishing mainly, and then, as the years went by and the harbour developed, trading first under sail and in later years in full powered motor coasters of increasing size. . . .'

Thus a lifetime's vista of the eastern seaboard of the Republic of Ireland was opened up by John Tyrrell—known as Jack—boatbuilder, naval architect, chairman of the Arklow Harbour Commissioners, and, for the past quarter of a century, honorary secretary of Arklow lifeboat station.

A world of ships and boats of all descriptions was the inheritance which Jack Tyrrell received from his grandfather and father, and which he in turn is passing on to his sons; Michael and Jimmy work in the family shipbuilding business with their father, while John is at sea, and the name John Tyrrell and Sons is synonymous with sturdy fishing and pilot boats, and motor cruisers built on workboat lines. Although in recent years Tyrrells have been set up to build in steel as well, their boats are mostly of wood, and in the yard lie trunks of Irish oak, seasoning ready to provide the grown timbers of traditional boatbuilding.

For the Tyrrell family the sea was, and is, their life: and lifeboats have always been an integral part of that life.

'The lifeboat service was always here, right from the start. We had a station in Arklow in 1826. Of course, it was essential to have a lifeboat in this particular place because eight or nine miles off the coast we have an extremely dangerous bank extending for about 15 miles. In the days of sailing ships there were wrecks on it quite frequently. They were great tragedies; many people were lost on Arklow Bank.'

'My grandfather was a member of the local lifeboat committee and he took a

tremendous interest in the service. All my family were members of the committee. We grew into it as we grew older, my father and myself, and now my sons and myself. I have been secretary since early 1951 and Jimmy, my second son, has been deputy launching authority for the past four years; he is as keen as anybody ever was on it.'

At Arklow there is no shortage of men to form the lifeboat crew; there are as many as 60 names on the crew list, and nobody goes on that list unless he is a competent seaman: a fisherman or in the merchant service. They are picked in rotation for exercise, but when it comes to a service it is the coxswain's prerogative to choose his crew. The boat has slipped her moorings in as little as nine minutes from the first notification over the telephone; 15 minutes is reckoned a long time in Arklow.

And the secretary's part?

'You are on the alert from the time the boat leaves until she comes back. But you don't notice the time. You've got messages coming through, assessments to make and there will probably be further information to pass to the boat. You are on the job the whole time the boat is out. You must be, because the shore people have to ensure that up-to-date information is passed to the coxswain.'

The first decision to be made, of course, is should the boat be launched?

'There was a rather humorous occasion about a year ago. On a fine summer evening a lady rang up and said she was talking from Ballymoney, which is roughly ten miles south of Arklow. Would we get the lifeboat out at once because there were three people in a capsized dinghy and they were waving their arms and they were continually going under water. She had looked at them through binoculars and they were waving and in great danger. I had heard a few yarns of this sort before, so I asked for confirmation. There was a man standing beside her. He came on at once and said, "Will you for God's sake get

the lifeboat out before these people are drowned!" So that was good enough. We got the boat away quickly, but she found no dinghy, no people, only a log with three seagulls standing on it. This is completely frustrating.

'Now, a similar thing happened last summer, about three or four miles north of Arklow. We got an urgent message that a frogman was in difficulties well out to sea. I asked, "Are you sure it's a frogman?" and the man said, "Yes." "Are there two of them?" I asked, because normally their clubs insist on them going out in pairs. "No", he said, "there's only one. I can see the helmet and the bottle on his back, and he's waving his arms." So I let the lifeboat go on that information, and it was another log, with a little branch sticking up, rolling in the water. These people, I am sure, called us with the best of intentions, but their imaginations ran away with them.'

Then there are emergencies. Jack Tyrrell remembered the service when Coxswain Michael O'Brien took the Arklow 42' Watson lifeboat *William Taylor of Oldham* out to *Jadestar Glory* on January 16, 1974 (see the winter 1974/75 issue of THE LIFEBOAT).

'That was an excellent service. Jadestar Glory had gone on the rocks at Cahore Point. The crew took to two rafts, three men in each. Our coxswain did a wonderful piece of navigation; he had sized up the weather and allowed for the currents and wind and he landed right between the two rafts. He made a very clean job of it; he was only at sea for about four hours on that occasion.'

'We did have the longest winter service in the Institution one year, back in 1955, for which the crew received a case of rum from the Sugar Manufacturers' Association of Jamaica. The extraordinary coincidence was that the winter before Rosslare Harbour got it, so there was plenty of rum in this corner of Ireland in those years.'

'But the best launch I ever remember was one more than 20 years ago which turned out to be an abortive trip. It was

December and there was a very heavy easterly gale. We had a report of a Swedish ship drifting on to the north end of Arklow Bank. The weather was so bad that the piers were completely overwhelmed; you just couldn't see them or any part of the outer harbour. I put it up to the coxswain, Peter Kenny, and he said, "We'll get another position"—we weren't quite sure of the first one—and as soon as we got confirmation he said, "Right, away we go". Getting that boat out over the bar and away in those conditions was one of the best pieces of seamanship that was ever carried out here. We kept in touch with her by radio. The sea was enormous as she went out towards the bank, but before she got there, with a veer in the wind, the ship drifted clear of the bank and got her engines going again. The sea was so bad that I ordered them away to Wicklow; they didn't come back till the next day.'

For fund raising in Arklow the Tyrrells have the help of the Kearons, another old seafaring family. Flag days are mainly the responsibility of Mrs Aileen Tyrrell and Mrs Molly Kearon, and it is they who enlist flag sellers.

'When I took over as honorary secretary my good friend Roy Kearon, Molly's late husband, took over as treasurer. Roy was a tremendous worker and he just wouldn't take no for an answer when it came to fund raising. The result was that from year to year, every year, we have increased the total collection.'

The total for the 1975 flag day was the best yet, £712. Both Mrs Tyrrell and Mrs Kearon are keen members of the local Soroptimists Club, which runs a function each year for the RNLI. For several years this has taken the form of 'feasting' with an entertainment and an auction during the evening.

'We have one delightful man who is a local seaman: Dan Kearon, the head chef in a Shell tanker. He spends a great deal of time away at sea, but he comes home, usually in the autumn time, and puts on the food for the Soroptimist evening—fish and salad, or curry. He is really very

good at it and it brings in quite a bit. £240 in 1974.

'We make a local appeal every year and we get in subscriptions from all the firms and a great many private people in the area. We find that people are very good, and they increase their subscriptions more or less parallel with inflation. Our own staff in the shipyard here have an annual party at which they raise money for the RNLI, and the Round Table has been very helpful to us.'

Tyrrells have never built a lifeboat but Irish lifeboats have been repaired and overhauled in their yard since the turn of the century. As Jack Tyrrell looked with justifiable pride and pleasure at the glistening new paintwork and trim fittings of relief lifeboat *St Andrew* (Civil Service No. 10) (a 41' Watson built in 1952), waiting in the yard to be launched, he spoke of the great satisfaction of this work. Alterations, he said, added tremendously to the interest: re-engining from petrol to diesel, for instance, or installing air bags; or getting in the first of a new type of lifeboat so that a revision of the work to be done in the overhaul has to be made. Then there is the pleasure of meeting lifeboatmen from other stations.

'Old Pat Sliney, former coxswain at Ballycotton—he was a wonderful character. I knew him for many years. He must have been nearing 90 when he died about four years ago. He was one of the most gentle and unassuming people I have ever known. Right up to the end he had a great interest in all sorts of craft. He loved sailing boats of all kinds and was very well versed in them. We used to have many yarns about modern yachts—not always complimentary!'

Jack Tyrrell is the designer of one of the Institution's largest lifeboats: 70-002, *Grace Paterson Ritchie*, the Clyde class boat stationed at Kirkwall.

'That was a very interesting exercise. The terms of reference set out by the Institution were definite and pretty

comprehensive, too. They wanted a boat which could travel much longer distances, a boat with a bigger radius of action, and we had to see whether we could give her rather more speed. We thought 12 knots was a high speed at that time—and I think it still is for boats that go such distances in severe and extreme weather. She had to have reasonable open deck space to operate with helicopters. She had, of course, to have all the subdivisions that a lifeboat normally has. Anyway, we put in a design and it was one of the ones chosen.

'We based this design on the knowledge we had accumulated of fishing and pilot boats. She has certain fishing boat characteristics but is rather more on pilot boat lines because, as I see it, pilot boats have to do all the things that a lifeboat has to do. They have to go alongside ships in bad weather; they have got to put pilots on board and take pilots off, which is roughly what a lifeboat has to do. But while a lifeboat is to a degree expendable, because her purpose is to save lives, a pilot boat has to do her work without damaging herself because the pilots cannot afford damages to their boats. So that in itself has developed a very sturdy seaworthy type. We have pilot boats in every port in Ireland and quite a number in the Bristol Channel and other West of England ports. We have even sent designs to Melbourne and Montevideo.'

Grace Paterson Ritchie recently made the voyage to the Faroe Islands. Her visit is described on page 88.

Now, with his two sons carrying the main burden of the yard, Jack Tyrrell can spend most of the day at his drawing board. One of the designs he is working on at present is for a sail training ship, a brigantine, square rigged on the foremast. She is an echo of the days of his boyhood, when Arklow was one of the last strongholds in these islands of trade under sail and when the harbour would be crowded with just such brigantines, immaculately fitted out but stripped of everything that was not essential to their working. A lifetime's love of sail warms Jack Tyrrell's voice as he describes these old friends, the ships which sailed out of Arklow to ports all over northern Europe, to Spain, occasionally across the Atlantic to St Johns and, in the early years, doing quite a bit of Mediterranean trading.

'They had been in the salt fish trade, like a lot of Welsh vessels: coals from Cardiff to Cadiz, salt from Cadiz to St Johns, salt fish from St Johns to the Mediterranean and dried fruit home. Two rounds in a year. . .'

In those early years was fostered knowledge of the sea, an abiding respect for seamanship and a great love of boats. In the years that followed, Jack Tyrrell's long experience and boundless enthusiasm for all things maritime have contributed much to the seafaring world, and by no means least to the RNLI.

Crew of Arklow lifeboat Inbhear Mor, whose service to MV Gansey on December 22, 1955, was the longest for the Institution during the winter months of 1955/56: C. May, M. Fitzgerald, Bill Kenny, Motor Mechanic John Hayes, Coxswain Peter Kenny, J. Murray, M. O'Brien and K. Mallon.

photograph by courtesy of Irish Independent.





By Invitation . . .

Kirkwall's 70 foot Clyde class lifeboat visits the Faroe Islands

IT IS THE GREAT AMBITION of Føroya Bjargingarfelag, the Faroese Lifesaving Society, to develop a lifeboat service as an extension to the coast rescue equipment companies it has already established at various strategic points round this archipelago of 18 islands, lying far north in latitude 62°, which make up the Faroes. It is concerned for the well-being of its large community of deep-sea fishermen, casting their nets in a world of long, dark and bitterly cold winters and stormy seas, with home ports only reached through rocky approaches.

To this end, the Society, anxious to fire the Faroese Government and people with its own enthusiasm, invited the RNLI to send one of its 70' lifeboats on a visit to the islands. All expenses were to be met by the Faroese Government. So, at 1300 on Friday July 11, 1975, RNLB *Grace Paterson Ritchie*, the Clyde class lifeboat designed by John Tyrrell normally stationed at Kirkwall, sailed out of Lerwick in thick fog, Faroes bound. On board were Lieut.-Commander P. E. C. Pickles, a deputy chairman of the Institution; Lieut.-Commander Brian Miles, a one-time divisional inspector now an executive assistant to the director, in command of the lifeboat; Leslie Vipond, inspector for training; Tom Peebles, district engineer Scotland South, in charge of machinery; Alex Strutt, station mechanic Kirkwall; and James Ross, boat mechanic. Mr Sofus Poulsen, Faroese deputy commercial attaché in Aberdeen, was also embarked and he acted as interpreter.

With the fog persisting, a landfall was

made early next morning, and at the agreed ETA of 0900 *Grace Paterson Ritchie* arrived at Tvoroyri, the main town of Suduroy, South Island of the Faroes. There she was met by Dr Peter Reinert, Minister of Fisheries for the Faroese Government, and by a delegation consisting of the chairman and five representatives from Føroya Bjargingarfelag who were to accompany her throughout her visit.

The welcome awaiting *Grace Paterson Ritchie* here, as at every other port of call during her four-day cruise, was

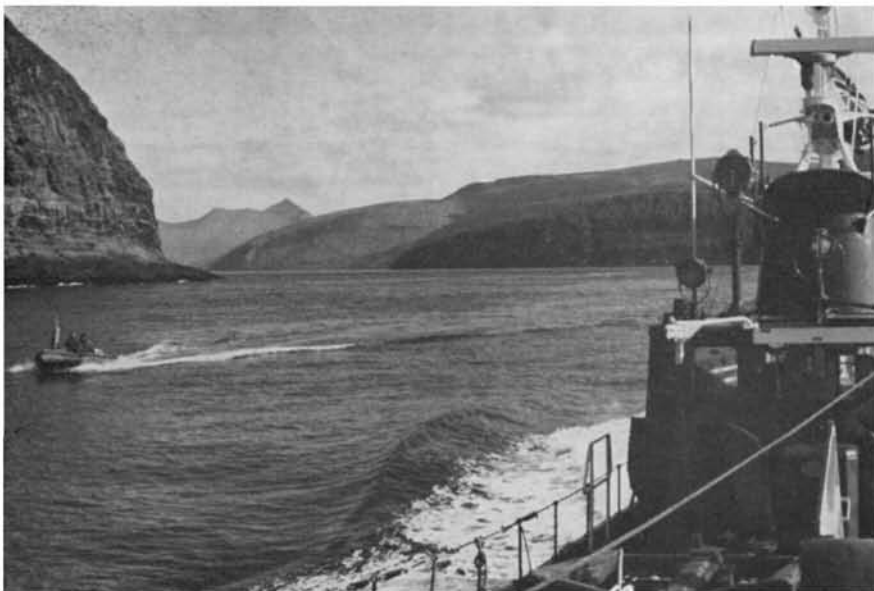
almost overwhelming and left no doubt that her visit had been awaited with keen anticipation for some considerable time. Wherever she went, and at whatever time she arrived, be it early morning or late at night, a large, warm-hearted, friendly crowd of people, many of them fishermen, would have gathered at the harbour to greet her, waiting with the impatience of their enthusiasm, on the one hand to see all that the RNLI party could show them, and on the other to introduce their visitors to all they could of their own magnificent country and way of life.

Down by the harbour there would be demonstrations by *Grace Paterson Ritchie's* ILB and of other equipment such as her salvage pump, rockets and first aid equipment, while a steady stream of people would be shown round the lifeboat herself, her crew answering innumerable searching questions. Such was the interest and enthusiasm that after the lifeboat arrived at Klaksvik, the second largest town in the Faroes and the centre of the fishing industry, at 2330, two of her crew were still showing visitors round at 0130 the following morning! Already the long rays of a summer dawn were spreading across the harbour and it was decided that a halt would have to be called and operations resumed later that day.

But to return to the day of arrival, after reciprocal inspections of the RNLI lifeboat and a display of Faroese coast rescue equipment, the party were taken to the main hotel at Tvoroyri, there to be met and entertained to lunch by the Prime Minister, Mr Atli Dam. On returning to the lifeboat, Mr Dam and Dr Reinert were invited to embark for the short sea passage to Sandvik Pier at the north of Suduroy. They not only accepted but throughout the hour's passage took it in turns to steer and handle the boat.

It was on the next stage, the ten mile

Grace Paterson Ritchie, her inflatable dinghy in company, on passage through Westman Sound.
photographs by courtesy of Lieut.-Commander P. E. C. Pickles.



passage to Sandoy, that the fog finally lifted and from then on the RNLI visitors were able to enjoy the spectacular scenery of these beautiful islands. Perhaps the most memorable passage was from Midvag (where a whale kill had recently taken place—dried whale meat and blubber is an essential part of the staple diet for the long, dark winter) northward through the Westman Sound between the Islands of Vagar and Streymoy, and round the north of Streymoy and Eysturoy. Throughout the whole passage the scenery was superb. The cliffs are over 2,000' high, dropping sheer into the sea and populated by hundreds of thousands of sea birds. The sea was calm, the sky cloudless and visibility perfect.

Everywhere there was so much to see: on Sandoy timeless villages of turf-roofed houses and unmade roads; at Sandavagur miniature eight-oared



(Above) A fine example of an old Faroese Lutheran Church, close by Torshaven, the capital of the islands.



On board *Grace Paterson Ritchie* Mr M. Olsen (left), on behalf of the Faroese Life-saving Society, presents Lieut.-Commander P. E. C. Pickles, MBE, JP, RNVr, with a wall light made from a pair of horns for the RNLI. With them is Lieut.-Commander Brian Miles.

replicas of Viking longships assembling for a regatta; at Klaksvik a fish processing factory and the navigational school; near the capital, Torshaven, an old Faroese Lutheran Church; harbours, schools, modern road tunnels and causeways and sailors' homes, as well as local branches of the CRE. Entertainment was of the most hospitable and

often the visitors were introduced to the food of the country: 'skerpikjot', mutton air-dried in a 'ljallar', the wooden lean-to on each house; 'lund', stuffed puffin breasts.

There were wonderful presents, too: from the Faroese Lifesaving Society a wall-light made of a pair of horns for the RNLI and Faroese sweaters for each

man on board; a beautiful cushion of Faroese wool for the lifeboat; and a splendid model of a traditional skiff from the Minister of Fisheries, Dr Reinert, who also presented each member of the party with a signed copy of a book on the Faroes.

At a farewell dinner given by the Government at Torshaven on July 15, Commander Pickles emphasised that the RNLI would be delighted to offer the Faroese Lifesaving Society any advice or information it could in the establishment of a lifeboat service; and following the visit the Society has already submitted a formal application for membership of the International Lifeboat Conference.

Less formal, and reflecting the happy spirit of the visit, was the conducted tour of the old part of Torshaven by Dr Reinert, which started as the dinner came to an end in the early hours of the morning and was rounded off with refreshments in the Minister's office at 0500. When *Grace Paterson Ritchie* finally departed for Kirkwall at 1300 on July 16 there were many new friends to bid her a good voyage.

Henry Blogg of Cromer (from page 77)

Trader went aground off Cromer in October 1941. Henry Blogg was then aged 65. His lifeboat *H. F. Bailey* put out in a full gale blowing from the north-north-east. When he approached *English Trader*, Blogg was confronted with what he considered the most appalling problem he ever had to face, for he knew how great the risk would be to his crew if he attempted a rescue. Seas were running from both directions along the hull of *English Trader*, some of them reaching mast height. Five men had already been washed overboard from the stricken vessel, but 44 men remained aboard.

About one o'clock in the afternoon as the tide dropped, Coxswain Blogg

decided to move in. It was impossible to come alongside, but before long Blogg made a second attempt. The lifeboat was overwhelmed by a mass of water and several members of the crew, including Henry Blogg himself, were washed overboard. Blogg was unable to swim, but a member of the crew who had remained on board threw an aircraft dinghy which was stowed in the canopy of the lifeboat to him, and he clung to it as he was hauled aboard.

For a man of 65 it was a formidable ordeal, but Blogg immediately took the wheel and continued with the rescue operation. In the end all 44 men were taken safely off *English Trader* and brought ashore by the Cromer lifeboat.

Winter Breaks

Until April 10, North Capitals Hotels are offering 'Greatstay' holidays of two or more nights at Norbreck Castle Hotel, Blackpool, costing from £5.95 per person per night, dinner, bed and breakfast. For RNLI supporters combined brochure and reservation forms are available from our North West District Office, 26 Pall Mall, Manchester 2 (061 834 6978). For each booking made on these forms 40p a night will be donated to RNLI funds.

Southern Office

The RNLI Southern District Office has now moved from Salisbury to Poole. The address is West Quay Road, Poole, Dorset BH15 1HZ (Poole 71133).



Is This an Answer?

THE STORY OF THE LIFEBOAT MEMORIAL BOOK

by The Lord Saltoun, MC

... Bound in boards cut from the oak knees used for the stems of lifeboats.

A SOCIETY can be very highly organised without being at all civilised. To send a rocket to a distant planet is a wonderful demonstration of a society's technical and scientific capacity, but tells one nothing about its degree of civilisation. But when an island people uninspired by its government organises a service to rescue people whose lives are endangered by the seas surrounding its shores, it gives proof of a high degree of civilisation, even though the only instrument which its technical skills can provide for the purpose be an open rowing boat launched beyond the surf from a cart.

For almost 200 years this voluntary service has been carried on and it has proved impossible to reckon the lives lost in that service.

Increased technical capacity has extended the range and somewhat diminished the risks of the service; but these risks have always been high and only the future can show if the latest improvements have reduced them further. A series of seven disasters in a comparatively short span of 23 years, up to 1970, has drawn closer attention to the suffering of the relatives of those who engaged in or lost their lives in this service. Physical needs can be met: spiritual needs are more intractable. No one has devised a satisfactory compensation for a small isolated community in which almost every family has lost its father. Still that is no reason why nothing should be done.

It was suggested that a book should be made, listing all the places where lives had been lost in this lifesaving work, with the names of the dead, the date and the service, and that such a book should be illuminated by our best modern artists page by page. The illuminations of her prayer book which did such honour to Catherine of Cleves could be paralleled by illuminations in honour of an even more worthy object. Those children of the dead who are now alive may realise that we recognise the dignity of their parentage and be assured by the beauty of the record that it will not be forgotten.

The RNLI generously made its records available for the book; but

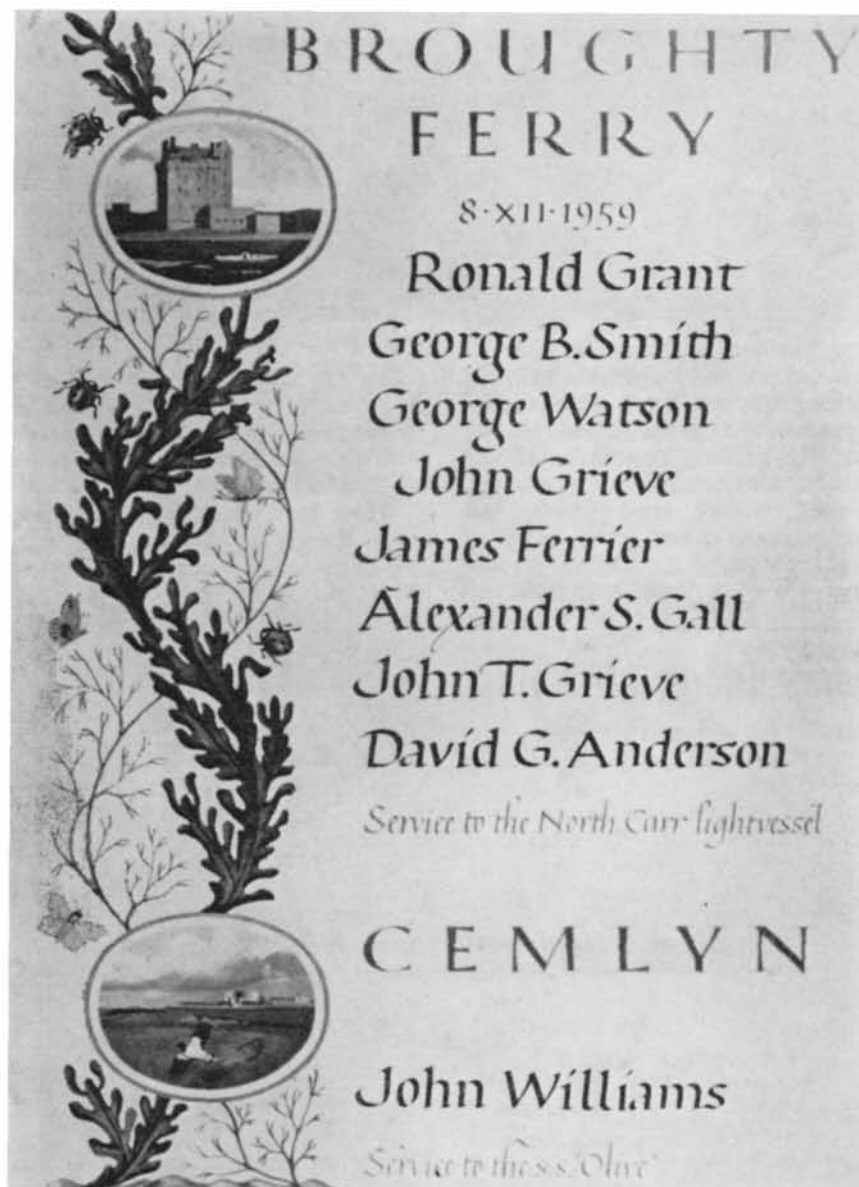
these records can only give a proportion of the whole. The Institution came into existence several decades after the commencement of the service and only gradually acquired its existing authority over local stations through its services. These were, however, the only records procurable. Alan Neal of the Institution's staff produced and checked these records and then devoted a large proportion of his own time to duties like those of a clerk of the works.

Thanks to advice from the British Museum it became clear that the construction of the book itself could best be undertaken by members of the Society

of Scribes and Illuminators and conversations were opened with Miss Joan Pilsbury of that body.

The advantage of dealing with master craftsmen is that one's ideas are almost always modified and improved by the conditions of their art. In this way it was decided that the book should be composed of vellum sheets about 14½" x 10" and that Sydney Cockerell of Grantchester should be asked to bind it in boards cut from the oak knees used for the stems of lifeboats. Miss Pilsbury undertook the writing of the book whose pages were to be ornamented in general by varied floral

Representative pages remembering lifeboatmen from all parts of these islands who gave



designs up the left-hand border interspersed with roundels containing miniature paintings relating to the localities in the text.

The team which assisted Miss Pilsbury were Miss Margaret Alexander, Miss Heather Child, Miss Wendy Gould and Miss Wendy Westover. Some of the places had to be represented by arms, and these were designed by Miss Child and executed by Miss Pilsbury, who also contributed 45 miniature paintings and kept a vigilant eye on the progress of the work. Miss Alexander contributed 23 borders and her birds are particularly successful. Miss Gould's borders, 30 of them, display a charming variety of insects among the flowers. Miss Westover contributed 60 miniatures, ten of them with borders, also the painting of the Greathead lifeboat and the Bishop Rock.

This imperfect summary hardly brings out the pleasure of the work. The design and the reason for it invigorated and inspired the artists themselves and they excelled their own best and delighted in each other's work. For example, one of

their lives on service.

THESE NAMES

ARE INSCRIBED
IN THE FOLLOWING PAGES
OUT OF GRATITUDE BOTH TO
THOSE WHO BORE THEM AND TO
THEIR UN-NAMED PREDECESSORS
FOR HAVING SO RAISED
THE CHARACTER OF OUR PEOPLES
TOGETHER WITH ALL THEIR COMRADES
THEY SHARE THE CREDIT
OF NOT HAVING FLINCHED BEFORE
THE UNCOMPROMISING
SEA

The Dedication

them said to an observer about a colleague, 'Oh! She's a much better artist than I am'. Some of our greatest cathedrals may have been built in the same spirit.

It is hoped that the book may be held worthy to become a national treasure to take its place among similar treasures and so preserve to future ages the memory of those whom least of all we would wish to forget.

Medical Arrangements in the RNLI

(from page 83)

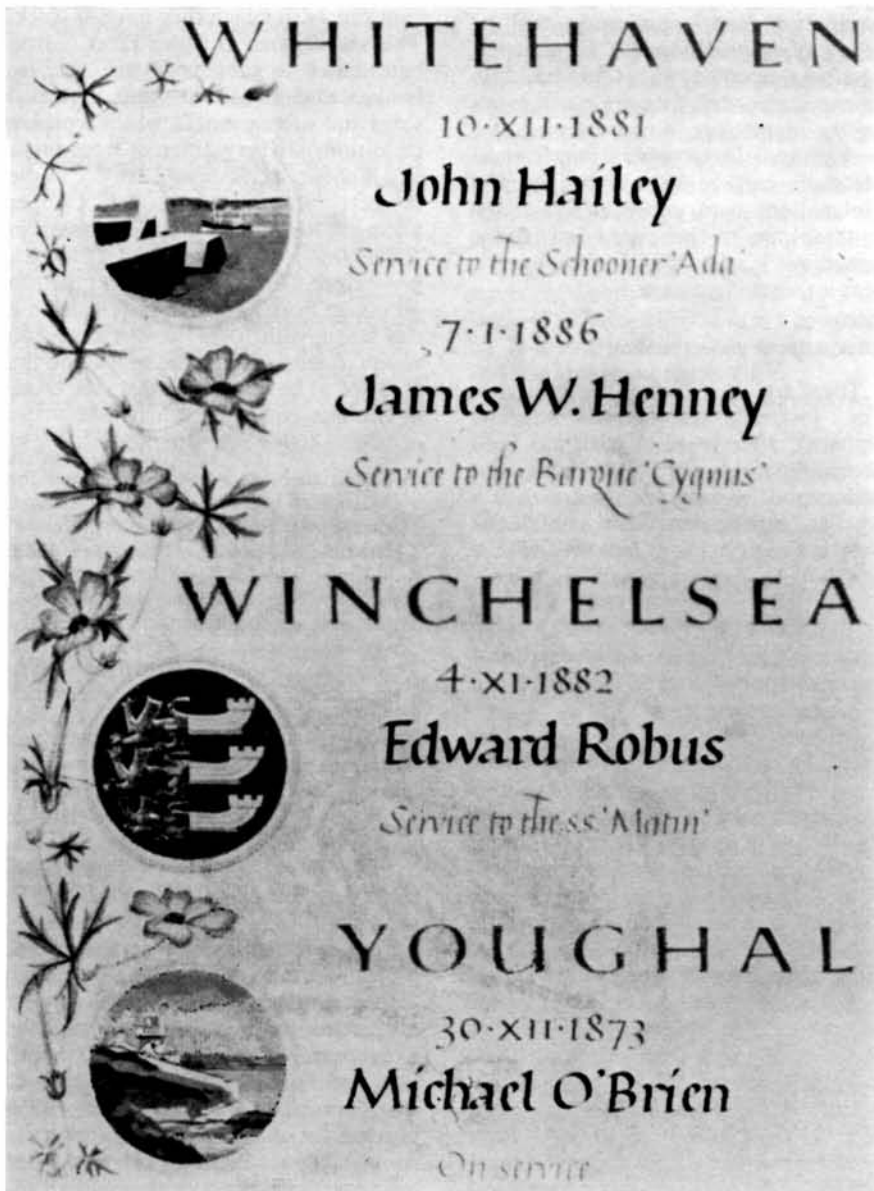
provided for inshore lifeboats or for conventional lifeboats, with the exception of 70' boats, but that the subject should be kept under review. This duty is now undertaken by the Medical and Survival Committee which examines new apparatus when it appears and has, up to now, continued to endorse the findings of the 1967 working group.

The development of fast, sophisticated and expensive lifeboats which called for skills and imposed strains that crews had not experienced before created a need for the introduction of medical standards, and examinations, to make sure that the crews were fit enough to make the best use of their equipment in all conditions. So in 1970 the Medical Standards working group recommended a scheme; but before implementation the Institution reformed its committee structure in 1971, and the new Medical and Survival Committee was formed to 'advise the Director and Chief of Operations on all medical matters of survival and personal protection, and to consider matters of policy regarding the above when required to do so by the Executive Committee'. Thus the new committee took over the responsibilities of the old working groups besides a number of other subjects, all of which can be summarised as follows:

1. **First Aid**
 - a. Policy
 - b. Training (i) first aid book (ii) films (iii) lectures (iv) circulars (v) exercises (vi) courses
2. **Crew Safety and Rescue Equipment**
 - a. First aid equipment
 - b. Personal equipment for crews
 - c. Boat equipment
 - d. Operational swimmers
3. **Medical Standards and Examinations**
 - a. Medical standards for seagoing personnel and shore helpers; ages of retirement
 - b. Medical report forms; medical examinations and periodic re-examinations
 - c. Special cases of illness or injury and decisions on retirement for medical grounds.
4. **Medical Personnel**
 - a. Honorary medical advisers and honorary medical referees and their duties
 - b. Exchange of information. Symposia
 - c. First aid personnel. Certificates.
5. **New Equipment** and developments in the United Kingdom and abroad, having any relationship to the above subjects.

(to be continued)

Henry Blogg Centenary Exhibition,
Cliff House Hotel, Cromer, 12 noon to
10 p.m., February 6, 7 and 8.



ROVING COMMISSION

The RNLI Mobile Training Unit brings up-to-the-minute radio information to lifeboat crews

A WINTER EVENING. Cloud building up. The south-west wind coming in over the Bristol Channel, moderate to fresh, rising . . .

'All lifeboats—Barry Coastguard—this is Barry Dock number one lifeboat—I am alongside liferaft with four persons on board—over.'

'This is Atlantic College ILB—roger—out.'

'This is Barry Dock number two lifeboat—roger—out.'

'This is Minehead ILB—roger—out.'

'This is Weston-super-Mare ILB—roger—out.'

'This is Barry Coastguard—roger—out.'

No, it is not the culmination of a combined search and rescue operation. The wind is beating not against lifeboat and ILB but up against a caravan parked in Swansea Docks. The radio operators are crew members, but not at sea; they are trying out in the Mobile Training Unit (MTU), an exercise designed to test the progress made in an advanced communication and radiotelephone course. Another RNLI enterprise, to which a number of people have contributed their thought, skill and knowledge, is under way.

Lifeboat crews already have long experience of radio communications. The first experimental radio transmitting and receiving equipment was fitted in the Rosslare Harbour lifeboat in 1927; it was of the wireless telegraphy type using morse code. In 1929 the first radiotelephony equipment was fitted in the lifeboats at Dover, Stornoway and St Peter Port, followed by New Brighton and Barra Island. However, it was not until after the 1939-45 war that radio came to be considered standard equipment for lifeboats.

Now, all RNLI offshore lifeboats carry MF equipment, and all offshore and inshore lifeboats are fitted with VHF radio.

New dimension

The installation of radio introduced a new dimension into sea rescue. Many a distressed ship has received help because her Mayday call could be passed on to a lifeboat already at sea. Search and rescue can be co-ordinated and time is saved because the lifeboat will receive, and can pass back, minute by minute information. Rescues have been made surer because above the noise of wind and waves, a radio link has been established between lifeboat and casualty.

But it is not always easy. The voices of people of many different countries, many different organisations meet on the air. A crew member may well find himself talking not only with the Coastguard and other lifeboats, but also with commercial coast radio stations, Trinity House, RN or RAF helicopters, Nimrod aircraft, HM ships, or merchant vessels and even civil aircraft of all nationalities. English is the recognised international language of the air, but foreign accents can still make words difficult to distinguish, and radio interference can scramble the clearest voice.

So, the more the variables can be reduced the better, and that is where radio procedure comes in. It provides a common pattern of words, familiar and understood by people of every service and SAR organisation and by people of every nationality. If, wherever possible, expected words are used in an expected order, they are much easier for the human ear to pick up against a background of atmospheric interference. Messages can be kept short, lengthy explanations and repetitions avoided and transmission time pared down to the minimum, leaving the air free for the next important message.

International understanding

There are other factors involved, too. For instance, the latest phonetic alphabet, after years of trial, has been accepted world wide. It is used and understood by everyone, and with it a Russian can communicate confidently with a Frenchman, a Japanese with a Spaniard, an Englishman with a Greek. Then, from January 1, 1976, Channel 16, in the past a safety and calling frequency, has become an international distress frequency and on it international commercial rules apply.

Obviously, the simpler and surer radio communications can be made the better, and in no situation is this more true than in the extreme conditions of a lifeboat service. Reduced fatigue, increased confidence, time saved, all add up to improved efficiency and a greater safety margin for lifeboat and casualty.

With the aim of helping crews in his area to get the very best out of their radios, late in 1973 Lieut.-Commander George Cooper, divisional inspector of lifeboats, Western Division, went to see the commanding officer of the RNR South West Communications Area, Lieut.-Commander Peter Fulton, to ask whether the Communications Training Centre at Swansea could train local crew

members in advanced radiotelephone communications.

That was the beginning of a most interesting and far reaching exercise in which George Cooper, Peter Fulton, local lifeboat crews, RNR instructors, Lieut. Ernie Gough (staff officer communications) and other RNLI staff officers and divisional inspectors all played a part.

Operating conditions

In Peter Fulton, George Cooper had found a man whose enthusiasm matched his own and who welcomed the idea of producing a training programme designed specially for lifeboat crews, taking into account the procedure most useful to them and the particular circumstances in which they have to work. This was an area in which Peter Fulton had himself to gain experience, because his sea time had been spent in Naval ships and submarines in which working conditions are very different from those in a lifeboat, let alone an ILB. So, as the project progressed, George Cooper arranged for him to make a passage in *Susan Ashley*, Barry Dock No. 2 lifeboat, just before Christmas 1974, and then to go out in Port Talbot D class ILB on a day when, with 10-15' waves, it was too rough to launch from the beach and the ILB had to be towed to a sheltered creek before she could get afloat. He writes of this valuable sea experience:

'OK, then, away we go. Contact the Coastguard by radio and let them know what we are doing. In the flat waters of the creek this is easy—one arm holding on for grim death, the other arm to operate the handset of the radio and sitting down on the padded 'deck' of the boat. But, passing across the mouth of the creek into the sea one's existence seems to be somewhere about 4' above the bouncing, bucking deck, with the occasional bangs flat out on the deck. You don't lose radio contact with the shore, you simply lose contact with your own radio . . .'

And his conclusion:

'I returned a much wiser man and better able to understand the problems of the lifeboat communicator.'

That, however, is jumping ahead. The project started with a meeting between George Cooper, Peter Fulton, two RNR instructors, a representative from the Coastguard, Coxswain Derek Scott, BEM, and Tommy Tucker, signalman of The Mumbles crew. Mr Tucker is the headmaster of a local school, so that he could also contribute experience of teaching. Together they drew up a pro-



For practical experience, a community service: Two apprentices of the Training Workshops at ICI Fibres, Pontypool, Phil Oakley (left) and Roy Robinson, undertook as their project the wiring-up and commissioning of the electrical/electronics installation of the Mobile Training Unit.

photograph by courtesy of Bill Keen.

visional syllabus. The job description was:

Performance: To transmit, receive and report messages transmitted by RT on RNLI, HMCG, military and international maritime and aeronautical frequencies, channels or nets.

Conditions: From a conventional lifeboat or ILB, at sea, during all services, exercises, trials and passages between ports.

Standard: Without error, providing the necessary corrections and repetitions have been made and asked for to achieve 100% accuracy.

Training of volunteer members of local lifeboat crews continued through 1973 and 1974. A course of about 12 hours was planned (two hours on one evening a week for six weeks), and as the weeks went by, so interest quickened. A draft booklet 'RNLI Communications Instructions and Radiotelephone Procedures' was prepared with the co-operation of the students, so that they could study in between sessions. There was feed back, of course, and George Cooper spent many hours listening to what crew members had to say, blending their comments with his vast experience of lifeboat work and the sea and Peter Fulton's equal experience of radio communications. Between them all a pattern was beaten out.

After revisions of booklet, training documentation and the conduct of the course there came discussions with the Coastguard, who gave their approval. RNLI staff officers took an experimental course at Swansea and their comments and criticisms were added to the common pool, and a similar course

was undertaken by divisional inspectors. The project was taking definite shape.

So enthusiastic did the crew members who had helped in the early stages become that some returned to the Swansea RNR Communications Centre for further training in Morse, while in the autumn of 1975 a second group from The Mumbles, including the honorary secretary, E. G. Beynon, started on the RT course. To date crew members from Burry Port, Horton and Port Eynon, The Mumbles, Port Talbot and Porthcawl have undergone training at Swansea.

Pilot project

Meanwhile, in view of the large increase in electronic equipment carried by lifeboats, a recommendation was put forward by the Search and Rescue Committee that, as a pilot project, a caravan should be commissioned which could be adapted for the training of RT procedure and possibly also direction finding (DF) and navigation. Thus up-to-date information and the opportunities being opened up could be brought to crew members, however remote their station.

It was at this stage that the fund raising side of the Institution made its contribution. There were, awaiting delivery by Caravan Repair and Service, a Surrey firm, two fund raising caravans built at low cost to our special requirements, and this firm agreed to take on the building of the caravan mobile training unit. Ernie Gough outlined the layout requirements with Sydney Gillingham, assistant district organising secretary, South East, who was there on the spot to liaise with the firm's designer, L. J. Selway. Plans were soon agreed and the building completed.

There was still, however, the electrical

installation to be done and there were long discussions as to how the MTU could best be fitted out. Now, it so happens that Peter Fulton is Technical Instructor at ICI Fibres, and he obtained the agreement of that company and of the RNLI for two instrument and electrical apprentices of the ICI Apprentice Training School, under his instruction, to undertake the wiring-up and commissioning of the electrical/electronics installation. It would give his apprentices excellent practical experience to substantiate their theoretical training, and for them there would be the added interest of doing work of use to the community. All the components for the installation would, of course, be supplied by the RNLI.

So, in mid June 1975 the caravan was delivered to the Training Workshops at ICI Fibres, Pontypool, and work began. The two apprentices, Phil Oakley and Roy Robinson, put their hearts into the project and became so enthusiastic that they had to be dragged away for their lunch breaks and reminded when it was time to go home at the end of the day. Others joined in, too, in their free time: carpenters who gave advice on the best way to achieve the necessary strengthening to the caravan structure for the bearing of instruments; painters and sign writers who added the necessary external wording. All the notices and charts inside the caravan, as well as diagrams for the handbook, were contributed by Peter Fulton's sister, Bet Westhead. Everyone gave their best, and when the caravan was towed away to Swansea there were a surprising number of people with a proprietary look in their eyes standing by the roadside outside workshops and offices, quietly wishing the MTU a successful career. The RNLI is most grateful for

Testing out the MTU basic voice trainer: (l. to r.) Coxswain Derek Scott, Motor Mechanic Alan Jones and Crew Member George Parsons from The Mumbles.

photograph by courtesy of South Wales Evening Post.



the generous help so readily given by ICI to this lifeboat project.

Inside the MTU there are the instructor's desk and six 'bays' for students which together make up the basic voice trainer. Each bay, which, when necessary, can be divided off with movable partitions, has its own desk complete with drawer for pads and pencils, and a four-channel transmitter/receiver with microphone and ear-phones (for which there is a volume control).

To help with instruction, at the front end of the MTU is a white dry marker board (eliminating the problems of a chalkboard). At the rear is a projector screen which, when lowered, doubles up as a chart table, with built-in chart stowage. A portable stand carries flip charts spelling out all the points likely to arise during the course.

A cassette recorder can record instruction as it is taking place and play it back to the class, feed in situations or be used in conjunction with a lamp to teach morse code.

There is also a DF set with a rotating loop aerial, and a compass adjusted for the caravan with its own deviation card. The receiver of the DF set can be tuned to the distress frequency, 2182 kHz, or

any other working frequency and the output fed into the RT trainer to simulate working sea conditions during classroom practice.

Tucked away in its own cupboard is an Aldis lamp, and fixtures include a Derriton 'Seaphone' as fitted in ILBs, for crew familiarisation, a Callbuoy (disabled) on permanent loan and also a VHF Belcom AMR-104H eight channel automatic scanning receiver on permanent loan.

Lights are fitted over each desk. Power would normally be derived from the mains, but if this supply is not available the caravan's own battery supply can be brought into use. Fire extinguishers, presented by ICI, are in place.

Thus has been prepared a compact, economical teaching workshop which can take the opportunities available at a base communications centre to lifeboat stations all over the country. The plan will be to take the MTU to central points on the coast from which, on different nights of the week, it can visit different lifeboat stations, staying in one area until the RT course has been completed at each of the stations taking part. At other times it will be possible to give further instruction on radio direction

finding and also on navigation.

When the time comes to move the MTU it is battened down with screens over skylights and ports. Every piece of equipment has its own safe stowage, and everything that might move is secured; the chairs, for instance, with shock cord bights. Outside whip and loop aerials are lowered and secured to the sides or top of the caravan. All is snug and safe before, towed by a Land Rover, she moves away.

That is the prologue to the story of the mobile training unit, and in the best traditions of the lifeboat service it is a tale of the free offering of knowledge, skill, critical thought and time by many people from many ways of life working together towards a common goal. Now, as the MTU starts out on her travels to the coast her full story will begin. With her will be going Leslie Vipond, inspector (MTU), who has himself served as a lifeboat coxswain on the north-east coast, or Peter Fulton, who has been granted a year's paid leave from ICI for the purpose. Crews from five South Wales lifeboat stations helped to break new ground and their enthusiasm grew as the value of the project emerged. Now other crews will have the opportunity of taking up the challenge.—J.D.

Exercise

POOLESPILL

'At 0600 on Friday, October 24, 1975, an oil tanker struck a submerged object off Studland Bay, Dorset, and 200 tons of oil spilled into the sea . . . Miles of beaches, and marine and bird life, were threatened by what looked like a repeat of the Torrey Canyon disaster. . . .'

It didn't actually happen, but it could do. So the Department of Trade envisaged the above scenario to test the facilities available to cope with oil spillage, a subject of obvious and increasing importance. Exercise 'Poole-spill' involved HM Coastguard, Hampshire and Dorset County Councils, the Royal Marines, Police, and a number of tugs and Naval ships.

No oil was spilled, of course, paper being used to represent the drift of a slick. Of particular interest was the 1,000' long inflatable boom, which can be used in waves up to 8' high to contain oil slicks. Oil thus collected can be recovered by surface skimming devices. Meanwhile, tugs, Naval ships and a hovercraft simulated the spraying of patches of oil with chemical dispersants.

Present at the exercise were the Parliamentary Under Secretary of State for Companies, Aviation and Shipping, Mr Stanley Clinton Davis, MP, and the Under Secretary, Marine Division, Mr J. N. Archer. They were taken to the exercise area by one of the RNLI's

Mr Stanley Clinton Davis, Under Secretary of State for Trade, was taken to the scene of the oil pollution exercise aboard Arun lifeboat Tony Vandervell; he is seen amidships (hand on rail). Mr J. N. Archer, Under Secretary Marine Division, is descending from the flying bridge, accompanied by RNLI Chief of Operations, Commander Bruce Cairns.



newest lifeboats, *Tony Vandervell*, an Arun class boat shortly to go on station at Weymouth.

Landing at Poole Quay afterwards, the Minister saw a range of manufacturers' products designed to deal with oil spillage. Clearly, it is an ill wind that blows nobody any good, for much of the equipment is playing its role in Britain's export drive.

During a press conference at the RNLI's head office, the Minister made it clear that progress has been made in preventing accidents likely to cause oil spillage, and that there has been much technical advance in dealing with oil pollution when it does occur. Most of the equipment on display on the quay was unheard of at the time of the *Torrey*

Canyon disaster, and chemical dispersants are far less toxic now.

Mr Clinton Davis, and the technical experts who accompanied him, felt that the exercise had been a worthwhile way to test the ability of different organisations to co-operate against oil pollution. Indeed, the desirability of such exercises can hardly be denied, for in the same issue of a local newspaper which featured 'Poole-spill', there appeared a brief report of a real oil slick off the Dorset coast.

The day concluded with the Minister being shown round the new RNLI headquarters in West Quay Road. Mr Clinton Davis expressed himself as most impressed with the design and layout of the building.—A.G.

Some Ways of Raising Money

Four years ago two Buckie golf clubs, Buckpool and Strathlene, combined to run an annual open golf men's tournament in aid of the RNLI. It is held in alternate years at each club. In 1975 a tournament for ladies was started to be played on the opposite course. For the first three years all the prizes were given by fishing boat skippers, but for the last tournament the prizes were provided by firms round the harbour, fish salesmen and buyers. In addition, three perpetual trophies were given by local firms: the Buckie Lifeboat Trophy



Maldon and District branch made a collection down the River Blackwater on its flag day last July. D. H. Purnell's gaff cutter Tamarisk, backed up by Maldon Little Ship Club guard boat, motored down as far as St Lawrence Bay approaching all anchored and moored boats showing signs of life. Small orange bags lashed to boathooks simplified collection and safeguarded topsides. photograph by courtesy of Maldon and Burnham Standard.

by S. Cowie, jeweller; the M.D.M. Lifeboat Trophy by M.D.M., fish salesmen; and the Ladies Lifeboat Trophy, by M. B. Delightful. The first competition realised about £96, the second £108, the third £125, and in 1975 the total of the men's and women's competition amounted to £238. A fine sporting effort by a fishing community.

Two brothers Keen, licensees of the Queen's Arms, Warwick-on-Eden, have contributed nearly £1,000 to Carlisle branch from various novel fund-raising projects. Their latest contribution, £200, was raised from a beard-growing competition.

Enfield branch received a donation of £32 raised by four Grange Park school-girls, Julie Porter (9), Tracey Jeeves (10), Juliet Schaffer (8) and Juliet Glencross (8), with a sale held in the garden of one of their homes.

Elstree and Boreham Wood branch exceeded the £1,000 mark for the first time in 1975.

As the school holidays approached last summer, Andrew and Brett Burlingham of Bury St Edmunds asked the local branch if they and some friends could arrange a sponsored cycle ride in aid of the RNLI. The result was that 22 boys and girls aged between 8 and 14 years raised over £200 on the evening of July 29, one of the hottest days of the year.

Odiham and District branch, a very small branch covering a rural area, raised more than £1,000 this year for the first time: £1,054 was sent to headquarters. Of this total £591 was the profit from a fashion show, £309 was received from the house-to-house collection and £158 came from collecting boxes in local hotels and inns.

Mevagissey branch, formed on February 11, 1975, raised £662.56 within its first six months. This amount included proceeds from lifeboat week, a coffee morning, a cheese and wine party and the visit of Fowey lifeboat, when residents and holidaymakers to this Cornish fishing village were delighted to be allowed on board.

On a fine Sunday in October Jimmy Savile joined over 500 walkers in a sponsored walk at Beaumaris. The main walk of 12 miles, started by the Marchioness of Anglesey, was followed



The longest loaf in the world: Coventry Mercia Round Table, giving effect to an idea by Tom Commander, was responsible in 1975 for a new entry in the Guinness Book of Records, and for the raising of about £4,000 for the RNLI. Baked by Sunblest, Hednesford, it took 150 Tablers and friends, in turn, 10½ hours to carry the 135' 6" loaf the 38 miles to Stoneleigh in time for the opening of the Royal Agricultural Show on June 30. Highlight of the four-day show was a visit from HRH Prince Charles, who came to the marquee to inspect the loaf for himself.

later by one for younger children who set off on a five-mile route. All converged on a caravan park for refreshments and entertainment by the Pawn Shop pop group. Here Jimmy took part in a mini walk, this time for toddlers, some in prams and some holding Mum's hand. Everyone joined in a triumphal walk back through the town led by Jimmy and the lifeboat crew and escorted by the Town Band, to be met by Lady Williams-Bulkeley, president of the ladies' guild. A total approaching £2,000 was achieved, one walker raising no less than £300. Three chair-bound people joined in. One lady, whose husband suffers from multiple sclerosis, pushed him 12 miles, helped on the hills by teenagers; two boys, unable to walk, were pushed five miles by their parents with a helping hand from Jimmy.



Principal event in Lyme Regis lifeboat week's spectacular programme last July was the first national hang-kite flying championship.

Cadet Nigel Howarth at the Merchant Navy College, Greenhithe, Kent, raised £34.89 with a sponsored hair-cut. The operation was performed on the last night of term in a local inn. Nine inches was the official length cut, as Mr Howarth's flowing locks were transformed into a crew cut.

Andrea Walker, aged 10, presented £48 to Fleetwood branch. It was raised with the help of 12-year-old Lorraine Sharland by selling books, toys and dolls from a stall outside her home. Her neighbours also helped, one making nightgowns and pillow-cases for sale on the stall.

'You'll never do it,' they said. 'You're mad . . .' but Dickon Sandbach and Nick Bale, undeterred, brought to reality their dream: a charity cycle ride from Land's End to John O'Groats. For two years they planned the ride as a worthwhile project for their 'year off' after leaving school in December 1974. From the previous October they had collected sponsors and, after some training runs, they set out on July 2, completing the 1,009 miles by July 17. About £750 was raised for the RNLI as well as a good sum for Shelter.



Padstow artist Kevin Platt presented a painting, 'Rescue at Sea', to the local ladies' guild to be raffled in aid of the RNLI. The amount raised was £750; the winner was Mr Ofield of St Columb.

Last year Burry Port ladies' guild opened a weekend shop for the summer season at the boathouse. As well as souvenirs, their stock included toys.

Cromer ladies' guild staged a three-day exhibition of contemporary and historical photographs of Norfolk to coincide with the town's flag day in August, raising £90 in addition to receipts from sales of souvenirs, the flag day collection and a seafood night arranged by the guild as a conclusion to the exhibition. The opening was by Coxswain Henry 'Shrimp' Davies.

A clay pigeon shoot by Petworth and District branch at Frog Farm made a profit of £85 for the RNLI. Seventy-six teams of guns from Sussex, Hampshire and Surrey took part. The main award, the Leconfield Trophy for the open competition given by Lord Egremont, who also presented the prizes, was won by M. Merritt, G. White and B. Dixon. The shoot proved so popular it is hoped to make it an annual event.

Goole ladies' guild have received three donations resulting from collections undertaken by the crew of *Cardigan Bay*: October 15, 1974, £32; January 1, 1975, £70; and June 24, 1975, £16.51.

Lyme Regis lifeboat week, last July, was packed with spectacular activity: hang-kite flying; hot air balloons; an aerobatic display by Rothman's biplanes; RN and Army helicopter displays; a veteran car cavalcade; displays by the local Atlantic 21 ILB and Beer Coastguard; a concert by a Welsh male-voice choir; power, dinghy and cruiser races and fishing as well as all sorts of other sports and festivities. Despite bad weather on five out of the nine days, about £1,000 was raised for the RNLI.

Shoppers using Access credit cards in Owen Owen's Southampton store last September were also helping to swell lifeboat funds. Every time a transaction was made using one of their cards, Access donated 10p to the RNLI. As a result a cheque for £100 was handed to Captain George Pow, chairman of Southampton Lifeboat Board.

Two-year-old David Goodes, son of branch honorary secretary Peter Goodes, spent a good part of Honiton flag day sitting in an ILB outside the Parish Church, thus doing his bit in the raising of the day's total, £174.98.

Joan Manning, district organising secretary (Midland Shires), was at Worcester to meet two other adventurers, Adam Chinery and Graham Pocock, as they reached the end of a 100-mile sponsored canoe paddle from Welshpool. Adam and Graham, pupils at Wrekin College, Wellington, Shropshire, planned the journey themselves and set off at the beginning of their summer holidays last year. They raised more than £300 for the lifeboat service.

photograph by courtesy of Worcester Evening News.





Brian Jeffrey, a crew member at *The Mumbles*, shows a line-throwing rocket gun to members of the 2nd Swansea Valley (Clydach) Scouts, who, with a variety of events, raised £1,007 for the station.
 photograph by courtesy of the Western Mail.

(Right) The final Hampshire Rose Appeal cheque, for £3,300 bringing the grand total to £71,400, was presented by Sir Alec Rose, chairman of the Appeal Committee, to Anthony Oliver, district organising secretary (South), on October 15, 1975. With them (l. to r.) were J. L. Chantler, honorary secretary for the appeal, Dr. P. F. Cameron, treasurer, and Eric Pearman, vice chairman.

Flamborough ladies' guild last August organised a local 'It's a Knock-out' in which six teams were entered: The Veterinary Arms and The Tavern from Hunmanby, Filey Football Club, Bridlington Rugby Union Football Club (the eventual winners), Bridlington RNLI and the Flamborough Dog and Duck. The equipment for the games was lent by Butlins, whose entertainments



manager, 'Rocky' Mason, compèred and controlled activities, and innumerable other people helped in one way or another. There were 1,300 spectators and this most successful evening made a profit of nearly £300, from which a donation was made to the Flamborough Village Sports Trust for the use of its field and pavilion and in recognition of all the help given by its members.



Wolverhampton branch's souvenir and publicity caravan, splendidly converted from a mobile hot dog stall, made its first appearance last May when Ken Dodd and the Mayor of Wolverhampton opened the town's Fiesta from its platform. The branch was given its purchase price, £75, by Wolverhampton 51 club, friends and supporters helped with both material and labour for fitting out, and already the caravan has produced a profit of nearly £300. Altogether during 1975, with a full and diverse programme, ranging from a collection at Wolves v Burnley home match to a pile of pennies and a cheese and wine party at South Staff's Sailing Club, Wolverhampton raised £4,000.

photograph by courtesy of Wolverhampton Express and Star.

Paul Welsh is donating to the RNLI a percentage of the profits from his forthcoming book 'The Spinechillers', dealing with the careers of horror stars Lee, Cushing, Price and Chaney Jnr. From Arthur Stockwell Ltd., Elms Court, Ilfracombe, Devon EX34 8BA, price 95p, postage 13p.

Waterford's own Old Tyme Music Hall, with a cast of local artists, has become a tradition. Presented at the Theatre Royal by Des Manahan, the proceeds are donated each year to a different charity. The show staged from December 2 to 7, 1974, was in aid of the RNLI and over £900 was raised.

To advertise a recent coffee morning at Pembroke, four little girls dressed in Welsh costume and four small boys dressed as lifeboatmen paraded streets carrying sandwich boards. The average age of the children was 11 years. The coffee morning and donations between them raised £507.



FUND RAISING COMMITTEE

The Fund Raising Committee of the Institution in session, September 9, 1975: (l. to r. standing) R. M. Addison, R. N. Crumbie, P. Howarth, Dr. F. Severne MacKenna, P. V. MacKinnon, J. R. Needham, R. L. Wessel, Commander E. F. Pritchard; (seated) Mrs. G. M. Keen, Captain N. Dixon, Vice-Admiral Sir Peter Compston (chairman, Fund Raising Committee), Major-General R. H. Farrant and Miss I. Morison.



INSHORE LIFEBOATS

Dedication of *The Waveney Forester* at Great Yarmouth and Gorleston, and of *Guide Friendship II* at Eastney.

SIR ALEC ROSE took part in the dedication of both Atlantic 21 *The Waveney Forester* at Great Yarmouth and Gorleston on July 29 and of Atlantic 21 *Guide Friendship II* at Eastney on October 19. At the former he unveiled a plaque recording the names of the donors who defrayed the cost of the new ILB: Court Waveney of the Independent Order of Foresters, St Peter's School, Huntingdon, and two donors of legacies. At the latter he gave the vote of thanks: 'God bless your hearts, all of you', was his message to the Guides, Rangers and Brownies who have raised over £28,000 for the RNLI.

Guides and Brownies crowded the beach at Eastney. It was their day, and a day the ILB crew were determined they should enjoy to the full. After the service of dedication, *Guide Friendship II* launched. An RN helicopter from HMS *Daedalus* arrived overhead and, as lifeboatmen, children and helicopter crew waved happily to each other, a combined demonstration went ahead with great verve.

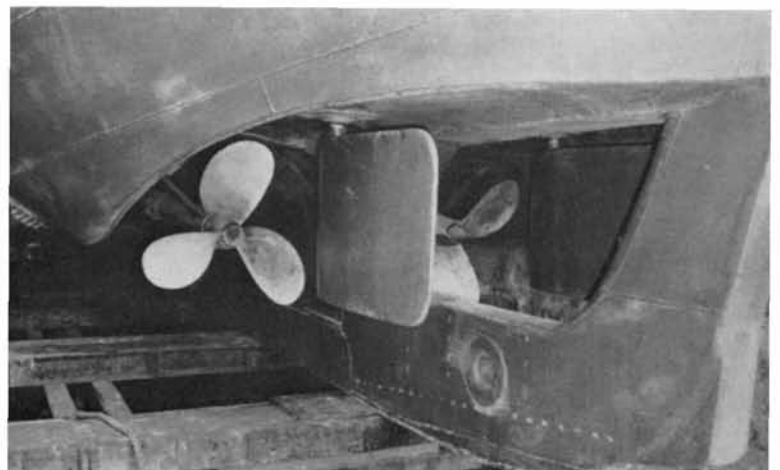
Photographs: (Left, by courtesy of Yarmouth Mercury). Gorleston, July 29, *The Waveney Forester* is launched over the heads of the crowd into the Yare by the derrick donated by No. 8

district of the Inner Wheel (the Bungay area). (Top right) at Eastney Mrs R. Vaughan-Cox, Commissioner for Girl Guide Branch Associations, spoke of 'the young, who really love giving', before Mrs Vera Armstrong, MBE, Honorary Secretary of the Girl Guide Friendship Fund (seated to Mrs Vaughan-Cox's right) handed over the ILB to the RNLI and unveiled a commemorative plaque. (Lower right). After tea it was the Guides' turn as, three at a time, the crew took them afloat either in *Guide Friendship II* or in the supporting Hayling Island Atlantic 21.

An eye for detail

IN LIFEBOAT DESIGN

IN THE AUTUMN issue we published two pictures illustrating lifeboat propeller tunnel construction. Here to round off the story is a photograph of the same detail in a completed 48' 6" Solent slipway lifeboat. Note the twin spade rudders, well protected by tunnel and skeg against damage when launching or taking the ground in shoal water, or from wreckage. For maximum manoeuvrability the rudders are sited in the full slipstream of the propellers, while the deflected water can escape unimpeded through the skeg aperture; without this opening the rudder action would be nullified. Note ruffle hole in keel, through which will be rove a securing chain when the boat is housed.





Augustine Courtauld

Can we please hear a bit more about 'the well known explorer' Augustine Courtauld, after whom the new Poole lifeboat has been named?—N. L. STEWART, LIEUT.-CDR., RN, at RAF Staff College, Bracknell, Berkshire.

Born in 1904, Augustine Courtauld was educated at Charterhouse and Trinity College, Cambridge.

In 1926 and 1929 he went to Greenland with the late Sir James Wordie and during the latter expedition climbed Petermann Peak.

Between 1927 and 1928 with two companions he trekked on camel through the Sahara from Lagos to Dakar.

In the summer of 1930 he sailed from London with the British Arctic Air-Route Expedition to Greenland and there maintained meteorological observations on the ice cap until he was confined to his igloo by adverse weather conditions. After five months alone he was rescued by Gino Watkins, leader of the expedition. With two other members of the expedition he accomplished an open-boat journey round the south coast of Greenland. He subsequently got back to Copenhagen in November 1931. For this feat of endurance he received the Polar Medal from King George V.

In 1935 he returned once again to Greenland and climbed mountains named after Watkins, who lost his life after his kayak overturned.

He presented Walton-on-Naze with a lifeboat in 1953 and became a vice-president of the RNLI, attending committee meetings in his wheel-chair until almost the end. He died in 1959.

He was a first-class seaman and enjoyed many cruises to Heligoland, Norway and the Orkneys in his yacht *Duet*.

We are indebted to W. P. Courtauld, a member of the Committee of Management, for this brief history of his late brother, Augustine Courtauld, after whom the Poole lifeboat was named by their sister, Lady Rayner, last May.—THE EDITOR.

Good wishes from seamen

I enclose £45 for the lifeboat service. It is the bar profits from our ship, *Baltic Jet*. We hope this small donation will help you in your work, which all seamen are well and truly grateful for. It is nice to know that there is always someone on call in our hour of need. Thank you once again.—J. M. BOWER, 21 Heston House, Minehead Road, Bransholme Estate, Hull, North Humberside HU7 4JX.

Rescue on Redwood Creek

While motoring westward on Redwood Creek one Sunday last July in our motor corvette *Compass Rose*, engaged on post-maintenance engine tests, I saw an 18' runabout of 'delta' manufacture, very low in the water and becoming more so stern first.

I was at the time flying my RNLI flag and thus, with the intention of doing what is probably the first RNLI rescue on San Francisco Bay, made up alongside the boat to find that the whole out-drive (Z-drive to you) had detached itself from the engine and transom, leaving a hole big enough to climb through, with somewhat inevitable result. The owner and his wife, while remaining calm, were doing very little by way of practical seamanship.

Being by myself I obtained a deck-hand from a Sea Scout boat and we took the runabout in tow, after persuading the occupants to get forward and thus leave the hole above the waterline. The boat was towed into Redwood City Marina without further incident, where the following statement was



The late Augustine Courtauld, after whom the new Poole lifeboat has been named (above).

Moving model of a French lifeboat station made by Alain and Philippe Nacass. The plastic lifeboat on the slipway is a British 37' Oakley.



made in answer to 'What happened?'

Husband: 'I think I lost my prop.'

In answer to a further question as to when he had last put oil in the out-drive, he said, 'You gotta oil 'em, huh?'

This is typical of SF Bay trailer boat operating; they had no lifejackets, no flares, no bailer, no seamanship and no oil in the out-drive.

Thus concluded what is probably the first rescue in these parts under the flag of the RNLI; I do not expect it will be the last.—R. W. V. JESSETT (Shoreline member 64713) on board MV Red Duster, Docktown Marine, PO Box D.B., Belmont 94002 Ca, USA.

End of a project

Thank you very much for all the information you sent me on the lifeboat Institution and all the work they do for society. I really enjoyed doing my project and found it very interesting and wanted to help in some way. So last night I babysat and earned a pound which I am sending to you. I know it is only a small contribution, but as I am still at school I don't earn any money, only the odd pound from babysitting. I hope it will help the RNLI in some small way. Thank you very much.—JULIA COOK, *The Old House At Home, Love Lane, Romsey, Hampshire.*

Moving model from France

I am sending you a picture showing my moving model of a French lifeboat station. This one was built for the last boat show in Paris (January 1975). The scale is 1 : 42. My brother Alain and I worked for 500 hours in two months.

When a visitor puts a coin in the collecting box a two-minute show starts: It is night-time; a little port sleeps. Only the lighthouse, the beacon, street lamps and fog horn keep watch. Suddenly the lifeboat siren hoots to call the crew. The boathouse and floodlights come on, doors open and the lifeboat carriage slips down the ramp. On the lifeboat navigation lights, floodlight and radar aerial all work. There is also a Société Nationale de Sauvetage en Mer patrol boat (navigation lights lit) and an ILB on a trailer with a jeep and her crew.

After a few seconds the sequence is reversed and all the lights go out.—PHILIPPE NACASS, 3 Rue de la Solidarité, 92120 Montrouge, France.



Members of The Mumbles ladies' guild with their president, Mrs Herbert Morgan, Mayoress of Swansea.



The late Coxswain Henry 'Downtide' West.

LIFEBOAT PEOPLE

Dr Peter Davy of Hastings, who was awarded a silver medal for his service to injured seamen aboard the Argentinian warship *Candido de Lasala* on December 23, 1974, has been presented with a gold medal by the Argentinian Navy. He was also chosen to be one of guests at the 1975 Men of the Year Luncheon, held on November 5.

* * *

Mrs Herbert (Peggy) Morgan, for many years president of The Mumbles ladies' guild, is this year's Mayoress of

Swansea. The guild takes pride in the fact that it has increased greatly the amount it raises annually for the RNLI: in 1970 it raised £660, in 1974 £1,500.

* * *

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

September

Edward Kavanagh, who was coxswain of Wicklow lifeboat from 1938 to 1968, having also served as second coxswain and bowman. He was awarded the bronze medal for gallantry for the service to *MV Cameo* on September 10, 11, 12 and 13, 1950.

Commander B. K. C. Arbutnot, DSC RN, who had been honorary secretary of Youghal lifeboat station since 1951.

October

Henry E. 'Downtide' West, who was coxswain of Sheringham lifeboat from 1951 to 1962, having joined the crew in 1922 and served as assistant motor mechanic and second coxswain. He was awarded the silver medal for gallantry for the service to *ss Wimbledon* on October 31, 1956.

John Macleod, BEM, who was motor mechanic at Stornoway for 38 years before he retired in 1967. He was awarded the bronze medal for gallantry for the service to *MFV Maime* on January 30 and 31, 1962.

HERE AND THERE

There are available from the RNLI Dublin office (10 Merrion Square, Dublin 2) First Day Covers of the following Irish Post Office stamps:

Official RNLI cover RNLI commemorative 5p stamp: 50p.

Special cover, with RNLI commemorative 5p stamp, signed by William Slaney, the sole survivor in Ireland of the rescue depicted on the stamp: £3.

Irish Rugby Football Union Centenary 3½p and 12p stamps, cover signed by Willie John McBride, captain of the unbeaten 1974 Lions: £2.

Contemporary Irish Art 15p stamp signed by Oisín Kelly, the sculptor of the eagle depicted: £2.

Royal Cork Yacht Club 250th Anniversary 4p stamp: 25p.

* * *

Seven new branches have recently been formed in the Eastern District, and their honorary secretaries would welcome more members:

Buckingham: Mrs A. E. Exelby, 8 Bradfield Avenue, Buckingham (Tel. 2895).

Brackley: Mrs Mabs Wild, 26 Charterhouse Close, Brackley, Buckinghamshire (Tel. 2482).

Hinkley: B. A. Fell, 53 Dupont Road, Burbage, Hinkley, Leicestershire (Tel. 32745).

Rushden: R. Hogg, Skew Bridge Ski Club, Northampton Road, Rushden, Northamptonshire (or telephone G. Owen, Wellingborough 78910).

St Neots: Mrs G. Fogden, 81 Long-

sands Road, St Neots, Huntingdonshire (Tel. Huntingdon 73823).

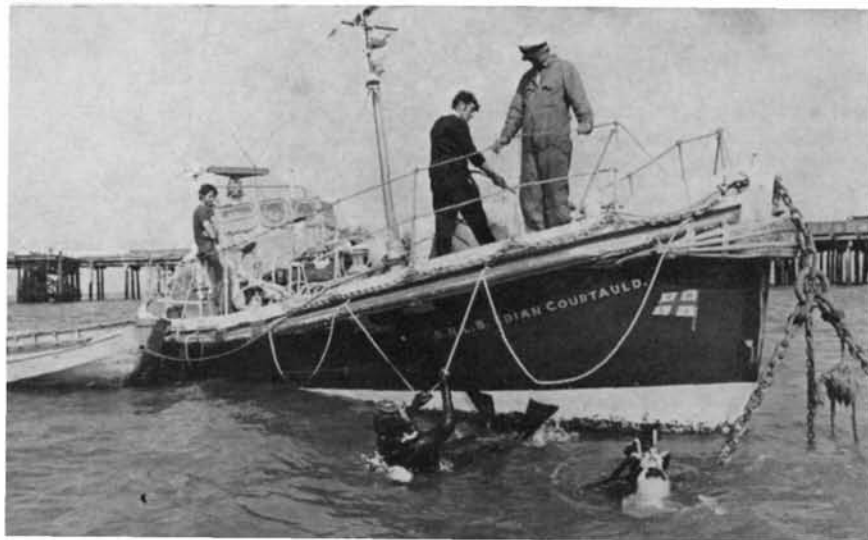
Towcester: C. Baldry, 8 Marlow Road, Towcester, Northamptonshire.

Wisbech: J. D. Bromley, 43 Clarence Road, Wisbech, Cambridgeshire (Tel. 61026).

* * *

The North West Division has already collected the equivalent of £2,000 in Green Shield stamps towards its target of £100,000 for a lifeboat. Green Shield Trading Co. has generously offered 60p per book, instead of the usual 42½p.

Before winter sets in, Coxswain Frank Bloom checks mooring chains and anchors of Walton and Frinton 46' 9" Watson lifeboat Edian Courtauld helped by divers John Wilcox and Peter Horlock with Crew Member Brian Oxley, Bowman Bobby Kemp and Second Coxswain Dennis Finch.



Stamps, preferably complete books, will be welcomed by the Divisional Organiser, RNLI, Prince's Chambers, 26 Pall Mall, Manchester M2 1JR.

* * *

Post card to Mrs C. A. Daniels, Hockley, from her brother Rod, overland camping from the UK to Nepal:

'The lifeboat pen you gave me is now in a road toll house half-way between Herat and Kandahar, Afghanistan. The toll collector asked me to swap the pen with his one. I hope you don't mind. It made the man very happy.'

BOOK REVIEWS

● **The Inflatable Boat Book** by Kendall McDonald and Malcolm Todd (Pelham Books, £3.75) provides a useful instruction reference for all inflatable boat users and covers a wide field in the present production lines available on the commercial market.

Inflatable boats behave differently in some respects from conventional motorboats and dinghies and their handling and capability provides almost another dimension in seagoing which this book illustrates very well.

French seamen, in particular those in Brittany, contributed much to the acceptance of this unique type of boat. Professor Bombard used one to cross the Atlantic. The *Hospitaliers Sauveteurs Bretons*, who ran a voluntary lifeboat service before the present national French lifeboat service, used 15' 9" inflatable Zodiac boats to cover the coastal areas between the few remaining conventional lifeboats which were left after the occupation during the 1939-45 war. Captain Cousteau, with the wonderful television programmes on the sea, has brought the inflatable boat to the attention of millions of people all over the world.

There is no doubt that the inflatable boat is established in its own right. In fact, it is only at the beginning of its role at sea; the use of inflatable sponsons, whether attached to a flexible or rigid bottom, will be extended and developed in the future to provide greater ability and safety for those who may use this type of boat for pleasure, work or as an economic rescue unit.—E.D.S.

● Publicity is such an accepted part of modern life that the lack of literature relating the subject to small organisations is surprising. Realising this deficiency, Jim Dudley wrote **Promoting the Organisation** (International Text-book Co., £3.20) and has produced a first-class book aimed at explaining successful basic publicity, with particular reference to fund raising. The two major factors stressed throughout the book are planning and perseverance.

Each chapter deals with a different aspect of local publicity and explores ways of obtaining the maximum return. Favourable mention is made of RNLI publicity schemes and the Duckhams

school posters and an RNLI press release are reproduced.

The commonsense approach of the book keeps it free from jargon and makes it readily comprehensible.

Having read such a book it is all too easy to think that its content was obvious from the outset. Although this is far from the truth it is a tribute to the author's style: he brings his reader simply and logically to an understanding of his subject.

Everyone concerned with local publicity should find this an inspiring and informative document.—R.K.

● When it comes to the instant portrayal of ships and vital moments of some sea crisis the photographer undoubtedly comes into his own, capturing the very essence of the emergency with a stark reality which somehow tends to escape the artist.

In **East Coast Shipwrecks** (Wensum Books, £2.95) C. R. Temple has illustrated many of the strandings on the Norfolk and Suffolk coasts with a number of his own striking photographs as well as some older but equally fine examples from earlier times. In addition there is a section giving the histories of the principal lifeboat stations of the same two counties with photographs of the boats and the men who manned them. Among these, Coxswain Fleming of Gorleston and Coxswain Swan of Lowestoft are still remembered as fine, courageous lifeboatmen; so, of course, is Coxswain Henry Blogg of Cromer, of whom there is a delightful picture taken with his dog Monte, which he rescued from an Italian ship.—E.W.M.

● **Portmadog Ships** by Emrys Hughes and Aled Eames (Gwynedd Archives Service, £4) is a detailed and extremely well illustrated account of the ships belonging to and visiting this once busy port. The late Emrys Hughes spent a lifetime collecting facts, figures and photographs towards a maritime history of his birth-place. On his death he left a massive volume of records which his widow presented to the Archives Office at Caernarfon. Its popularity among students and mature researchers led the County Archivist to ask Aled Eames,

maritime historian of Anglesey, to edit the records for publication, and add the results of further studies. The resulting book contains a wealth of information, some of it rather technical, and a wonderful selection of old photographs of ships, crews, shipyards and quays with maps showing the growth of Portmadog Harbour, together with reproductions of documents one would rarely see. As the port flourished over a fixed period, from 1825 to the first world war, the story is virtually complete although, as Mr Eames states, other official documents have become available since the death of Mr Hughes which will, it is to be hoped, be the subject of a complementary volume.

For anyone with an interest in North Wales shipping, or in the days of the schooners, this book will be a welcome acquisition. With more than 400 pages and nearly 100 illustrations, it is excellent value for the money.—G.E.F.

● The Clyde Cruising Club was formed in 1909 'to gather the scattered cruisers into one organisation and by mutual association foster the love of yachting and encourage and help the younger people to a fuller knowledge and appreciation of the sport'. To this end the club began to accumulate information regarding anchorages and waterways of the west coast of Scotland, and today there can be few yachts sailing in those waters which do not have the CCC's 'Sailing Directions' close at the navigator's hand. Now the club has extended its activities to Orkney. In his preface to **Orkney Sailing Directions and Anchorages** the editor, Godfrey Vinycomb, says:

'Much information on anchorages in Orkney was gathered by members but in such a complex cruising ground, nearly 300 miles from the Clyde, "local knowledge" takes on a special significance. These sailing directions could not have been compiled without the fullest co-operation and help from those who live among the islands—coxswains and lifeboat crews, fishermen, masters of commercial craft, coastguards and yachtsmen.'

While these directions are not exhaustive, a most valuable addition has undoubtedly been made to navigational literature. From Clyde Cruising Club, S. V. Carrick, Clyde Street, Glasgow G1 4LN, price £2.50 plus 20p postage.—J.D.

● What is a boat? And what makes it work? From America comes **The Boat** by the editors of Time-Life Books (£4.95) which sets out to answer these questions for the amateur sailor, and does it supremely well. There are no less than 24 pages largely of diagrams to explain in simple terms the intricacies of the art of hull design, followed by equally well illustrated chapters on 'The Push or Pull to Make It Go', rig or

engine, and 'A Place for Everything', deck and accommodation layout.

Carleton Mitchell, who for more than 50 years has raced, cruised and written with the best of them, sets the tone of the book in his introduction under the heading 'The Matchless Rewards of Boating'. Talking about the fundamentals that apply to all boats and boatmen he writes:

'Foremost is the concept of safety. The sailor must never forget that no matter how alluring the water or how much at home he may feel on its surface, it is an alien element. The more experienced a seaman becomes, the more careful he is, for he understands the power of the sea and knows how fast its moods can change. He knows, too, that danger lurks not only on the open ocean. . . .

'Possibly the best advice I can pass along to a budding boatman is this: Never fail to follow the dictates of your own judgement. No matter what others may say, if you don't like the look of the sky, shorten sail when you think you should. Run back to shelter if the engine doesn't sound right. Don't stay overnight in an exposed anchorage if the wind doesn't smell right. You may turn out to have been overcautious, but better that than deep trouble.'

To read Carleton Mitchell's beautifully written closing paragraphs is to hear the call of the sea.—J.D.

● Were it not for Gericault's vivid and highly dramatic painting of the survivors of *Medusa* on their raft it is doubtful whether the tragedy would be remembered today at all. The picture is compulsively emotional but bears little resemblance to the written description of the actual raft, which was a very large, unwieldy and untidy structure on which some 150 survivors sought precarious safety after the French frigate *Medusa* grounded on a shoal off the west coast of Africa.

In *Death Raft* (Souvenir Press,

'I hope your strawberry teas for the lifeboats pays off, Janet'.



£3.60) Alexander McKee has produced a precise and carefully researched account of the people and events linked to the tragedy from which 11 people survived their ordeal on the raft. Much of what happened, both before and after the loss of *Medusa*, is difficult to credit after the lapse of time and in a world of different values.—E.W.M.

● As an introduction to fishing from North Norfolk, centred round Cromer and Sheringham, Peter J. R. Stibbons has compiled a booklet entitled *Crabs and Shannoeks*. ('Crabs' refer to people of Cromer, 'Shannoeks' to people of Sheringham.) Including as he does quotations from such sources as Hakluyt's 'Principal Voyages of the English Nation', 1589, Buckland's Survey of 1875, Letters Patent and old newspapers, as well as considerable detail about the local 19th-century fleet of deep-sea luggers, or 'great boats', Mr Stibbons has set out to draw together information rather than to evaluate; he hopes to encourage others to join him in research in what is to a great extent a history of families. There is a bibliography to take those interested a little further. From P. J. R. Stibbons, 4a Chesterfield Villas, West Street, Cromer, Norfolk, 35p plus 13p postage.—J.D.

● *Begin Cruising Under Sail* by Mark Brackenbury (Elliot Right Way Books, a paperfront, 35p) is a simple, inexpensive and very practical handbook for the beginner. It will slip easily into almost any pocket so there should be no difficulty in having it to hand for that sudden problem. The publisher's notes suggest that it is a masterpiece 'with the baffling jargon cut out'. But is that such a good thing? Seafaring terminology has a long history behind it and stems from the need for a precise description of every piece of equipment on board and of every action necessary in hand-

ling a vessel under sail. It is very far removed from jargon and every sailing man worth his salt will surely appreciate the language of the craft.

As with nearly all similar books it is difficult to agree with everything the author says. For instance, every cruising vessel *must* have, *not should* have, a compass. Nor should the International Regulations for Preventing Collisions at Sea be dismissed quite so lightly; it is the duty of the master of any vessel to understand fully his obligations to other vessels and this demands a good working knowledge of the Rule of the Road. But there is plenty of good advice and good common sense here as well. Well worth the modest price.—E.W.M.

● Here are two more additions to the growing library of station histories, both from the east coast. *The Scarborough Lifeboats*, by Arthur Godfrey, goes back to 18th-century rescues made by fishermen in their own cobs and brings the story right up to the present lifeboat, *J. G. Graves of Sheffield*; price 55p, from Hendon Publishing Co. Ltd, Hendon Mill, Nelson, Lancashire BB9 8AD.

In *The History and Work of The Walton and Frinton Lifeboat*, after a general history and a look at today's station, David Paine, the editor, completes the booklet with more detailed reports of some outstanding services; price 50p plus 13p postage and packing from D. Paine, 2 East Terrace, Walton-on-Naze, Essex.

Both booklets are well illustrated and each contains lists of the station's lifeboats and coxswains.—J.D.

● Mike Peyton's cartoons on sailing have brought him an international reputation, his work appearing in yachting magazines in many countries. The 88 cartoons in his hilarious little book *Come Sailing* (Nautical Publishing Co, £1.95) will appeal to weather-beaten yachtsmen and total land-lubbers alike, showing us the aspect of the sport which is not usually emphasised at the Earls Court Boat Show. No wonder Mr Peyton was prevented by his publishers from entitling the book 'Don't Come Sailing'.

Reading this book shortly after returning from a week's sailing off France's Atlantic coast, I particularly appreciated the cartoon depicting two sailors in a heavy swell, one leaning over the rail, the other, soup in hand, insisting that 'on the packet it said you would be surprised by the delicate and nourishing flavour'.—A.H.G.

● *The Price of Charity* by J. P. Gallagher (£3.80) was reviewed in the autumn issue of *THE LIFEBOAT*. It is published by Robert Hale and Co., Clerkenwell House, Clerkenwell Green, London EC1R 0HT.

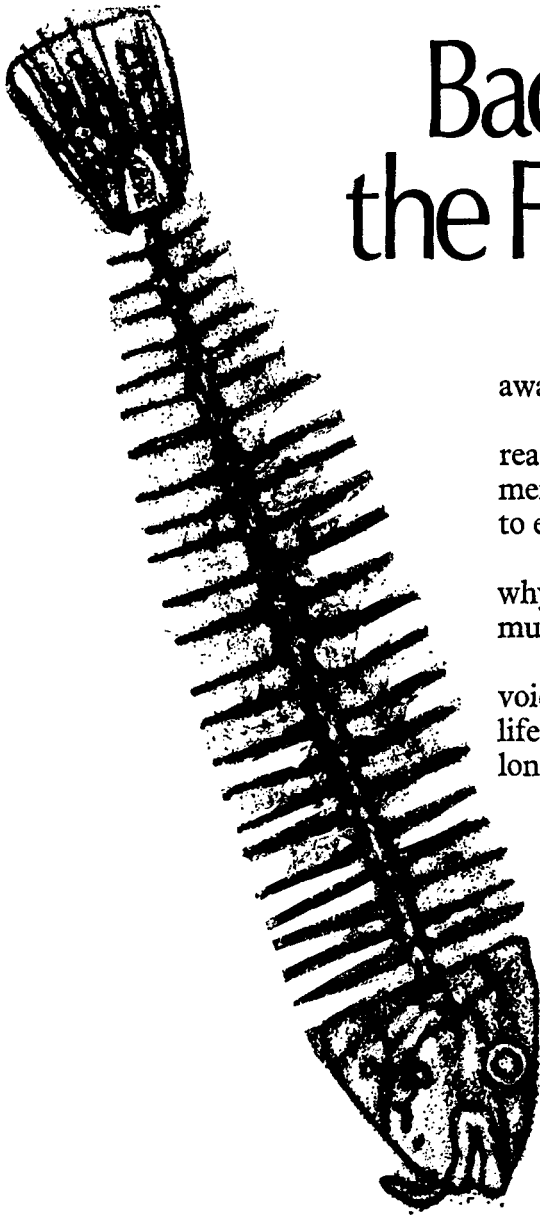
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A thousand million reasons why lifeboatmen are needed as much as they are.

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



Services by Offshore Lifeboats

(from page 82)

Barry Dock, South Glamorgan
June 13, 14, 30, July 1 (twice), 6, 20, 26, 28 (twice), August 4, 8, 24.

Beaumaris, Gwynedd
July 19.

Bembridge, Isle of Wight
June 11 (twice) and August 1.

Berwick-upon-Tweed, Northumberland
June 27 and August 17.

Bridlington, Humberside
August 30.

Calshot, Hampshire
June 17, July 15 and August 8.

Campbeltown, Argyll
July 17, 21, August 9 and 26.

Clacton-on-Sea, Essex
June 22, July 19, 22, August 1 and 8.

Clogher Head, Co. Lough
June 2.

Clovelly, North Devon
June 5, 8, 28, July 9, 11, 21, August 10, 13, 14, 18, 19, 21 and 23.

Donaghadee, Co. Down
June 17, July 14, August 1, 4, 8, 10, 11 and 12.

Douglas, Isle of Man
July 14, 28, August 9 and 31.

Dover, Kent
July 17, 31, August 5, 9 and 19.

Dungeness, Kent
June 15, 26, July 11, August 5 and 8.

Dun Laoghaire, Co. Dublin
June 5, 6 (twice), July 7, 23, August 2, 4 and 24.

Dunmore East, Co. Waterford
June 11, July 1, 27, August 1 (twice) and 19.

Eastbourne, Sussex
June 15, July 8 and August 8.

Exmouth, South Devon
June 3 and July 25.

Eyemouth, Berwickshire
August 17.

Falmouth, Cornwall
June 7, 21 (twice), 24, July 6, 7 and 9.

Filey, North Yorkshire
August 24.

Fishguard, Dyfed
June 10 and August 19.

Flamborough, Humberside
June 29 and August 23.

Fleetwood, Lancashire
June 8.

Fowey, Cornwall
June 14, July 12 and August 28.

Galway Bay, Galway
June 2, 5, 27, July 28 and August 2.

Girvan, Ayrshire
June 17 and July 23.

Great Yarmouth and Gorleston, Norfolk
July 15.

Harwich, Essex
June 22, 28, July 8, 30, August 1, 9 and 15.

Hastings, Sussex
June 15 and 22.

Holyhead, Gwynedd
July 19, 28, August 15 and 21.

Howth, Co. Dublin
June 10, 28, July 12, 13 (twice) and August 2.

Hoylake, Merseyside
June 25, August 8 and 24 (twice).

Humber, Humberside
June 21, 29, August 6, 10 and 19.

Ifracombe, Devon
June 6, 30 and August 3.

Islay, Strathclyde
June 30, July 22, August 6 and 16.

Kilmore, Co. Wexford
August 16.

Lerwick, Shetland
June 11 and 30.

The Lizard-Cadgwith, Cornwall
June 21 and 27.

Llandudno, Gwynedd
July 26, August 16, 24 and 30.

Longhope, Orkney
July 1.

Lowestoft, Suffolk
July 28, 29 and August 22.

Lytham-St Annes, Lancashire
June 20, 30 and August 8.

Mallaig, Highland
July 24 and August 27.

Margate, Kent
July 27.

Moelfre, Gwynedd
July 22, August 25 and 30.

Montrose, Angus
August 7 and 30.

The Mumbles, West Glamorgan
June 25.

Newbiggin, Northumberland
June 7, August 11 and 30.

New Quay, Dyfed
June 19 and July 15.

Padstow, Cornwall
July 8, 19 and August 8.

Penlee, Cornwall
June 8, August 4 and 15.

Peterhead, Grampian
June 8.

Plymouth, Devon
June 1, 24, July 22, August 4, 11, 23 and 30 (three times).

Poole, Dorset
June 2, 12, July 7, 8, 13, 19, 22, 27, 28, 30, August 4, 5, 9, 15 and 27.

Port Erin
June 23, July 19, August 17 and 19.

Porthdinllaen, Gwynedd
July 25, August 6, 9 and 29.

Portpatrick, Wigtownshire
July 7, 21 and 26.

Portrush, Co. Antrim
June 3 and 10.

Port St Mary, Isle-of-Man
June 21, 23 and August 19.

Pwllheli, Gwynedd
August 8 and 29.

Ramsey, Isle-of-Man
July 26, August 6 and 30.

Ramsgate, Kent
June 24, July 6, 27, August 9 and 20.

Redcar, Cleveland
June 7, August 6 and 20.

Rhyl, Clwyd
June 4 and July 17.

Rosslare Harbour, Co. Wexford
August 10.

Runswick, Cleveland
June 7, August 11 and 30.

St Davids, Dyfed
June 6, 11, July 10, 27 and August 9.

St Helier, Jersey
June 8, July 5, 13, 20, August 7, 8, 10, 12, 16 (twice) and 17.

St Ives, Cornwall
June 1, 22, July 11, 31, August 4, 15, 24 and 30.

St Mary's, Isles of Scilly
June 25, July 15, 27, 31 and August 1.

St Peter Port, Guernsey
June 12, 24, 28, July 5, 14, 15, 17, August 1, 9, 10, 13 and 15.

Seaham, Co. Durham
August 30.

Selsey, Sussex
June 2, 10, 22 and July 18.

Sheerness, Kent
June 7, 21, July 11, 15, 16, 17, 22, 27 (twice),

29, 30, August 9, 12 (twice), 13, 16, 17 and 30.

Shoreham Harbour, Sussex
August 16 and 25.

Skegness, Lincolnshire
June 28, July 16, 27, August 3 and 9 (twice).

Stornoway, Western Isles
August 19.

Stromness, Orkney
August 3.

Swanage, Dorset
June 15, July 13, 16, 19, 22, 26, August 8, 9 (twice), 12, 15, 19, 20, 22, 23, 25, 27 and 29.

Sunderland, Tyne and Wear
August 10 and 12.

Teesmouth, Cleveland
August 6.

Tenby, Dyfed
June 2, 4, 6, 13, July 14, 31 and August 20.

Thurso, Caithness
August 22.

Torbay, Devon
June 23, July 3, 13, 14 (twice), 19, 24, 26, 29, 31, August 5, 10 and 21.

Troon, Strathclyde
June 16, 27, July 13 (twice), 25, August 8, 15, 16 and 31.

Tynemouth, Tyne and Wear
June 5.

Walmer, Kent
June 1, 2, 29, August 8, 11 and 16.

Walton and Frinton, Essex
June 21, 29, July 6, 15, 22 and 30.

Wells, Norfolk
August 23.

Weymouth, Dorset
June 12, 14, 20, 21, July 2, 7, 13, 22, 24, 29, August 10, 15 and 16.

Whitby, North Yorkshire
June 3, July 15, August 10, 11, 17, 20 and 30.

Wicklow, Co. Wicklow
June 2, July 3 and 19 (twice).

Workington, Cumbria
July 2, 21 and August 4.

Yarmouth, Isle-of-Wight
June 15, July 7, 24, 27, August 11, 16 and 29.

Youghal, Co. Cork
August 16.

ON 1049 On Passage
July 12.

Services by Inshore Lifeboats, June, July and August, 1975

Aberdovey, Gwynedd
June 9, 10, 19, 22, 26, July 3, 6, 7, 10, 13 (twice), 21, 27, 28, August 9, 10, 12 (twice), 13, 17, 20 (twice), 26, 28 and 30.

Abersoch, Gwynedd
June 10, 26, July 1, 10, 12 (twice), 14, 15, 18, 21, 27, August 5, 15 (twice), 21 and 29.

Aberystwyth, Dyfed
June 8, July 6 (twice), 7, 24, 28, August 4, 6 and 9.

Arran (Lamlash), Buteshire
July 12, 20, 28, August 2 and 22 (twice).

Atlantic College, South Glamorgan
June 22, 29, July 27, August 6 and 12.

Bangor, Co. Down
June 6, 14, 17, July 15, 20, August 4 and 10.

Barmouth, Gwynedd
June 8, July 29, 31 (twice), August 4, 24, 25 and 28.

Barrow, Cumbria
June 12, July 13 and August 4.

Beaumaris, Gwynedd
July 12, 19 (twice), 20 and August 25.

Bembridge, Isle of Wight
July 3, 15, 21 and August 29.

Berwick-upon-Tweed, Northumberland
June 11 and 27.

Blackpool, Lancashire
June 8, 11, 22, 25, 27, July 13 (twice), 14 (twice), 27, 29, 30, 31, August 4, 15, 16, 24 and 25.

Borth, Dyfed
June 22, July 6, 12, August 4, 10, 16, 22 and 29.

Bridlington, Humberside
June 7, 23, July 14, 21, 23, August 9, 11, 16 and 25.

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

Broughty Ferry, Angus
June 1, 9, July 6 and August 17.

Bude, Cornwall
June 15, 16, July 20, August 14 and 27.

Burnham-on-Crouch, Essex
June 14, 16, 22 and July 25.

Burry Port, Dyfed
June 6, 8, July 5, 6, 13, August 18, 25 and 27 (twice).

Cardigan, Dyfed
July 14, 30, August 8 and 28.

Clacton-on-Sea, Essex
June 11, 20, 21, 22, July 13, August 1 (twice), 3, 4, 7, 9, 15, 16 (twice) and 22.

Conwy, Gwynedd
June 5, 23 (twice), July 3, 17, August 24 and 26.

Coverack, Cornwall
June 3.

Craster, Northumberland
August 22 and 23.

Criccieth, Gwynedd
July 14, 20, August 8 (twice), 20 and 22.

Cromer, Norfolk
June 11, 15, July 10, 22, August 3, 5, 10, 17 and 18.

Cullercoats, Tyne and Wear
July 11, 27 (twice) and August 4.

Eastbourne, Sussex
June 15, 21, 28, July 4, 14, 26, August 3, 5, 10 and 16.

Eastney, Hampshire
June 8, 9, 15 (twice), 20, August 3, 23 and 25.

Exmouth, South Devon
June 3, 4, August 4, 5, 6 and 17.

Filey, North Yorkshire
June 9, 21, July 10, 11, 12, 25, 27, August 5, 16, 22, 24 and 25.

Fleetwood, Lancashire
June 28, 29, July 17, August 24 and 29.

Flint, Clwyd
July 13, 23 and August 24.

Great Yarmouth and Gorleston, Norfolk
July 15.

Happisburgh, Norfolk
June 26.

Hartlepool, Cleveland
June 14, 23, July 5, 7, August 2 (3 times), 10 and 19.

Harwich, Essex
July 24, August 6, 23 and 25.

Hastings, Sussex
June 4, 8, 13, 15, 24, July 21, 29, August 4, 12, 14, 15 and 25.

Hayling Island, Hampshire
June 15, 21 (twice), 28, 29, July 3, 10, 20, 28, 30, 31, August 1, 2, 5, 6, 9, 12, 20, 23, 25, 30 and 31.

Helensburgh, Dunbartonshire
June 7, July 13, 14, 17 and August 21.

Holyhead, Gwynedd
July 12, 19 and August 24.

Horton and Port Eynon, West Glamorgan
June 25 and July 5.

Howth, Co. Dublin
June 8, July 13, 19 and August 2.

Humbermouth, Humberside
June 26, July 22, August 7 and 18.

Kinghorn, Forth
June 5, 11, 15, July 24, 25 and August 9.

Largs, Strathclyde
June 2, 8, 12, 24, July 4, 26, August 10, 23 and 27.

Littlehampton, Sussex
June 1, 5, 15 (3 times), 21, 22, 27, 29 (twice), July 3, 6, 12, 13 (3 times), 17, 19, 20, 21, 25, 28 and 30.

Littlestone-on-Sea, Kent
June 14, July 30, August 1, 14, 16 and 23.

Llandudno, Gwynedd
June 15, 18, July 13, 15, 17, 23, 27, August 2, 4, 13 and 24.

Lyme Regis, Dorset
June 8, 17 (twice), 21, 27, 28, July 3, 11, 13, 20, 25, 26, 27, August 2 (twice), 4, 5, 6, 13 and 28.

Lymington, Hampshire
June 11, 15, July 6, 21, August 8, 15, 16, 17 and 30.

Lytham-St Anne's, Lancashire
August 10, 14 and 26.

Mablethorpe, Lincolnshire
June 5, 16, 18 (twice), July 10 (twice), 13 (twice), 15, 20 (3 times), August 3, 4, 5, 6, 18, 20 and 30.

Margate, Kent
June 1, 15, 29, 30, July 12, 13, 31, August 2, 4, 9 and 11.

Minehead, Somerset
June 11, 13, 17, 30, July 1, 2 (twice), 12, 23, August 6, 7, 8 (twice), 10, 12, 13, 21 (twice), 24 (twice) and 27.

Moelfre, Gwynedd
June 1 (twice), July 13 (twice), 14, 18, 19 (twice), 21, 23 (twice), 29, August 15, 19, 20 (twice), 21 (3 times), August 27 and 29.

Morecambe, Lancashire
June 9, 14, 27, July 13, 19, August 1, 10, 12, 19 and 21.

Mudford, Dorset
June 19, 22, July 2, 7, 18, August 2 and 12.

The Mumbles, West Glamorgan
June 14, 23 and 25 (twice).

New Brighton, Merseyside
June 7, 8, 13, 15, July 12, 19, 29 and 31.

Newquay, Cornwall
June 7, July 2, 24, 28 (twice), August 3, 4, 5, 6 and 12.

North Berwick, East Lothian
June 7, July 20, 29 and August 5.

North Sunderland, Northumberland
June 2, 15, 30 and August 5.

Oban, Strathclyde
June 4, July 23 (twice), August 5 and 24.

Peel, Isle-of-Man
June 3, 21, 23, July 5 and August 23.

Plymouth, Devon
June 1, 6, 11, 14, 29, July 7, 30, August 2, 3, 9, 10, 11, 12, 15 (twice) and 30.

Poole, Dorset
June 16, 28, July 2, 7, 15 (twice), 18, 22 (twice), 24, August 5, 11 and 15.

Porthcawl, Mid Glamorgan
June 8, 10, 12, 14, July 5, 6, 20, August 6, 8, 22 and 24 (twice).

Port Isaac, Cornwall
August 7, 20 (twice) and 21.

Port St Mary, Isle-of-Man
August 2 and 16.

Port Talbot, West Glamorgan
June 7, 13 and 20.

Pwllheli, Gwynedd
July 10 and August 29.

Queensferry, Forth
June 25, August 3 and 18.

Ramsgate, Kent
June 27, 29, July 3, 5, 6, 9 (twice), 12 and August 28.

Red Bay, Northern Ireland
June 13 and July 6.

Redcar, Cleveland
June 15, 28, 29, July 6, 27, August 10 (twice), 16 and 20.

Rhyl, Clwyd
June 6, 8, 18, July 1, 2 (twice), 15, 27, 29, 31, August 2 (twice), 4 (3 times), 7 (3 times), 13, 17, 19 and 31.

Rye Harbour, Sussex
June 15, 21, 22 (3 times), 24 (twice), 31 (twice), August 1 (twice), 3, 4, 7 (twice), 18 and 21.

St Agnes, Cornwall
June 8 and 23.

St Catherines, Jersey
July 25, August 20, 21 and 23.

St Ives, Cornwall
June 6, 11, 21, 24, 26, 27, July 14, 31 (twice), August 6, 7, 10, 13, 15 (twice) and 24.

Scarborough, North Yorkshire
June 14, 20 and July 4.

Selsey, Sussex
June 17, 19, July 1, 5 and 14.

Sheerness, Kent
June 7.

Shoreham Harbour, Sussex
June 11 (twice), 15, 22, 23, 25, 28, July 20, 25 (twice), 26, 31, August 1, 3, 8, 11, 12 (twice), 13, 16, 24, 25 (twice) and 26.

Silloth, Cumbria
June 1, 29, July 6, August 4, 6, 7, 8 and 10.

Skegness, Lincolnshire
June 13, 20, July 5 (twice), 6, 9, 12, 16 (twice), 20, 21, 27, 28, 29, August 2, 6, 18 (twice), 19 and 25.

Southend-on-Sea, Essex
June 20, 22 (twice), July 6, 14, 22 and 24.

Southwold, Suffolk
June 1, July 11, 14, 19, 20, 27, 28, 29, 31 and August 6.

Stranraer, Wigtownshire
July 1, 6, 7, 17, August 26 and 31.

Sunderland, Tyne and Wear
June 6 and 21.

Tenby, Dyfed
June 4, 9 (twice), 12, 23 (3 times), 29, July 5, 9, 20 (twice), 22 (twice), August 5, 6 (twice), 7, 8, 10, 15, 20 and 22.

Tighnabruaich, Argyll
August 3 and 31.

Torbay, Devon
June 13, 14, 19, 30, July 8, 9, 12, 13, 14, 18, 24, August 9 (twice), 10, 13, 14, 15, 17 and 19.

Tramore, Co. Waterford
June 8, 23, July 5 and August 28.

Trearddur Bay, Gwynedd
June 24, 28 and August 14.

Tynemouth, Tyne and Wear
June 5, 29, 30, August 7, 17 and 31.

Walmer, Kent
June 3, 7, July 20 (3 times), 22 and 24.

Wells, Norfolk
June 8, July 6, 14, August 7, 12, 16, 18, 19 and 23.

West Kirby, Merseyside
June 25 (twice), July 14 and August 24.

West Mersea, Essex
July 6, 7, 12, 13, 15, 19, 23, 29, August 3, 4 and 22.

Weston-super-Mare, Avon
June 8, 21, 30, July 5, 7, 15, August 7, 8, 9, 10, 11 (twice), 12 and 30.

Whitby, North Yorkshire
June 2, July 10, 23, 25, August 5, 17, 18 and 24.

Whitstable, Kent
June 9, 14, 15, 28, 29, July 6, 13, 14, 15, 27, July 30 and August 5.

Withernsea, Humberside
June 21, July 3, 5, 23, 26, August 3, 5 (twice), 10 and 16.

Yarmouth, Isle-of-Wight
June 15, July 10, 16, 25, 26 and August 3.



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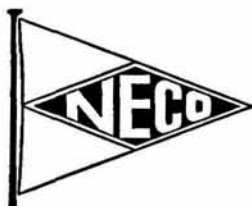


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Index to Advertisers

Birds Eye Foods	104
Brooke Marine	Outside Back Cover	
Cogswell & Harrison Ltd	...	...	...	...	108
Fairey Marine Ltd	...	...	...	...	74
David Jolly	...	...	...	...	108
Mermaid Marine Engines Ltd	...	...	...	...	107
J. H. Minet Life & Pensions Ltd	...	...	...	Inside Front Cover	
J. H. Minet, Ransome Bentley & Co Ltd	...	...	...	Inside Back Cover	
Neco Marine Ltd	...	...	...	...	107
Rentokil	107
Tiller Master (David Jolly)	108
V. Webster	108
C. P. Witter Ltd	108

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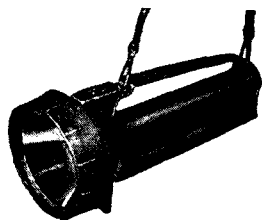
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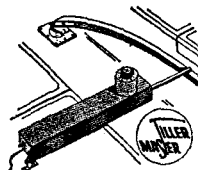
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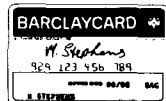
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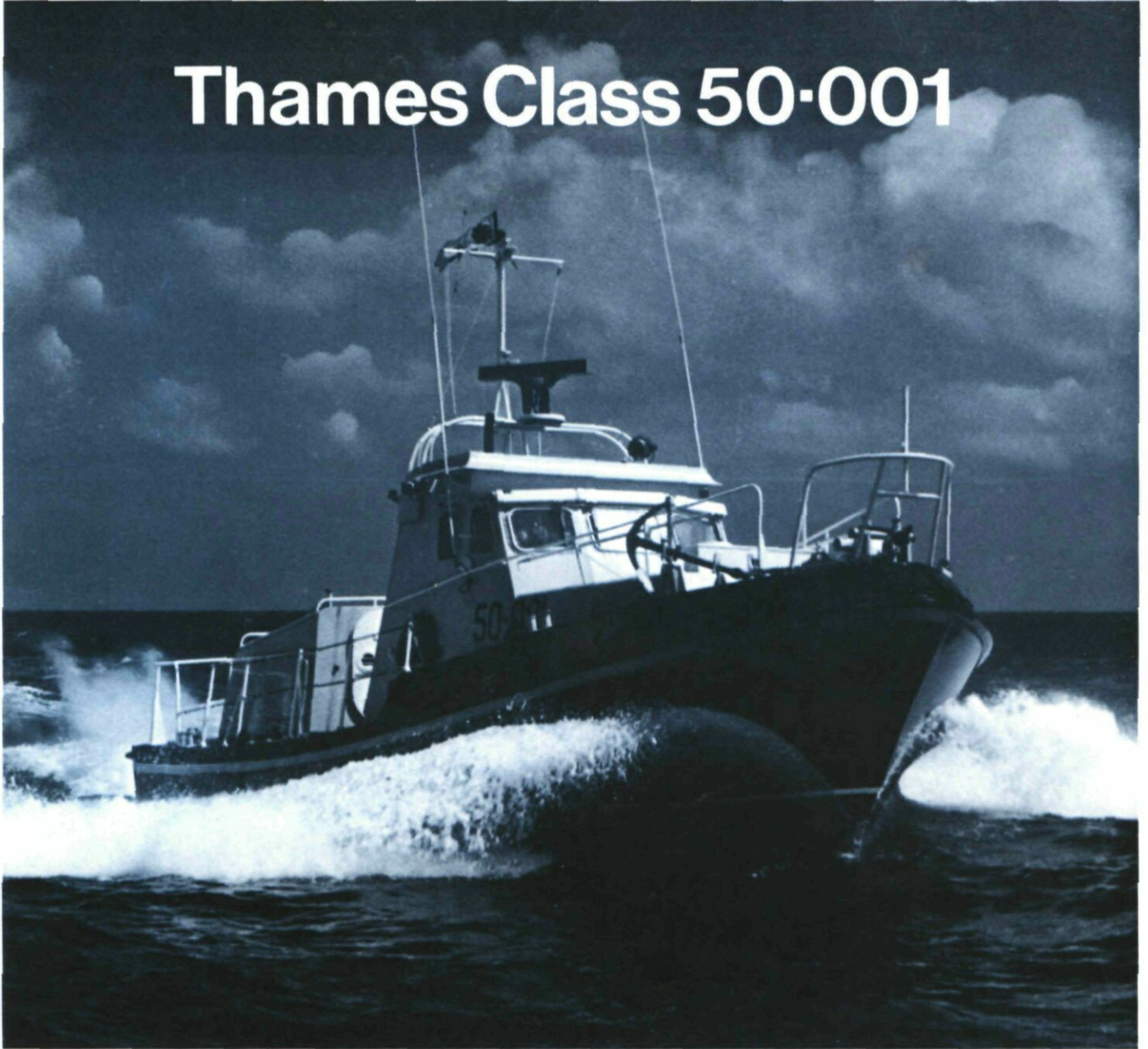


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