THE LIFEBOAT

THE JOURNAL OF THE RNLI

Volume XLIV Number 455 Spring 1976 25p

THE BEST WEATHER CLOTHING IN THE WORLD

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

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ROYAL NATIONAL LIFE-BOAT INSTITUTION

Letter of 28 February 1974
from Assistant Superintendent (Stores)

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

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

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

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

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

the FUNCTIONAL Jacket

Bill Boddy in 'Motor Sport'

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Kevin MacDonnell in Photography of May 1975

"... My attempts to find the ideal photographer's garment have spread over many years ... I noticed recently that most outdoor T.V. Crews had ... a standardised garment ... and I was off on the trail of FUNCTIONAL Clothing

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The astonishing thing is the price. It's incredibly well made out of top grade materials

This is the best clothing bargain ... encountered for years"

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write or telephone for further details

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

THE LIFEBOAT

Spring 1976

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Volume XLIV Number 455

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COVER PICTURE

Exercises at sea are part of the regular routine of every lifeboat station. On exercise the crew can familiarise themselves with the boat and with her lifesaving equipment, and, as a team, practise manoeuvres which, on service, may have to be carried out in extreme conditions. In this photograph, taken by Roger Jones, Second Coxswain Peter Gibbons of Lowestoft is preparing to fire the line-throwing gun on board the 47′ Watson class lifeboat *Frederick Edward Crick*.

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 Issues: The Summer issue of THE LIFEBOAT will appear in July and news items should be sent by the end of April. News items for the autumn issue should be sent in by the end of July.

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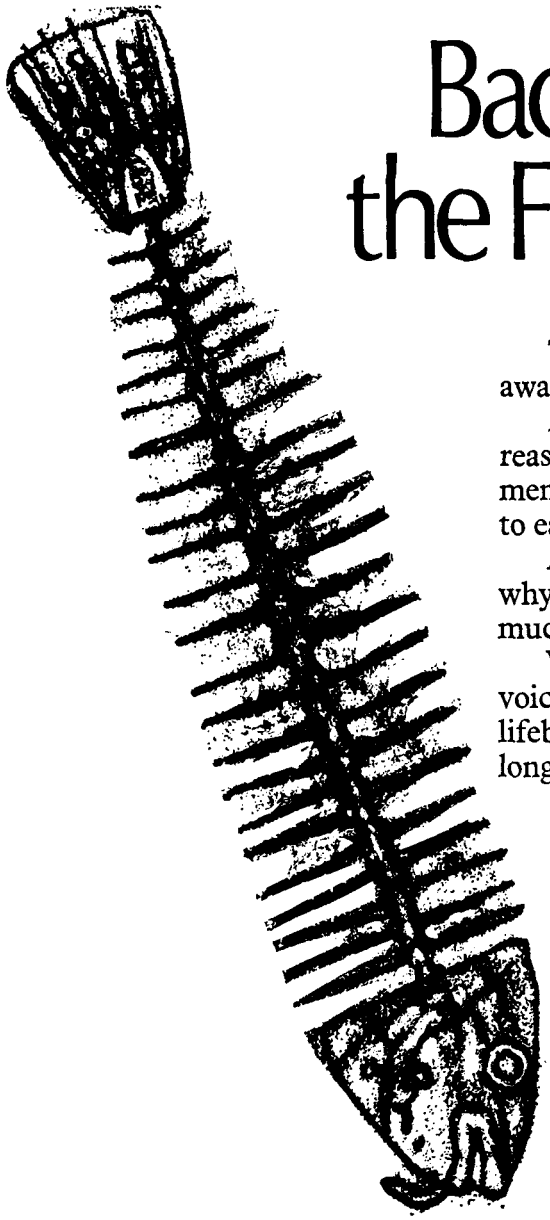


Backbone of the Fishing Trade.

This was one that didn't get away. One of a thousand million.

A thousand million of the reasons why every day and night men put out to sea in all weathers to earn their living.

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

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

BIRDS EYE

NOTES OF THE QUARTER

by the Editor

THE RNLI'S ACCOUNTS for 1975 are not complete at the time of going to press, but it is certain that expenditure will have exceeded income. In other words there will be a deficit which will have to be made good.

The reason for this deficit is inflation, and not any falling off in support for the RNLI. Contrary to some people's doubts and fears the branches and guilds did not in any way lessen their activities in 1975 following the big drive made throughout the country to raise extra funds for 'The Year of the Lifeboat' in 1974. There has been a gratifying increase in money received from legacies, and Shoreline continues to flourish and expand. But with the cost of new lifeboats ranging from £100,000 to over £200,000 a deficit was hardly surprising. The RNLI's Committee of Management therefore decided on two courses of action. One was to control expenditure more sharply still, even to the point of slowing down the boat building programme. The other was to launch a new campaign to obtain new money from from new sources.

Boat building programme

In 1970 the RNLI decided to double the rate of its boat building programme. The aim was to raise the average number of new offshore lifeboats completed in a year from five to ten. When this policy was announced Admiral Sir Wilfrid Woods, who was then the RNLI's chairman, stated unequivocally that it was an act of faith and that there were not the financial resources available to the Institution at that time to ensure the achievement of this programme. So far as the support of the general public was concerned this act of faith was justified. What no one could reasonably foresee in 1970 was that the cost of a new lifeboat would be tripled within about five years.

The RNLI has at present eleven new lifeboats under construction which are expected to be completed this year. This is a rate of building which cannot now be sustained because of inflation, and the RNLI plans to order only two new Rother lifeboats this year. If the financial situation of the Institution improves appreciably the number of new lifeboats will be increased, but in any event 42 new lifeboats will have been completed since 1970, giving an average of seven new lifeboats per year.

When the new boat building programme was announced in 1970 it was stated that the aim was to have a self-righting fleet of lifeboats by 1980. Despite the proposed pause in the new construction programme the aim is still likely to be fulfilled because of the number of existing boats in the fleet which will have been modified and altered to give a self-righting capability. It will still be true to say that, apart from the three Clyde class lifeboats which were never intended to have a self-righting capability, by 1980 all offshore lifeboats in the active fleet will be able to right themselves in the event of a capsize.

An outstanding example of support from one of Great Britain's leading companies is the action of British Petroleum in making a covenanted donation of £100,000 to the RNLI towards the cost of a new 54' Arun class lifeboat to be stationed at Aberdeen. She will be called BP Forties.

This news was announced on February 20 by Mr Fraser Cook, BP's chief representative in Scotland, Mr Tony Kirkby, General Manager BP Petroleum Development Ltd. and Sir Charles McGrigor, Convener of the Scottish Lifeboat Council.

Sir Charles also announced that students at Aberdeen University would be presenting the RNLI with £7,000 to provide electronic equipment for the new lifeboat.

New money

As part of its drive to raise new money the RNLI organised a series of meetings in November 1975 of a new kind. The Institution's advertising agents, Lintas Ltd, kindly offered the use of a reception room on their premises in which a small exhibition of models of new lifeboats was staged. Small groups of influential people in the City of London were invited and were given an audio-visual presentation of the RNLI's present financial problems. On one evening those present were bankers, on another they were drawn from the oil industry and on another from shipping. Solicitors and trustee bankers, people associated with the RNLI's City of London branch, representatives of overseas interests and the press and television provided the guests on other evenings.

The sympathetic interest shown by all the RNLI guests on these evenings, all of whom were people of standing and authority, was extremely encouraging, and there is already evidence of increased financial support. One example in particular may be cited, although the decision was taken before the meetings held in Lintas House. This was the action of the Board of British Petroleum as reported in the adjacent column.

Other appeals are being made to other sections of the community. It is hoped, too, to increase the interest shown in the work of the RNLI by immigrant communities. Other plans are also under consideration, and the fund raising committee, whose chairman is Admiral Sir Peter Compston, will be glad to learn of any other suggestions for raising new money in new ways.

Storm damage on January night

Widespread damage to RNLI installations was caused by the exceptional gales during the weekend of January 2 to 4. On the north-west coast of England the ILB house at Blackpool was completely demolished. The ILB herself was recovered from the wreckage, and although she was not seriously damaged the boat and engine had to be

The Duke of Atholl, a deputy chairman of the RNLI, visited six lifeboat stations in the south west of England on January 14 and 15: Salcombe, Torbay, Exmouth, Lyme Regis, Swanage and Poole. He also took part in fund raising discussions and is seen here with members of Brixham ladies guild, Dartmouth, Brixham, Paignton and Totnes branches and Torquay branch and guild. Standing on the Duke's left (centre front) is Valerie Wood, assistant organising secretary, south west.
photograph by courtesy of West of England Newspapers.

High seas beating up against Scarborough boathouse doors in the January storms. photograph by courtesy of Dennis Dobson.

withdrawn to the depot and replaced. The lower section of the lifeboat house doors at Fleetwood was stove in. The Council slipway used to launch the ILB at Morecambe was completely carried away, but another slipway some 300 yards away was brought into service.

In Wales the boathouse doors at Barmouth were stove in and the ILB house at Aberystwyth lost its roof. On the Isle of Man there was considerable damage to the slipway at Peel and the McLachlan lifeboat was temporarily off service. In the south west of England the worst damage was to the slipway at Weston-super-Mare.

A number of places on the east coast of England were also seriously affected, although the early reports in news bulletins that the lifeboat slipway at Wells had been carried away were fortunately incorrect. Some damage was, however, done to the runway outside the boathouse. At Sheringham half the boathouse door was stove in. One boathouse door at Cromer was smashed beyond repair. The boathouse doors at Scarborough also suffered damage.

Reports of lesser damage were received from Aberdovey, Runswick, Seaham and Walton-on-the-Naze.

At the time of going to press the full cost of repairs and restoration is not yet known, but it will clearly be appreciable.

Last depot party

The last of the traditional Christmas parties at the RNLI depot in Boreham Wood, when a midday meal is served and some members of the staff volunteer to wait on others, was in certain respects a sad affair. Many of those present, it was known, were unable to make the transfer to Poole for various reasons and others were about to retire. Nevertheless the party revealed once again the close fellowship of this important part of the RNLI.

The Boreham Wood depot was built in 1939, and during the last war it served as the RNLI headquarters. For nearly 40 years the Boreham Wood depot has provided a standard of service to volunteer workers, both those who serve in lifeboats and those who raise funds, in the highest traditions of the RNLI. The tradition, which no doubt the new depot at Poole will sustain, dates back to 1882 when the RNLI opened a store yard at Poplar. In those days the store yard was used both to repair lifeboats and as a base for the RNLI's reserve fleet.

At the lunch some of those present were pensioners who had worked in the store yard before 1939.

Henry Blogg Centenary Exhibition

Born on February 6, 1876, Henry Blogg served in Cromer crew from 1894 and was coxswain from 1909 to 1947, through two world wars. He was awarded three gold medals for gallantry and four silver

Five Cromer lifeboatmen who were in the crew when Henry Blogg was coxswain were at the Cliff House Hotel on February 6 when Patrick Howarth, public relations officer of the RNLI, opened the Henry Blogg Centenary Exhibition; they were George Rook, Dick Barker, 'Tuna' Harrison, Jack Davies and Henry Blogg's nephew Henry 'Shrimp' Davies who was himself just on the point of retiring as coxswain after 45 years service in the lifeboats.

R. A. Oakley, former RNLI naval architect, was to have opened the exhibition but he was unfortunately prevented by illness.

Although the exhibition was only open for three days (from noon to 10 pm) in the depth of winter when there were virtually no visitors to Cromer, it was estimated that between 4,000 and 5,000 people saw it. The exhibition itself was extremely interesting and well prepared, and immense trouble had been taken in its preparation by the local branch.

The following tribute was received from the Rt. Hon. Edward Heath, MP:

> *'I gladly pay my tribute to the lifeboat service and those who man it. All over the country coxswains and crews give of their utmost in living up to the great traditions of Henry Blogg and others who have rendered outstanding services, sometimes leading to the sacrifice of their own lives, in trying to save those in distress.*
>
> *'We who sail gain confidence from the fact that the lifeboat service is there in case of need. At the same time it places on every one of us the responsibility for ensuring that we respect the sea in all its changing moods and know what we are about when we put out upon its waters.*
>
> *'I welcome the initiative of the Cromer lifeboat committee in staging this exhibition to commemorate the centenary of Henry Blogg's birth and commend it to all those who go down to the sea in ships.'*

A memorial service was held in Cromer parish church on Sunday morning, February 8.

A Henry Blogg display is being staged at the National Maritime Museum in Greenwich this year; opening day was February 16. This is in addition to fine exhibition of model lifeboats on permanent display at the museum.

National Maritime Museum

The National Maritime Museum has accepted several hundred drawings made for lifeboats built between 1918 and 1933. The drawings were formerly stored at the RNLI's head office at 42 Grosvenor Gardens.

In accepting them the museum asked whether there were any drawings for lifeboats built before 1918. No such drawings are in the RNLI's possession, but if any reader knows of any the RNLI and the National Maritime Museum will be interested to hear.

Change of address

The address of the City of London organising secretary, R. C. Pope, is now 40 St Mary Axe, London EC3 (Tel. 01-283 4680, extension 325).

LIFEBOAT SERVICES

MFV St Patrick, *taking water into her engine room, was towed into harbour on November 12, 1975, by the 44′ Waveney lifeboat* 40-001, *on temporary duty at Great Yarmouth and Gorleston. The lifeboat was under the command of Coxswain J. Bryan.*
photograph by courtesy of Great Yarmouth Press Agency.

South Eastern Division

Storm-disabled sloop

THE DUTY OFFICER at the Needles Coastguard saw a red distress flare to westward, estimated two to three miles distant, at 0108 on Sunday, September 14, 1975. The honorary secretary of Yarmouth, Isle of Wight, lifeboat station was requested to launch, the assembly signal made, and at 0122 the 48′ 6″ Oakley *The Earl and Countess Howe* slipped her moorings.

Wind direction and force at the time of launching, as recorded by HM Coastguard, was 010°T, force 9. Tide was two hours flood setting 082°T at a rate of 1.2 knots. It was raining very heavily with visibility under one mile.

At 0147 further red flares were sighted by the Coastguard and it was noted from the bearing obtained that the casualty was drifting fast to the south

Awarded the silver medal for gallantry: Coxswain/Mechanic David Kennett, Yarmouth, Isle of Wight.

The lifeboat was advised, therefore, to set course 217°M once past the South West Shingles Buoy.

Meanwhile, *The Earl and Countess Howe*, under the command of Coxswain/Mechanic David Kennett, was making best possible speed through the Needles Channel in conditions which had worsened to force 10 wind with very rough confused seas and heavy swell. Visibility continued to be reduced to under one mile by heavy rain. The lifeboat was shipping heavy seas, some filling the wheelhouse.

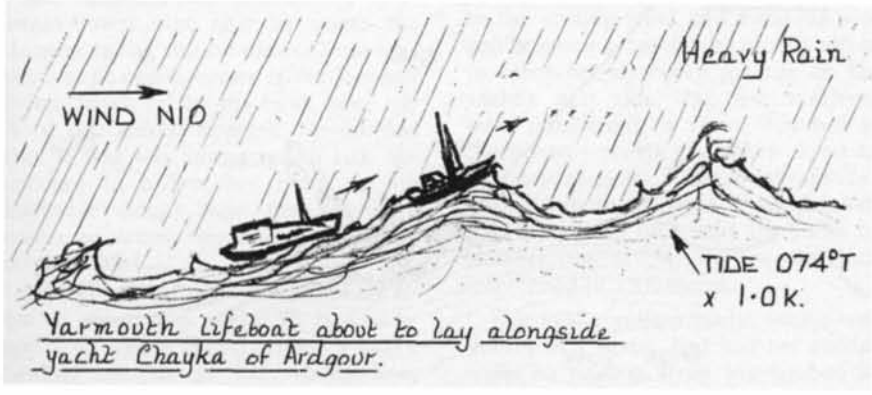
At 0212 the radar display aboard the lifeboat failed after an exceptionally large sea was taken aboard. At 0240 red flares, further south than previously, were sighted by Needles Coastguard. At 0256 HMS *Solent*, an RN minesweeper on passage, reported sighting a red flare seven miles to the south of her position and that she was heading towards it. She sighted Yarmouth lifeboat at 0322, closed her and remained in company during the remainder of the service.

Despite torrential rain, at 0332 the lifeboat crew sighted a further flare almost dead ahead, distance about one mile. Parachute flares were set off to help find the casualty and at 0341 a 28′ disabled sloop was seen under jib sail and making about 4 knots southward. The wind had now backed to due north and continued to be Beaufort 10, storm force. The sea was very rough and confused with wave height estimated at 25 feet; the tide was setting 074T° at a rate of 1.0 knots.

Coxswain Kennett closed the moving yacht and quickly realised that, with a jammed sail and the violent motion of both boats, it would be too dangerous to use the breeches buoy, and there would be little likelihood of success. He would have, therefore, to lay the lifeboat alongside while underway in an attempt to transfer the yacht's crew of five.

One moment the yacht was towering above the lifeboat on the crest of a 25-foot wave; the next she was wallowing in a trough of equal depth. Thus at 0343, with superb timing and exceptional seamanship, Coxswain Kennett drove the lifeboat alongside the starboard side of the plunging yacht and maintained perfect position long enough for his crew to snatch and hoist in board three of the survivors. Going astern, the coxswain, again with excellent timing, waited until the yacht was on the crest of a wave and drove alongside a second time. Coxswain Kennett's superb boat-handling made these manoeuvres appear relatively easy when, in fact, the aft conning position with 40′ of boat ahead made the task of judging the correct time and laying alongside with little damage a very difficult one. On the second occasion the yacht's motion was too violent to avoid her stern damaging the port forward bulwark.

With considerable difficulty Coxswain Kennett again managed to hold the lifeboat alongside the yacht long enough



for the two remaining survivors to be snatched from the yacht. One of them, who still had his lifeline attached to the yacht, fell between the two boats, but prompt and determined action by Assistant Mechanic Robert Cooke prevented this man from being crushed between the two hulls. Robert Cooke quickly cut through the lifeline with a knife and, with what was clearly tremendous effort, hoisted the man right over the guardrail and on to the engine-room canopy.

At 0400 Coxswain Kennett advised Needles Coastguard that all the occupants had been taken off the yacht, *Chayka of Ardgour*, which was to be abandoned; the lifeboat was returning to station in company with HMS *Solent*.

Wind and sea did not abate on the return to station; thus it was a long haul back to Yarmouth against a big head sea with the five survivors and seven crew all exhausted, cold and soaked. Coxswain Kennett remained at the helm throughout. At 0645 *The Earl and Countess Howe* arrived back at Yarmouth and at 0730 was returned to her moorings, refuelled and ready for service.

For this service the silver medal for gallantry was awarded to Coxswain/Mechanic David Kennett. The thanks of the Institution inscribed on vellum were accorded to Assistant Mechanics Robert Cooke and Nicholas Chandler and Crew Members Keith Hopkins, Stuart Pimm, Mark Rushton and Andries Postma. Letters of appreciation signed by Captain Nigel Dixon, the director, were sent to the Commanding Officers, HMS *Solent* and HM Coastguard, Needles.

Western Division

Stranded on rocks

ON HEARING FROM BARRY COASTGUARD, at 2220 on Saturday, September 13, 1975, that red flares had been reported to the west of Brean Down, the honorary secretary of Weston-super-Mare gave instructions for the maroons to be fired, and at 2231 the McLachlan ILB A504 was launched; her crew were Helmsman Julian Morris and Crew Members Bernard Watts and Ian Watts.

The wind was north by east force 9 and the sea rough. It was a very dark night with overcast sky and squally showers. The visibility was good but moderate in showers. It was three hours before high water and the tidal stream setting northwards at about 2 knots, aggravating the rough sea state with wind against tide.

Before launching, the honorary secretary had instructed the helmsman to go to a point mid-way along the north side of the Brean Down peninsula and search westward. The ILB set course down wind at maximum speed and when half a mile off the Down an irregular flashing light was sighted close inshore about one point on the port bow. The time was 2241. Course was altered and the ILB closed to within 60 to 70 yards and, with the aid of the Aldis lamp, it was established that the light was from a local motor boat stranded on rocks.

The boat was lying bows east with seas breaking over her. People could be seen standing in the water and on a rocky ledge 5 feet above sea level behind the boat, at the base of a sheer cliff. Using the Aldis lamp and a parachute flare it was seen that the boat was ashore in a small cove bounded by sheer cliffs that offered no escape route. It was estimated that the tide would rise about 14 feet and that those ashore were in grave danger of being drowned. Helmsman Morris decided to attempt a rescue

The sea close inshore was rough and confused due to the backwash from the cliffs. An eddy tidal stream was running westwards at about 1 knot. The ILB was taken in to within 10 yards of the casualty; people ashore could be heard shouting for the boat to stand off because of submerged rocks and she frequently took the ground in the rough, confused breaking seas. The ILB was turned round and stood out to sea.

Helmsman Morris anchored the ILB 20 to 30 yards off the casualty, up-tide, and veered down with both engines raised but running. As the boat set too far westward, the anchor was recovered and dropped further to the east. The second attempt was more successful. The ILB, felt to be striking the rocks quite frequently, was veered to within 20 feet of the casualty and a heaving line thrown ashore to the survivors. Instructions were passed for the line to be secured around the waist of a survivor and he was pulled into the water and taken aboard. Four men were rescued in this way; the fifth man, the owner of the boat, managed to wade out to the ILB.

All the survivors were safely on board by 2305. The boat was pulled out, engines lowered and anchor recovered, and Barry Coastguard were advised that the survivors would be landed at the Ferry Stage, Uphill. The ILB entered the River Axe and the five men were put ashore at 2320; they were met by the local Coastguard. Five minutes later, after re-securing the boat's gear, the ILB set out, at reduced speed, into the rough seas and a strong head wind.

Difficulty was experienced in recovering the ILB because of the very rough weather and because direct communication was impossible between boat and shore helpers. It was unsafe for the helpers to stand on the slip, and messages had to be passed via Barry Coastguard to the boathouse. The ILB was eventually taken out of the water at 0020 and re-housed by 0035.

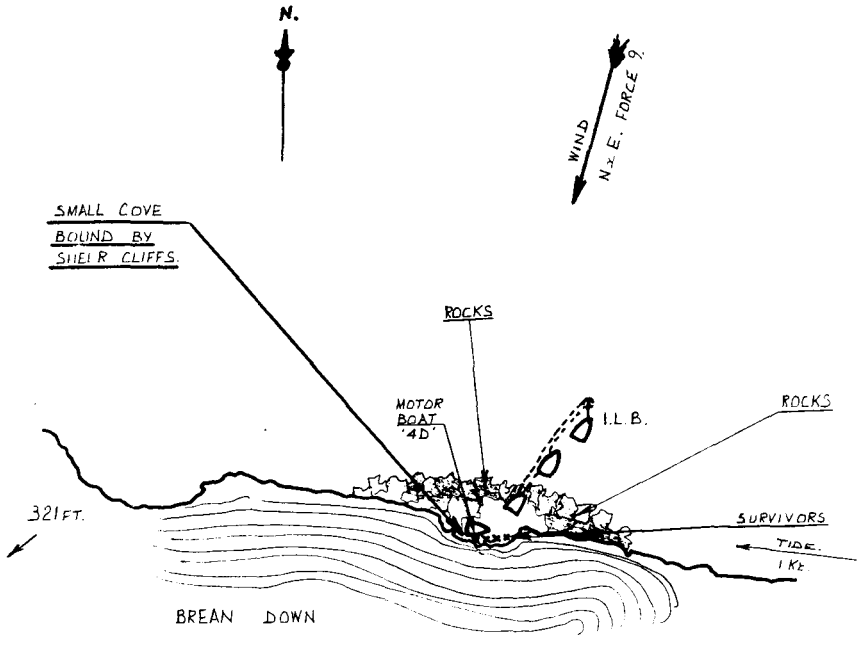
For this service the bronze medal for gallantry was awarded to Helmsman Julian Morris. The thanks of the Institution inscribed on vellum were accorded to Crew Members Bernard Watts and Ian Watts.

Eastern Division

Fast on West Barrow

A RED FLARE was sighted in the vicinity of South West Swin Buoy by MV *Hounslow* at 0110 on Saturday, August 16, 1975. Two minutes later a second flare was seen and reported to Warden Point Coastguard via Warden Radio, the Port of London control station in the same building. A request to launch was telephoned to the honorary secretary of Sheerness lifeboat station; maroons were fired; and at 0128 the 44′ Waveney lifeboat *Helen Turnbull* slipped her moorings.

The wind was south west force 6, with rough, short seas. The weather was fine with good visibility. High water at Sheerness was predicted at 0813 and low water at 0154.



Once clear of Garrison Point *Helen Turnbull* set out at full speed down Medway Channel and headed for West Barrow Buoy, passing abeam at 0210. Lights of a small vessel could be seen north-eastward and the GLC vessel *Newham* was stemming the tide at North East Mouse Buoy, ready to offer help if required. Firing a parachute flare to alert the casualty, Coxswain/Mechanic Charles Bowry manoeuvred the lifeboat close northward of her as she lay on her port bilge, fast on the West Barrow Bank with seas breaking over her stern.

By now the wind was gusting force 7, with confused rough seas and heavy broken water over the bank. Predicted depth of water on the bank at this state of tide was about one foot.

In her position athwart tide and wind, *Helen Turnbull* was rolling her wheelhouse deck edge under water and Coxswain Bowry realised that he could do little to assist in that state; and if he had placed the boat head to sea, she would have been parallel to the bank edge with little chance of maintaining her position safely close to the casualty, a 30′ motor sailing yacht, *Eladnid*.

Coxswain Bowry therefore manoeuvred south-westward and anchored in 15′ of water, veering the cable until *Helen Turnbull* was in a position some 65′ north of the yacht, which *Newham* was illuminating by Aldis lamp.

A man was seen clinging precariously to the cabin top and, after conversation through the loudhailer, Coxswain Bowry understood that nine people were aboard. He realised that the man was in no situation to tend a gun line, so he shortened cable to westward and prepared the inflatable dinghy for launching.

Crew Members Malcolm Keen and Colin Washford boarded the dinghy, made fast lifelines and were veered downwind. At the first attempt they were carried out of reach of the yacht and had to be heaved back to the lifeboat. After manoeuvring the lifeboat's engines to re-position the boat the dinghy was again veered astern and, although frequently filled by seas, reached the yacht safely and the two crew members scrambled aboard. They found that there were, in fact, five people on board; two were adults suffering from seasickness and two were children aged 8 and 12 years.

On receiving this information Coxswain Bowry was able to assess the dangers facing the survivors. Time was short as he could foresee *Helen Turnbull* being driven on to the bank once the flood tide gained strength. He decided that it was too dangerous to risk the children in a breeches buoy or the inflatable dinghy, and that his only course of action was to tow the yacht off the bank.

Instructing his two crew members to batten down the yacht as best they could, Coxswain Bowry passed a heavy towline attached to the veering line. When this was made fast he ordered Malcolm Keen and Colin Washford to check the yacht's bilges as soon as she cleared the bank and to see that all survivors were wearing lifejackets ready for immediate transfer to the lifeboat.

With the yacht lying stern to sea on her port side and shipping heavy water, the tow had to be made to the west to minimise the weight on the line and to avoid the possibility of the casualty being overturned by the weight of seas. At about 0310, with the lifeboat's anchor still down, the yacht was towed clear at half throttle on the engines. After Malcolm Keen and Colin Washford had quickly checked that the yacht appeared sound, the remaining three crew members on *Helen Turnbull* weighed anchor by hand while Coxswain Bowry moved the boat ahead to help and slackened the towline to allow lateral movement of the lifeboat's stern.

Once in deeper water, at 0320, the tow was shortened but, because of violent pitching and rolling, Coxswain Bowry waited some 15 minutes for a lull in the gusting wind and breaking seas before moving the lifeboat rapidly astern to place her starboard quarter on the yacht's port side. The five survivors were transferred to *Helen Turnbull* as quickly as possible and taken down to the forward cabin. Colin Washford also returned to the lifeboat while Malcolm Keen remained on board the yacht to tend her, and, at 0345, the tow was again lengthened to 15 fathoms.

The motor sailing yacht, which was the owner's home, had lost her rudder while on passage from Maylandsea to Benfleet and had been blown on to West Barrow Bank. The owner accepted that the tow might have to be cut if conditions proved too hazardous, but the return passage was made by East Spile Buoy to seek a lee as soon as possible and the tow entered Sheerness Great Basin safely at 0547. The lifeboat was refuelled and ready for service at 0700.

For this service the bronze medal for gallantry has been awarded to Coxswain/Mechanic Charles Bowry. Medal service certificates were presented to Assistant Mechanic Roderick Underhill and Crew Members Malcolm Keen, Colin Washford, David Hargreaves and Barry Powell.

Sand dredger Sir Cedric, *making water fast, was towed from three miles west of Trevose Light back to harbour on October 11, 1975, by Padstow's 48′ 6″ Oakley lifeboat* James and Catherine Macfarlane *under the command of Coxswain A. Warnock. Water had risen above ship's pumps and main engine air intakes;* RN *helicopter lowered pump aboard vessel during tow to keep water level under control. Wind was north east fresh to strong, sea moderate with a heavy swell.*
photograph by courtesy of A. Prosser.

North Eastern Division

Swimmers rescued

MABLETHORPE ILB deputy launching authority was informed by a council lifeguard at 1458 on August 6, 1975, that there were two swimmers in difficulties off the 'pipe tunnel', an outfall pipe protected by a groyne, some quarter of a mile north of the station.

Maroons were fired immediately to assemble the crew. It was three hours to high water and the wind was south-easterly, force 2. However, despite the light wind, a moderate south-easterly swell was producing a heavy surf, complicated by an additional cross swell, resulting in a confused, boiling sea on the beach and on off-lying shoal ground.

The three helpers and crew were assisted by visitors in holding the boat head to sea before launching. While the

launch was in progress there were more reports of swimmers in difficulties and at the launching site at least two people were dragged from the water by helpers.

The ILB, with Bernard Tuplin at the helm and John Mayfield and Michael Westfield as crew, launched at 1503. Handling with superb skill a boat which was frequently being swept by breaking seas and could not in those conditions be effectively drained, Bernard Tuplin cleared the main surf on the beach and off-lying bank. Despite the state of the sea, the ILB then set course at full speed for a position offshore from the two swimmers and just outside the worst of the break on the bank.

The swimmers were in extreme difficulties in the worst of the surf and were about 10 feet apart. The situation was such that any attempt to manoeuvre the ILB to each individual casualty would have been impossible and probably would have resulted in the loss of both people; there would have also been a high risk of capsize. Any delay in picking up the swimmers could well have resulted in a fatality.

Bernard Tuplin realised that there was only one course of action, and that was to pick up both people 'on the run'. He and his crew were all aware of the urgency and the dangers involved—and also that they would probably only have the one chance of success.

Bernard Tuplin took a course running in with the surf that would bring a casualty to each sponson in turn. John Mayfield and Michael Westfield were to grasp a swimmer each and hold him to the sponson.

The determination, skill and good teamwork shown by this crew was well rewarded by a smooth and successful pick-up of both casualties, and the run was continued straight in to the beach; with the confused swell and the boat heavy with water, the ILB could at any time have broached and capsized.

The ILB was recovered and ready for service at 1520.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Bernard Tuplin and Crew Members John Mayfield and Michael Westfield.

Eastern Division

Phantom jet crew

ON FRIDAY, December 5, 1975, HM Coastguard informed the honorary secretary of Skegness lifeboat station at 1400 that an aircraft had crashed into the sea and that two parachutists had been seen. The 37′ Oakley lifeboat *Charles Fred Grantham* launched at 1418 and set out in a light breeze and slight sea. It was one hour before low water; visibility was poor.

The lifeboat quickly reached the two men 2½ miles north east of Skegness and took them aboard. It was discovered that their aircraft was a Phantom jet and that fortunately they were the only occupants. The lifeboat returned to station at 1455 and the two men were taken by helicopter to RAF Coningsby. Subsequently a letter of appreciation was received from RAF Coningsby and also a donation to the Institution's funds.

Whitby ILB crew members: (l. to r.) David Wharton, Michael Coates, Brian Hodgson and Barry Mason.
photograph by courtesy of Tindale's of Whitby.

North Eastern Division

Man clinging to cliff

A MAN CUT OFF by the tide at Saltwick Nab was reported to the honorary secretary of Whitby lifeboat station by the Coastguard at 1805 on Friday, July 25, 1975. It was high water and in normal circumstances, with a falling tide, anyone cut off at that time would be safe. As a precautionary measure, however, the honorary secretary fired the assembly signal at 1806 while the situation was clarified by the Coastguard.

On investigation it was clear that the man was in trouble on the cliff. The ILB launched at 1820. The wind was northerly, force 1 to 2, the sea smooth at launching with a moderate northerly swell.

On arrival at Saltwick Nab it was apparent that the swell was producing heavy breaking surf on the shoal ground off the point and the sea was right up to the cliffs. The man was sighted clinging to the cliff, some 12 feet up, slowly slipping down as the handholds crumbled. He had apparently been there for some time and had slowly slipped from much higher up. At the foot of the cliff immediately below him was deep water confused by the breaking surf and rise and fall of the swell.

Helmsman Michael Coates took the ILB in a wide sweep over the bank and below the cliff continuing out over the bank to assess the situation. There was no hope of laying the ILB alongside the cliff long enough to persuade the man to drop down, so it was decided to anchor the boat and veer down to a position below him.

A second run in was made, the ILB anchored head to the breaking surf and the cable veered out until the boat was close to the cliff, abreast of the man.

Leaving his crew, David Wharton, to tend the line, Michael Coates attached the inboard end of the anchor warp to his lifejacket and swam to the foot of the cliff, where he was able to cling to the rocks immediately below the man. From this precarious position he was able to convince him that he would be safe to slide to the bottom of the cliff. Although boat and rocks were being swept by surf, Michael Coates managed to hold the casualty until they were both pulled back aboard the ILB.

By 1843 the operation was completed and the ILB hauled clear on the anchor warp before recovering the anchor and heading back to Whitby. The survivor was landed at Scotch Head at 1855 and the ILB was rehoused and ready for service at 1910.

For this service the bronze medal for gallantry was awarded to Helmsman Michael Coates and the thanks of the Institution inscribed on vellum were accorded to Crew Member David Wharton.

North Eastern Division

Small boat swamped

ON MONDAY EVENING, August 18, 1975, the honorary secretary of Whitby lifeboat station was informed by Whitby Coastguard that a small boat which they had had under observation had been swamped a quarter of a mile to seaward of the Metropole Hotel and that the two crew had been thrown into the water.

Five minutes later, at 1825, the ILB, manned by Helmsman Brian Hodgson, Barry Mason and David Wharton, was launched and heading out of the harbour at full speed. It was four hours after high water. The wind was northerly, force 3. Outside the harbour the sea was moderately rough with a moderate swell.

After an uncomfortable passage between the piers the ILB set course for the position off the Metropole. Inshore of this position very heavy surf was breaking on the beach. By 1830 the ILB was in the area of the casualty but, with the sun shining brightly from the direction of Sandsend, more or less straight into the eyes of the crew, visibility for conducting a search from the direction of the harbour was bad.

Having sighted nothing on the first search, therefore, the ILB ran off seaward to a position abeam the bar buoy, ready to start a creeping search across the area, thus lessening the effect of the sunlight.

Although the sea was moderately rough and there was a moderate swell, the ILB was still outside the breaking surf. On her first run in towards the beach the first survivor was spotted a short distance outside the main breaking surf line. As she closed him the second survivor was sighted some 50 yards away and almost in the surf. Because of the critical conditions, and knowing that both men would soon be in the breaking surf, Brian Hodgson entered the water to support the first survivor, well knowing that he himself might be carried into the heavy surf, so that the ILB could go directly to the other survivor who was in the greater danger.

Having picked up this survivor just as he was about to be engulfed in the surf, the ILB returned to recover both the other survivor and Brian Hodgson. By this time they, too, were right on the edge of the surf line.

The ILB then returned to Whitby Harbour, arriving at 1850. Both survivors were landed; the second was taken home by David Wharton and put to bed for two hours to recover. The ILB was rehoused and ready for service at 2001.

For this service the bronze medal for gallantry was awarded to Crew Member Brian Hodgson. Medal service certificates were presented to Crew Members Barry Mason and David Wharton.

North Western Division

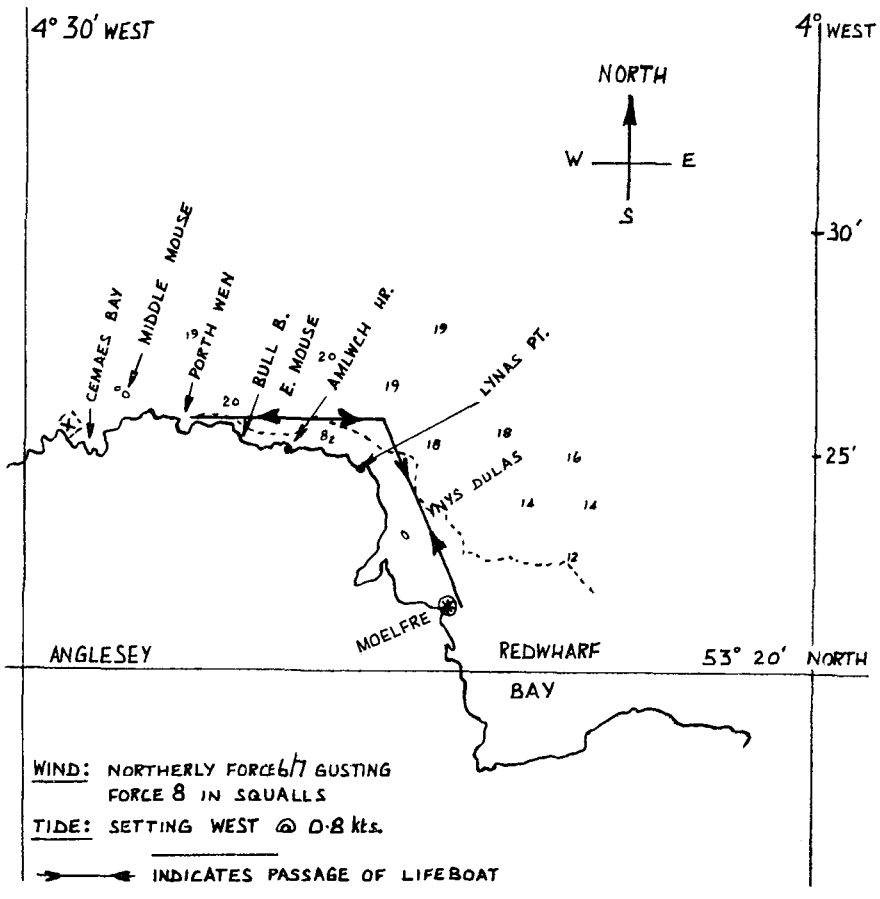
Yachts on a lee shore

A YACHT, *Westralia*, dragging her anchor in Porth Wen Bay and in danger of going on to rocks was reported to the honorary secretary of Moelfre lifeboat station by Cemaes Bay Coastguard at 2009 on August 30, 1975. Maroons were fired and at 2022 *Watkin Williams*, Moelfre's 42'Watson lifeboat, launched on service.

The wind was north north west force 6 to 7, sea rough with a heavy northwest swell: the state of tide was 4 hours ebb.

Coxswain William Roberts steered a course to a position half a mile north east of Lynas Point and thence to Porth Wen Bay, a total distance of 9 miles. While on passage information was received that *two* yachts were in difficulties and that a helicopter from RAF Valley was on her way. She arrived at about 2050 and then stood by, as the crews of the yachts had decided to await the arrival of the lifeboat rather than be lifted into the helicopter.

On arrival at Porth Wen Bay, at 2130, the lifeboat found both yachts on the western side of the bay: *Westralia*, having parted her anchor cable, was hove to under power, pitching and rolling heavily about 1 cable from the rocky shore; while the other yacht, *Heracles*, was anchored with full scope of cable (120') out, pitching heavily in heavy surf about 50' from the shore. The wind was now northerly force 6 to 7, gusting 8 in squalls, with a very rough sea and northerly swell.



It was obvious to Coxswain Roberts that *Heracles* was in the greater danger, and a first approach, to assess the situation, was made with the lifeboat's bow towards the yacht. In view of the very rough seas and very heavy swell, together with the awkward and dangerous position of the yacht, Coxswain Roberts decided it would be necessary to veer down on her and tow her out into deeper water.

First he manoeuvred the lifeboat stern first seaward to gain sea room. He then anchored, and using helm and engines together with the advantage of sea and wind brought her head to sea. She was then veered down to *Heracles* so that a heaving line and towing line could be passed, but, within a boat's length of the yacht, a large sea and swell hit the lifeboat, broaching her starboard side to and dragging the anchor. However, she was now abeam of the yacht and a towline was passed and made fast. With extreme difficulty the lifeboat was manoeuvred head to sea again, anchor weighed, the cable of the yacht slipped and the tow begun at 2205. The operation had taken 35 minutes.

With *Heracles* in tow it was agreed between Coxswain Roberts and the skipper of *Westralia*, still hove to, that *Westralia* should be escorted under her own power to Moelfre Bay in company with the tow.

On arrival in the comparative shelter of Moelfre Bay two lifeboat crew members were put aboard each of the yachts to secure them to buoys. The crew of *Westralia* stayed aboard their yacht while the crew of *Heracles* were landed at 0110. The honorary medical adviser, Dr Parry Jones, was waiting to attend them and they were taken to Bangor Hospital where they remained overnight.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain William Roberts. Vellum service certificates were presented to Second Coxswain David Owen, Motor Mechanic Evan Jones, Acting Assistant Mechanic Eifion Jones and Crew Members William Rowlands, Dewi Parry and Kenneth Roberts.

Eastern Division

High and dry on the Goodwins

RAMSGATE HONORARY SECRETARY was informed by Dover Straits Coastguard at 2025 on Thursday, September 11, 1975, that, following a number of reports of red flares sighted over the Goodwin Sands, Walmer lifeboat had been launched; as further reports were received it appeared that the casualty was further northward, and it was requested that Ramsgate lifeboat should launch.

Maroons were fired and at 2040 the 46' 9" Watson lifeboat *Michael and Lily*

Davis, built in 1953, slipped her moorings in the outer harbour and set a south-easterly course towards the regularly sighted red and green flares. The weather was fine with good visibility. The wind was south west force 4 in the lee of Ramsgate cliffs, increasing to force 6 as the lifeboat cleared the land. High water Ramsgate was predicted at 1610.

Although both Walmer and Ramsgate lifeboats are fitted with radar, the exact position of the casualty was not seen due to excessive clutter on the screens in the vicinity of Goodwin Knoll shoal. Flares continued to be sighted and Walmer lifeboat was trying to close the casualty from the south of the shoal area when, at 2115, she ran hard aground. (Lifeboats are designed to take the ground and this is often necessary on a service in areas where there are widespread sandbanks.) Her coxswain immediately warned the Ramsgate coxswain, Herbert Goldfinch, and suggested an approach from the north west of the shoal would be safer.

Michael and Lily Davis closed the shoal area to the north east of North Goodwin Buoy and both lifeboats fired parachute flares to establish the casualty's position. At 2132 Coxswain Goldfinch requested the attendance of the Ramsgate McLachlan ILB, but, on closer sight of the heavy surf breaking across the bank, he cancelled his request at 2140.

The wind was now south south west force 6, gusting 7, with heavy broken water over the drying sandbanks of the North Sands area.

At 2145 Coxswain Herbert Goldfinch grounded the forward part of the lifeboat on the sands and, by the light of parachute flares, a yacht was sighted, high and dry, some 4½ cables eastward. People were seen on the sands and two lifeboat crew members, Michael Pett and Timothy Hurst, immediately volunteered to go overside to escort them to safety. Michael Pett and Tim Hurst are well acquainted with the irregular swatchways in the area but were at times waist high in water between the dry sandbanks. They were attached by lifeline to the lifeboat for part of the journey, but the line was not long enough and they met the four survivors from the yacht, three men and a woman, escorting them back to the lifeboat at 2158. This was clearly seen on radar by the Walmer coxswain a mile to the south.

The casualty, *Albas*, was a Dutch built yacht, German owned and on passage from Ostend to Dover. Her owner, his wife and two friends neither spoke nor understood English well, but implied that they had been grounded earlier and were making water before drifting ashore about two hours previously. They had loaded an inflatable dinghy with a liferaft, flares and stores, abandoned the fully-rigged yacht and were walking towards the lights of the lifeboat, towing the dinghy behind them, when met by Michael Pett and Tim Hurst. They were all wearing lifejackets.

Coxswain Goldfinch rigged the scrambling net forward and the survivors were taken aboard and down to the cabin; blankets and hot drinks were provided and, once warm and dry, all appeared in good health.

Michael Pett and Tim Hurst, using a gun line as a guide, then returned to the yacht to ensure no one else was aboard and to run out an anchor since the owner had said that, as the yacht was on her maiden voyage, he would appreciate any effort to save her.

At 2215, with the two crew members safely back aboard, *Michael and Lily Davis* cleared the bank and steamed around the northern edge of North Sand Head to an anchorage position on the eastern side. The Coastguard were advised that the lifeboat would await the rising tide, but that she was available for service if required.

At 0100 Walmer lifeboat re-floated and, after receiving confirmation that her help was no longer needed, returned to station; she was beached and ready for service at 0150.

The yacht started to float shortly after 0130 and Coxswain Goldfinch weighed anchor and closed the bank eastward of the yacht. Michael Pett and Tim Hurst went on board to make fast a 10 fathom tow, which parted the main cleat from the deck. After re-securing around the mast they remained aboard, baling, as the tow started at 0230. The tide was now setting southward against the south-south-west force 6 wind, causing steep, confused and broken seas around North Sand Head.

At 0300, as the water in the yacht's cabin had risen to 3′ 6″ deep, the lifeboat closed her to put Assistant Mechanic William Davies aboard to try to start the motor pump and help with baling; both Michael Pett and Tim Hurst were by now getting very tired.

When about 1½ miles east of Ramsgate, at 0330, the yacht lurched violently, taking on more water, and she settled by the stern heeling quickly to port. All three crew members were thrown into the water. Coxswain Goldfinch brought the lifeboat full astern, and by the light of the searchlight Crew Member Derek Pegdon threw a breeches buoy to Michael Pett while Tim Hurst and William Davies used the slack towline to climb aboard.

With all the crew safely aboard Coxswain Goldfinch told the Coastguard that he would attempt to continue the tow as far as possible to clear the shipping lane, and although the yacht was waterlogged and on her beam ends, the tow entered Ramsgate Harbour at 0445. The yacht was secured on the disused hovercraft slipway at 0515 and the survivors taken to a local hotel. The lifeboat was refuelled and ready for service at 0600.

For this service the thanks of the Institution inscribed on vellum were accorded to Crew Members Michael Pett and Timothy Hurst. Vellum service certificates were presented to Coxswain Herbert Goldfinch, Acting Second Coxswain David Aves, Motor Mechanic Robert Cannon, Assistant Mechanic William Davies and Crew Member Derek Pegdon.

Ireland Division

Fishing boat with engine trouble

A MEMBER OF BALTIMORE, Co. Cork, lifeboat crew informed the deputy launching authority at about 1310 on Tuesday, November 11, 1975, that the fishing boat *Dun Na Ri* was in difficulty with engine trouble east of Bird Island. The 46′ Watson lifeboat *Henry Blogg*, built in 1945, on temporary duty at the station, was launched at 1320 in a moderate easterly wind and a slight sea. The tide was ebbing.

Henry Blogg came up with the fishing boat, with a crew of three, at 1405 and took her in tow. The lifeboat arrived back at her station an hour later, at 1505.

Western Division

Sunken speed boat

WHILE FISHING with rods and lines from a 14′ Dejon motor cruiser, *Sandpiper*, anchored 150 yards off Tan-y-Bwlch beach, about half a mile south of Aberystwyth Harbour, on Sunday, July 6, 1975, Richard Wheeler and John Wall saw a speed boat towing a small pram dinghy approaching fast from the south; she appeared to be in difficulty. The time was 1710. The wind was off shore, north-east force 2, and the sea very slight with a slight ground swell. It was a fine day with cloudless sky and good visibility. The tide was about 1½ hours before high water, and the tidal stream was setting northward at about half a knot.

As the speed boat closed with *Sandpiper* the helmsman shouted for help, and the boat was seen to be settling by the stern. When about 30 yards off, the speed boat sank by the stern, leaving two adults, three children and a large dog in the water.

A man without a lifejacket was seen to be helping a boy and girl, both wearing lifejackets, towards *Sandpiper*. Another young girl wearing a lifejacket was swimming towards the anchored boat without too much difficulty. The fifth member of the crew, a woman, could be seen struggling in the water about 10 feet from the partly submerged boat. She was not wearing a buoyancy aid and appeared to be unable to swim.

Richard Wheeler removed his

(*continued on page* 141)

International Boat Show

EARLS COURT, JANUARY 1 – 11

For eleven days the RNLI stand, on a splendid site, was thronged with old and new friends

AFTER THE TREMENDOUS SUCCESS of the RNLI stand at last year's Boat Show, when there were two lifeboats and two inshore lifeboats on display and the central theme at Earls Court was a lifeboat village, it seemed that this year would be a little less exciting. But once again the organisers provided a splendid site and with a brief visit from HRH The Duke of Edinburgh on the opening day the show was under way. The 'open plan', triangular stand attracted the public who thronged to see the Atlantic 21 and ILB equipment on display, to buy souvenirs and to join Shoreline.

Welcome boosts to sales were provided when well-known personalities—Kenneth Wolstenholme, Harry Carpenter, Sir Alec Rose, Lord Oaksey, Miss Great Britain (Sue Cuff) and Edward Heath—autographed copies of the RNLI's fourth Cook Book until they got writer's cramp; all but Sue Cuff had contributed recipes to the book. Their appearances and kind words also boosted the morale of all working on the stand.

Cheques were presented on two occasions: £1,202 from the Cambridge Sub Aqua Club and £12,419 from the Royal Antediluvian Order of Buffaloes. Our stalwart collector Sergeant Frank Elverson joined us once again and raised over £300 in his collecting box.

The RNLI's 1975 public relations statuettes were presented early in the show to Norman Cavell, honorary secretary Walmer lifeboat station, Leslie Crowther, actor and television personality, and Len Tipper, manager of special events for the *Daily Express*. Gerald Mair, editor of the Orkney newspaper, *The Orcadian*, could not come to London for his award but will receive it in Scotland.

The results of the show speak for themselves. Shoreline recruitment, helped by an extra stand provided by our Boat Show friends, Midland Bank, raised just about the same amount as last year (£4,228) with over 500 new members; and thanks to the hard work of the branches and guilds, who sold souvenirs (£3,101.53) and competition tickets (£663.35), and to all those other exhibitors who displayed RNLI boxes on their stands (£847.72), a healthy profit was made.

The 1976 Boat Show was a colourful, happy occasion and it is always sad when, after two weeks of excitement, the time comes to dismantle the stand and leave Earls Court; but the show was again a success for the RNLI—so roll on, 1977!—R.K.

His Royal Highness Prince Philip, one of the first visitors to the RNLI stand, was shown the Atlantic 21 by Major-General Ralph Farrant, chairman of the Institution, and an ILB crew member from Southwold, Roger Trigg.

RNLI Cook Books, signed by recipe contributors well known in the world of sport, went like hot cakes. Offshore yachtsman the Rt. Hon. Edward Heath, MP, supported by Sergeant Frank Elverson, did a roaring trade.

LAUNCH A SHIP

IN THE WHITBY ROUND TABLE 'guess the ship's weight' competition, the right to perform the naming ceremony of *Flowergate*, one of Turnbull Scott's new ships built in a Dutch yard, was won by Mr and Mrs D. J. B. Taylor of Southport. The correct weight was: 1,031.22 tons; they estimated 1,031.25 tons.

Other prizes included five double tickets to a Shell naming ceremony; trips in a helicopter to a North Sea gas platform (by Shell UK Oil); trips in a lifeboat and copies of a Shell publication.

Tickets were sold by branches and guilds in the North Region (£1,071); by the Round Table (£766) and at the Boat Show (£663). For the last there were three special prizes of weekends for two at a Morecambe hotel, won by Mr R. Goode, Miss Nicola Reed and Mr Sexton.

Major-General R. H. Farrant, CB

CHAIRMAN OF THE INSTITUTION

In a lifetime of sailing and the sea, participation and service have gone hand in hand

'I have always been interested in boats that would go faster than their wave length speed . . .'

FOR MAJOR-GENERAL RALPH FARRANT a constant search for the key to high speed on the water has added zest to a lifetime's experience of sailing and the sea. International 14′ dinghy, Star, single-handed Finn, trimaran, and later inshore lifeboats: all could command both his delight and his constructive thought. Gaining great pleasure himself from sailing planing dinghy or fast multihull, he has paid his debt to the sea, accepting as a matter of course responsibility, as it came his way, for the furtherance of yachting or the welfare of the seafaring community as a whole.

Dinghy racing? He was also a member of the RYA Council. Reserve Olympic helmsman? He was later to become chairman of the Olympic Yachting Committee. Fastnet racing in *St Barbara*? He was at one time commodore of the Royal Artillery Yacht Club. Co-designer, owner and helmsman of one of the fastest cruising trimarans to sail British Waters? He was soon drawn into the working party which was formed to edit the first draft of an Offshore Multihull Rule. A man whose leisure has been spent on the water? Since 1963, on retirement from the army, he has served on the Committee of Management of the RNLI as well as on a number of its sub-committees.

Participation and service have gone hand in hand, and General Farrant is one of the small group of people who have received the RYA Award (a scroll and lapel badge) for their outstanding contributions in Great Britain to 'popular pleasure boating'.

Ralph Farrant was a schoolboy, about 10 years old, when, during his holidays spent with an uncle and aunt in Cornwall he and his brother first learnt to sail; he has enjoyed it ever since. His uncle, a very keen sailor, built first a 12′ dinghy and later a 14′ racing dinghy of a local class in the conservatory of his house opposite St Mawes, and, although this uncle unfortunately died, he had introduced his nephews to the sea and his two dinghies were there for them to sail.

The years went on . . . Rugby, the Royal Military Academy, a commission as a second lieutenant in the Royal Artillery in 1929 followed by service in the Field and Mountain Artillery until 1938. It was in those years, when a young officer on leave from India, that Ralph Farrant bought his first International 14′ dinghy; she was secondhand but gave him good racing and in her he managed to do quite well.

Back in this country, being in the Royal Regiment of Artillery and a member of its yacht club, he sailed in the 'Gunner' yacht, *Rose*, in the 1939 Fastnet Race—the one which finished just before war was declared . . . *'She was an uncomfortable, wet old boat, but it was a great experience . . .'*

Later, when peace returned, he was to sail in two more Fastnet Races, in the Royal Artillery Yacht Club's new yacht, *St Barbara*.

During the war years Ralph Farrant held various technical appointments in the War Office and the HQ of the MEF 3rd British Infantry Division. Searching for a home, he and his wife found a Thames barge, named *James Piper*, moored up the river, above Hampton Court, and in her they and their two young daughters lived until the end of the war. Then *James Piper* was fitted out at Sittingbourne for sea.

'We cruised down to Brixham and back in the barge with the family, taking with us two racing dinghies to compete in the Prince of Wales's Cup at Brixham. We also attended the first Cowes Week after the war in her, by chance; we just happened to be spending the night there on our way back from Brixham. We found we were the biggest and most comfortable yacht in Cowes Week—and certainly the only one with an Aga cooker on board!'

These were family years. His children were old enough to enjoy sailing and, at Itchenor, Ralph Farrant started them off in dinghies, first of all in the Lymington Scow. Both he and his children enjoyed the round-the-buoy racing in Chichester Harbour, and he raced there with the International 14′ class right up until his retirement from the army. Once the barge was sold and the family was land-based in a house again, Ralph Farrant bought a light displacement 12-ton cruising yacht which could be handled by his wife, his two daughters and himself. In her they cruised as far as St Malo with just the family as crew.

Being preoccupied with fast sailing, it is not surprising that Ralph Farrant should have become drawn into Olympic competition. The first Olympic Games after the war were held in Great Britain, in 1948 . . . *'It seemed that there wasn't enough competition in the Star Class, so I was persuaded to have a go at that . . .'* In fact, Ralph Farrant was the top British Star man just for that season, but he did not in the end sail in the Games: the world champion of the class, Durward Knowles, who had expected to sail for the Bahamas, found that he was not eligible to do so, so he competed in, and won, the British trials.

Another Olympic year, 1952, Ralph Farrant competed in the single-handed trials—it was the first time that the Finn had been an Olympic class. He was selected as the reserve helmsman and so went to Helsinki . . . *'But I didn't actually do any racing because all our helmsmen remained fit the whole time!'*

From 1955-58, Ralph Farrant, now a brigadier, was Director of Munitions, British Joint Services Mission, in Washington, and while stationed there he raced a 17′ Thistle on the Potomac. In his last year he won the Thistle series at Marblehead . . . *'It was marvellous sailing up there in Massachusetts . . .'*

Returning to this country Brigadier Farrant became Senior Military Officer at the Armament Research and Development Establishment. In 1961 he was promoted to major-general as Vice-

President of the Ordnance Board, becoming President in 1963. He retired from the army in 1964 and was created a Companion of the Bath.

It was about this time that General Farrant was asked to take on the chairmanship of the Olympic Yachting Committee, and he became chairman after the 1964 Games. He found it interesting but rather frustrating because, as with so many things, there never seemed to be enough money to do the job properly. Nevertheless, with the help of Vernon Stratton, who had competed in previous Olympics and knew a lot about the practical side of it, and the inauguration of BOY, British Olympic Yachting, a fund-raising body which made money available for British crews to go abroad to get international experience, the committee was able to build up a very good team. It was in these years that Rodney Pattisson came to the front in the Flying Dutchman class, so Great Britain was once again in the gold medal field.

It was about this time, too, that, pursuing the answer to the unanswerable—how a cruising yacht might be made to plane like a dinghy, thus exceeding her wave length speed—General Farrant began to take a great interest in the development of multihulls:

'*After a good many years of thinking about it, I started sketching out a big, 40' trimaran, but it wasn't until I met Derek Kelsall down at Wadebridge, in Cornwall, that I could find anyone who would help me with the more detailed design and then with the building. This was in 1966. I found that by altering my layout a bit we could use the basic formers that he had used for his first successful multihull, called* Toria, *in which he had just won the first Round Britain Race. I altered his main hull a little to suit my ideas and also the design of the floats, after doing some tank tests in Southampton Technical College tank. The rig and layout and assembly construction —the beams and so on—were all my design. Anyhow, we worked very happily together and she was launched in '67 under the name* Trifle. *At that time I think she was considerably in advance of most other multihulls, and even last year she was still able to hold her own.*'

Trifle was accustomed to being first boat home, notably in the Round the Island Race, the annual 'jolly' when, in early July, 400 to 500 yachts race round the Isle of Wight; she achieved the distinction despite the fact that the multihulls start 15 minutes after the rest of the fleet. On one occasion she got round in about six hours; the start had been early on the Saturday morning and *Trifle* was back in time for lunch.

Trifle was the first to finish the annual Crystal Trophy Race every year from 1968 to 1972; she was the winner on handicap in 1970. In 1968 she set up a record, unbeaten until 1975, of 1 day 17 hours 6 minutes for the 311 mile race. The Crystal Trophy is the only regular established offshore handicap race in Europe for cruising multihulls, the course being from Cowes to CH.1, off Cherbourg, to Wolf Rock Lighthouse, finishing at Plymouth.

General Farrant does all the detail fitting out on *Trifle*, and another of his interests is the making of experimental sailing models. He was at one time on the Advisory Committee for Yacht Research at Southampton University; it was from some of the University staff of this committee that the Wolfson Trust Research Unit was formed, and, later, the WTRU was to be brought in to advise on the development of the design of the Atlantic 21.

While General Farrant was stationed at the Armament Research and Development Establishment he came to know Norman Wates, who lived in the same village, Chipstead, and who was a member of the RNLI Committee of Management. He was the owner of a fast cruising yacht, *Fedalah*:

'*Norman Wates did not normally race, but* Fedalah *was a good, thoroughbred yacht designed and built by Camper and Nicholson. He had the idea of going in for a family race after Cowes Week one year and asked me and my wife to go along with him. He put me on the helm and we managed to do quite well, so from that we raced in* Fedalah *several years at Cowes Week.*'

When Norman Wates knew that General Farrant was due to retire from the army on reaching the age of 55, he put his name forward for the Committee of Management of the Institution. The General joined the committee in 1963, becoming a deputy chairman in February 1972 and being elected a vice-president in the October of that year.

General Farrant has served on several sub-committees. On the Boat Committee he has always been particularly interested in the development of inshore and fast afloat lifeboats; these are in his 'parish' as he can draw upon his experience both in planing dinghies and fast multihulls. While the D class inflatable dinghy was still being developed, in its early days, General Farrant went out for a short trip in one at Itchenor, so that he has had knowledge of this type of boat right from its inception, and, later, when the Atlantic 21 came along he followed her progress closely.

General Farrant, who now lives at Wareham, was elected chairman of the Institution in June 1975. Looking ahead to his term of office, these are some of his hopes and aims:

'*Over the past few years, led by the last chairman, Commander Ralph Swann, the RNLI has made great progress in both the area of our boats and their equipment and in our administration. My prime objective is to continue to improve our image as an up-to-date organisation, ready to try relevant modern developments and to adopt them, once proven, as quickly as funds permit; at the same time to ensure that our available income is used as effectively and economically as possible.*

'*Of course, we must maintain effective lifesaving coverage around our coasts and the good standing of the Institution in the eyes of the public, while preserving our voluntary status. This proviso requires an increase in our income and we have begun to try to tap new sources.*

'*It follows that it is essential to ensure the continuance of the high morale of our lifeboat crews by close liaison with them and by providing them with the best possible boats and equipment. Furthermore, we must also encourage our voluntary and professional fund raisers in their work, which is vital to our continued existence as a voluntarily supported body.*'

In Trifle, *a 40' trimaran built at Wadesbridge in 1966, General Farrant found a cruising boat which would plane like a dinghy. In her he held the record for the offshore Crystal Trophy race from 1968-1975—and completed a Round the Island race between early breakfast and lunch.*

DONAGHADEE

One of the guardians of the Irish Sea's northern approaches

by Joan Davies

AUGUST 1910: DONAGHADEE station was established, its first boat being one of the earliest motor lifeboats in the Institution's fleet, a 43′ Watson with a 40 hp engine capable of nearly 7 knots.

August 1975: it was announced that the station had been allocated a new fast afloat lifeboat, a 44′ steel Waveney with twin General Motors diesel engines capable of a top speed of just over 15 knots.

Two unrelated facts? Perhaps, but it is interesting that at the station's beginning, as now, it was deemed wise for it to have one of the most advanced boats available. Even without any more of the background filled in, these two strokes of the brush give an impression of broad horizons, well-used waters; and, as detail is added, a picture emerges of a busy station in a key position.

Donaghadee, a fishing harbour on the southern approaches to Belfast Lough, looks out eastward across the 19 miles of the Northern Channel to Portpatrick in Scotland. Traffic to Belfast and the smaller ports of Bangor and Carrickfergus, trade to the Clyde, Liverpool, Dublin, the Isle of Man . . . Donaghadee and Portpatrick watch over all this shipping as it passes through the neck of the Irish Sea.

As well as being the waterway of a busy port, Belfast Lough is now the sailing water for many a yacht and dinghy, and the venue not only for local regattas but also for national and international meetings. An ILB station at Bangor, six miles to the west, has for its particular care the racing dinghies, cruising yachts and holidaymakers of the summer months, but Donaghadee lifeboat is there to give more extended cover for a growing fleet of pleasure boats.

Ferries, too. They converge on Belfast from Liverpool, Ardrossan and Douglas; they ply between Larne, Stranraer and Cairn Ryan, carrying between them many hundreds of passengers. The lifeboat at Donaghadee is their protection as they approach or leave the Northern Irish Coast. Happily their passing is usually a regular daily event without incident, but there was one winter Saturday, 23 years ago, when in squally winds gusting up to 70 knots a stern loading door was breached and the normal was transformed into disaster.

The ferry *Princess Victoria* left Stranraer on the morning of January 31, 1953, bound for Larne. She carried 127 passengers, a crew of 49, mail, cargo and a number of motor vehicles. As she left harbour she ran into severe north-westerly gales and rough seas; frequent squalls of sleet and snow cut down visibility from five or six miles to, at times, nothing. Soon after leaving Loch Ryan a heavy sea burst open the stern doors, damaging them so that they could not be re-secured. Despite the efforts of the crew a succession of seas forced the doors open, the sea poured on to the car deck and the ferry started to list to starboard. An attempt to return to Loch Ryan left her damaged stern vulnerable to the waves, so she turned bow to seas and continued slowly towards Ireland.

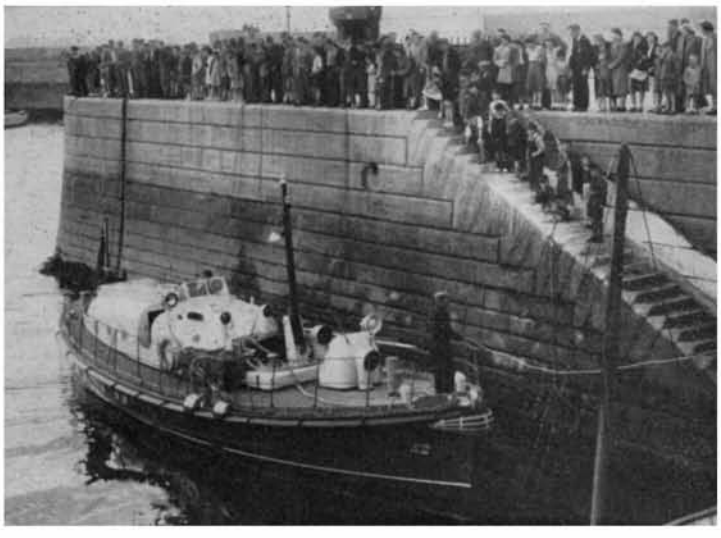
At 0946 a first message had been sent, asking for the immediate help of a tug; an hour later—SOS. Portpatrick lifeboat, the 46′ Watson *Jeanie Speirs*, launched at 1100 and made for the position given, 4 miles north west of Corsewall Point; when she arrived she could find nothing. It was the beginning of a desperate search in winds increasing to hurricane force and very rough and confused seas. The destroyer HMS *Contest* was already searching. At 1315 *Princess Victoria* sent the message: 'We are preparing to abandon ship'. Donaghadee lifeboat, the 46′ 9″ Watson *Sir Samuel Kelly*, informed of the situation by Bangor Coastguard at 1322, slipped her moorings at 1340; but, misled by inaccurate positions, none of these vessels was able to find *Princess Victoria* before she sank soon after 1400. Her radio officer, who went down with the ship, was sending out messages to the end, but even the last position given, 5 miles east of the Copeland Islands, was wrong.

At 1432 Cloughey lifeboat, the 35′ 6″ Liverpool *Constance Calverley*, launched.

Then *Sir Samuel Kelly* heard from ss *Orchy* that this ship was near survivors 4 miles north north east of Mew Island; the Donaghadee lifeboat altered course northward and at 1515 reached the area in which *Princess Victoria* had gone down. She rescued 31 people from the ship's lifeboats and rafts but, although she searched until 1700, she could find no other survivors and returned to station at 1745.

Constance Calverley continued searching until 1920, but found nothing; then she led Portpatrick lifeboat, with two

(*Below*) Sir Samuel Kelly, *a 46′ 9″ Watson, the gift of Lady Mary Kelly of Crawfordsburn, County Down, arrives on station in May 1950. At that time her midships cockpit was open; an enclosed wheelhouse has since been added.* photograph by courtesy of Belfast Newsletter.



(*Above*) *A long service for Donaghadee lifeboat: On July 17, 1956,* MV Douglas, *of Bergen, went ashore at the Maidens on an ebbing tide.* Sir Samuel Kelly, *slipping her moorings at 0830, found her hard and fast on the rocks, holed and taking water; her Norwegian captain asked the lifeboat to stand by.* Sir Samuel Kelly *remained alongside until July 19, when, her services no longer being needed, she landed four of* Douglas's *crew at Larne and returned to station at 2100. She had stood by for nearly 53 hours.*

photograph by courtesy of the Daily Express.

Coxswains all: Left to right, aboard the Watson cabin motor lifeboat Civil Service No. 5, *Hugh Nelson, coxswain from 1949 to 1954, Andrew White, coxswain from 1917 to 1949, and Alexander Nelson, coxswain from 1954 to 1960. The photograph was taken at the time of Andrew White's retirement.*
photograph by courtesy of Belfast Telegraph.

(Below) 1949 was the year in which Jim Bunting first became a member of Donaghadee lifeboat crew. He has been coxswain since 1968.

more survivors on board, back to Donaghadee. Newcastle's Liverpool class lifeboat, *William and Laura*, had also launched, at 1620, but found no one.

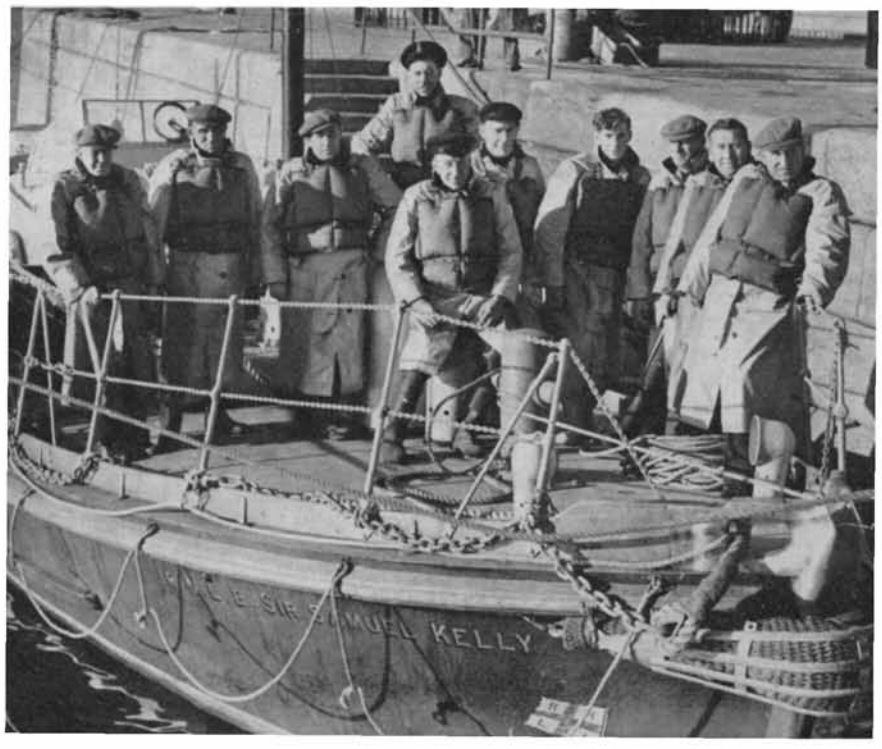
Sir Samuel Kelly's service had not ended. She was out from 2145 to 0130, in a north-by-west gale, taking off a survivor, six bodies and some recovered mail bags from a trawler, *Eastcotes*, and at 0700, later that morning, she put out once more, in better weather and good visibility, to take up the search with the help of aircraft; no more survivors, however, were found.

The *Princess Victoria* disaster was the worst suffered by a British merchant ship in time of peace for a quarter of a century.

For this service the RNLI's bronze medals for gallantry were awarded to Coxswain Hugh Nelson of Donaghadee and to Coxswain William McConnell of Portpatrick. Coxswain Nelson was also awarded the British Empire Medal and the Maud Smith award for the bravest act of lifesaving in 1953. The thanks of the Institution inscribed on vellum were awarded to the motor mechanics of the two boats, James 'Jim' Armstrong of Donaghadee and James Mitchell of Portpatrick.

Nelson is a familiar name at Donaghadee, a station with strong family traditions. Like, for instance, Bunting and Simpson, Nelson is a name which recurs right through its history. The first coxswain was William George Nelson. The first bronze medal for gallantry awarded to the station was to Coxswain Samuel Nelson for two services in 1940, both to steamers ashore—ss *Coastville* of Liverpool on the rocks at Ballymacormick Point, and ss *Hope Star* of Newcastle-upon-Tyne aground on the rocky shore of Ballyholme Bay; his two brothers, Motor Mechanic David Nelson and Bowman Alexander Nelson, were accorded the thanks of the Institution inscribed on vellum. Today, another Samuel Nelson, the oldest member of the crew, is assistant mechanic, and Quinton Nelson is one of the younger crew members.

Coxswain Hugh Nelson (centre) and the Donaghadee crew who took part in the service to Princess Victoria *on January 31, 1953. Thirty-four lives were saved by Donaghadee and Portpatrick lifeboats in winds up to hurricane force.*
photograph by courtesy of Belfast Newsletter.

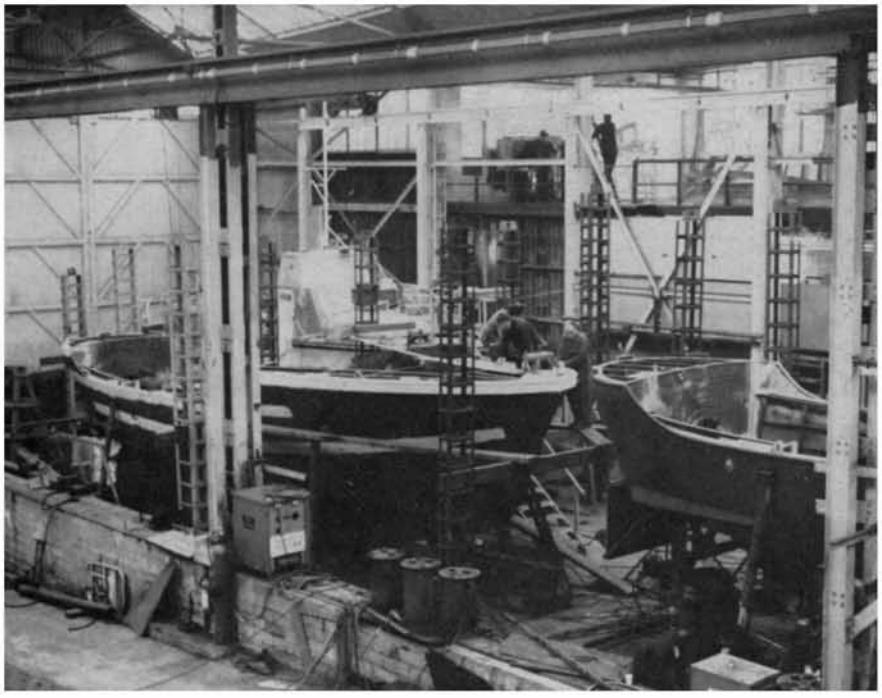


The present coxswain, James 'Jim' Bunting, has been in the crew since 1949 and served as second coxswain before becoming coxswain in 1968; his father had been assistant mechanic. There are two Simpsons in today's crew—uncle and nephew—Second Coxswain John 'Jack' Simpson and Motor Mechanic Thomas Walker Simpson. Bowman W. T. 'Billy' Lennon is the son-in-law of a previous coxswain, John Trimble. And so it goes on . . .

The present honorary secretary of Donaghadee, D. T. 'Nicky' McKibbin, followed his father, David McKibbin. The deputy launching authority is Harbour Master Captain Robert Hughes.

The lifeboat station is closely woven into the fabric of the town. When the maroons go up the police are on the spot to help rush the crew and their helpers down to the harbour; and, day or night, however bad the weather, other people from the town will come down to see the boat go out—and, such is their concern, wait for her return.

On the fund raising side, too, there is strong support. Of particular note is the perpetual Lifeboat Trophy event at



Donaghadee's future lifeboat (in foreground, left) is one of four steel-hulled 44′ Waveneys building at Bideford Shipyard, North Devon. When this photograph was taken, in January, her aluminium alloy deck plates were being offered up before being welded together and riveted into place. Her aluminium alloy superstructure was at the same time being built in prefabricated units on jigs in another part of the yard, ready to be erected on the boat.

Donaghadee Golf Club; it started as a day's competition for the ladies' section, but in 1975 it grew into a week's competition for the whole club, and outstanding contributions have been made to the lifeboat station: £641.50 in 1972, £810.58 in 1973; £1,020.55 in 1974 and £1,250 in 1975. Madame Anne Rittweger, honorary secretary of the ladies' section of the golf club, has this year been awarded a silver badge in recognition of all she has done over many years for the Institution.

A new lifeboat ladies' guild was founded in the town in May last year; by September it had already raised £357.

On December 4, 1967, Donaghadee lifeboat took part in an exhaustive search for the two-man test crew of a crashed RAF Sea Vixen aircraft. Naval and merchant ships, RFA, RN and RAF aeroplanes and helicopters searched the North Channel and Irish Sea; coastguards, lifeboats, police, a mountain rescue team and the army searched coastal waters and land areas in County Down, Wigtownshire, Cumberland, Westmorland and the Isle of Man. All to no avail. A modulator unit was picked up, but there was no sign of the Sea Vixen or her crew. For two days of westerly gales *Sir Samuel Kelly* searched. She slipped her moorings at 1244 on December 4, not returning until 2335. By 0640 next morning she had resumed the search and continued until 1820 that evening. On board were Coxswain George Lindsay, Jim Bunting, then second coxswain, Motor Mechanic Jim Armstrong, Sam Nelson, Billy Lennon, Quinton Nelson, D. McKinney, Walker Simpson. As a last bid, on Friday December 8, a day of heavy snow, *Sir Samuel Kelly* ferried 30 volunteers from Sydenhams yard across to comb the Copeland Islands; but this also proved fruitless. Thanks for 'the willing and intensive effort' made by all who had taken part were received both from RAF Pitreavie and from Commander Peter Jones, RN, general manager of Sydenham Royal Naval Aircraft Yard.

The Copeland Islands, in the summer months, are holiday playgrounds. One April night in 1963 the Coastguard reported seeing a fire on the islands and a flashing light which could be an sos message. There was a near gale blowing from the south east and the sea was rough. *Sir Samuel Kelly* put out on an ebbing tide with the boarding boat in tow. A landing party found that help had been sought for a deaf and dumb boy of 16, ill and unable to walk. The lifeboat returned to Donaghadee for a doctor, and by 0310 had brought both doctor and boy back to the mainland.

These islands give shelter from the north east to Donaghadee. The harbour is more open to the east through to the south east and, when gales blow from that direction, it can become pretty wild; in winter it is cleared of all craft except the lifeboat and fishing boats. The lifeboat, however, is snug in her mooring, stern to the southern harbour wall, with a chain and anchor mooring forward and stout nylon warps to the quay aft. When the maroons go up, it's down an iron ladder to the boarding boat, moored on a trot; a few pulls on the rope and the crew have ferried themselves across the short gap to the lifeboat. And they can get away quickly. After the service to the missing Sea Vixen an anonymous donation of £5 was received by the station from someone congratulating the crew on its prompt turnout: *Sir Samuel Kelly* had been at sea within six minutes of receiving the call.

In 66 years, Donaghadee lifeboat has launched on service 300 times, and saved 221 lives and 27 vessels.

With a vast water-borne population to care for—holidaymakers, yachtsmen, fishermen, merchant seamen, ferry passengers—Donaghadee needs a fast boat, and one which can take on board a large number of survivors should the need arise. Her new boat, a Waveney, is now building at Bideford Shipyard, North Devon. This class of lifeboat has a top speed of 15 knots, can travel 175 miles at 13 knots without re-fuelling and carry 25 survivors under cover. She is exceptionally manoeuvrable and, with steel hull and aluminium superstructure, has a self-righting capability. She is fitted with radar, radios, direction-finding equipment and an echo-sounder and carries such lifesaving equipment as a line-throwing gun, breeches buoy and fire hose. She will take over from a well-loved veteran, the 26-year-old *Sir Samuel Kelly*; a new chapter in the station's history will be starting.

Donaghadee Lifeboats

1910-1932: ON 595, *William and Laura* 43′ Watson.
1932-1950: ON 753, *Civil Service No. 5* 45′ 6″ Watson cabin motor lifeboat.
1950- : ON 885, *Sir Samuel Kelly* 46′ 9″ Watson.

NEW YEAR HONOURS

Knights Bachelor

Captain David Stanley Tibbits, DSC RN (Retd.), Deputy Master, Trinity House. Sir David is an ex-officio member of the RNLI Committee of Management.

OBE

Rodney Murison Addison, Vice-Chairman, National Savings Committee for Scotland. Mr Addison is chairman of Aberdeen branch, a member of the Scottish Lifeboat Council and a member of the Fund Raising Committee.

Lieut.-Commander John Arthur Douglas, MBE RN (Retd.), Chief Inspector HM Coastguard, Department of Trade. Lieut.-Commander Douglas is a vice-president of the RNLI Orpington and District branch.

BEM

William Sheader, coxswain, Scarborough lifeboat. Mr Sheader joined the crew in 1945 and served as second bowman from 1948, bowman from 1952, second coxswain from 1954 and coxswain from 1957. He was awarded the silver medal for gallantry for the rescue of one of the crew of the converted ship's lifeboat *Sheena* on November 23, 1969.

Helicopter Rescue . . .

. . . *British Airways style*

by J. D. Ferguson

January 29, 1976: British Airways helicopter lifts off crew of 17 from trawler Ben Gulvain *when, with engine failure, she had run aground near Aberdeen in gale force winds.*
photograph by courtesy of Miss I. M. Deans

THE ADVENT OF NORTH SEA OIL has wrought tremendous changes in almost every sphere among the various areas involved. None has been so significantly affected as that of the sea rescue services, this being amply reflected in the RNLI's current re-equipment and expansion programme in the north and north-east of Scotland. However, the advent of the offshore oil industry has also brought about a completely new and unique long range civil rescue capability in the shape of British Airways Helicopters Search and Rescue Unit. This unit, based at Aberdeen's Dyce Airport, has now been operational for well over four years, and during this time has achieved a fine record of distress calls answered and lives saved.

The unit's beginnings stem from increasing disquiet in the late 1960's over the UK's long-range rescue helicopter facilities, spotlighted by a number of incidents which had to be covered by foreign aircraft but which occurred just off the east coast. The Inspector of HM Coastguard (East Scotland Division), Commander M. L. Woollcombe, OBE RN, went to Norway to assess their rescue capabilities, and on his return serious planning began for a somewhat similar UK-based organisation. Planning for this organisation brought together operational personnel from British Airways Helicopters, their engineers, HM Coastguard, the Department of Trade and Industry and Rescue Co-ordination Centre staff from Pitreavie.

The only aircraft then, as now, capable of undertaking the long-range SAR task was the Sikorsky S61N helicopter, already well proven in the oil support role, and with this in mind plans for the design and manufacture of equipment went ahead. During 1971 BAH engineers produced a revolutionary portable winch for the aircraft: portable so that it would not interfere with normal commercial activity, and air-driven, from an engine compressor stage, so that it would not suffer from the hoisting limitations inherent in most other types.

The unit became operational on November 1, 1971. Six rescue crewmembers are employed—when not flying their task is to service and repair company safety equipment—and most Dyce-based BAH aircrew are trained in the role. Calls originate from either Aberdeen Coastguard or RCC Pitreavie, and are normally limited to afloat incidents occurring beyond the range of RAF Whirlwinds. Each SAR aircraft is normally manned by two pilots and two rescue crew. Medical assistance is immediately available if required, but the crew have thorough first aid training.

On arrival at the scene of the incident one of the crew is lowered to the most suitable deck area; as the pilot cannot see the lead of the winch cable, the aircraft has to be 'talked' into position by the winch operator. With perhaps a fishing boat rolling and pitching in a heavy sea and high winds, this is obviously no mean task and calls for continual training.

If necessary, a doctor is also lowered to the boat and injured people are recovered in a modified Neil Robertson stretcher. A portable pump can be lowered to combat fire or flooding and a very full first aid outfit is carried. A new 12-language medical questionnaire is available to help when the rescued are non-English-speaking seamen. On completion of the mission the helicopter flies to the nearest suitable airfield, or, if necessary, direct to hospital.

To maintain this very high operational standard requires thorough training and both pilots and rescue crews go through a comprehensive programme. Many of the pilots have, in fact, military SAR experience, and all the rescue crews have either Fleet Air Arm or RAF backgrounds. Training includes the recovery of barrels thrown into the water, using only a grapple on the end of the winch cable, and every opportunity is taken to work with fishing boats and oil rig supply vessels. Lifeboats are also much involved, and during a recent exercise the author found himself in an ILB underneath the S61 while winching was practised. Liaison between the unit and the local RNLI is very close.

The unit has already achieved some notable rescues, often working with lifeboats. One memorable incident was the recovery of the crew of the trawler *Navena*, aground off Copinsay in the Orkneys in a full storm. Another was the night operation, in another storm of wind, rain and flying sand, to the aid of the Polish trawler *Nurzec*, aground on the sands near Aberdeen in January, 1974.

The unit's gallantry has been recognised by the award of HM Coastguard's Rescue Shield and a Queen's Commendation for Valuable Service in the Air. Of great significance, too, is the trust and respect accorded to the unit and its personnel by the local seafaring community.

Winch and rescue crew ready for action.

The assistance of British Airways Helicopters in compiling this article is much appreciated.

James Ferguson is an aviation journalist with a special interest in oil-related and SAR *activity; he is also a member of Aberdeen ILB crew.*

Profile of the Offshore Fleet

Lifeboats stationed round the coasts of Great Britain and Ireland

WATSON AND BARNETT, Oakley, Waveney, Thames, Arun or Clyde . . . names which conjure up the lifeboats of the RNLI's offshore fleet, each with her own characteristics, her own qualities to offer to the common end of saving life at sea. Watson and Barnett tell of the traditional approach to motor lifeboats, displacement hulls with great initial stability; Oakley speaks of change and the introduction of a self-righting capability, first by ballast water transference; with Waveney, Thames and Arun comes the fast afloat concept, using advances in hull and engine design to give, on the one hand, higher speed and, on the other, self-righting through inherent buoyancy; Clyde has the ring of deep water, of work-boat heritage.

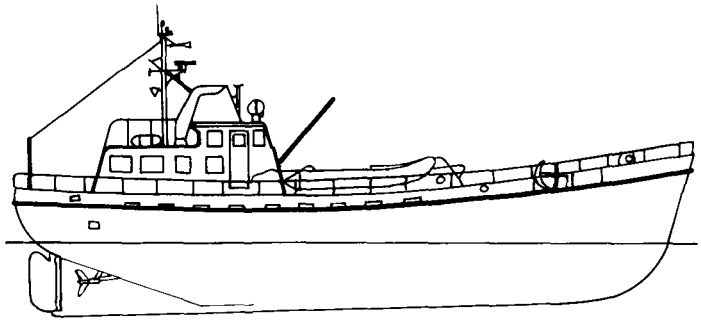
Which class of boat is allocated to each station depends on a number of considerations, the most important being the work she will have to do, the housing or mooring available and the pattern of lifeboat coverage of her particular sea area. Some lifeboats are launched down a slipway, some across skids on the beach; some are housed on carriages and drawn down to the sea by tractor; some lie afloat.

Whatever their individual characteristics, lifeboats have much in common. All, for instance, are built to a standard in excess of Lloyds A1 requirements; all have twin diesel engines; most are built to take the ground and have their propellers housed in tunnels.

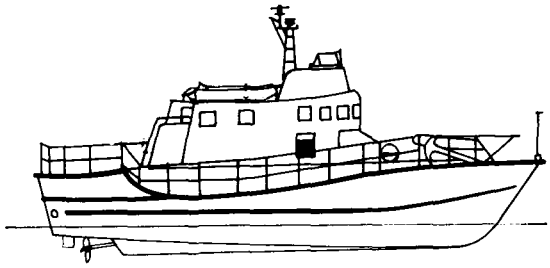
On these pages will be seen a profile of a representative lifeboat of each class in the active fleet, with the exception of a few 'one-off' boats such as the prototype GRP 40′ Keith Nelson-hulled lifeboat stationed at Calshot (a photograph of which appears on page 130). While each profile shows the essential design of the class, individual boats may vary in detail; one obvious example is that a number of 52′ Barnetts, 47′ and 46′ 9s Watsons now have air bag installations on the after cabin top.

There are also radical variations within some of the classes themselves. The Clyde class, for instance, consists of three boats, alike in purpose and concept but differing in detail; the hulls of 70-001 and 70-003 were both to a design by R. A. Oakley, but some modifications were introduced into the superstructure and layout of 70-003; 70-002, shown on this page, was designed by John Tyrrell. Then there is the Arun, the prototype hull for which was designed by J. A. McLachlan; this has been a development class, with modifications to hull, superstructure and deck fittings in each of the first four boats; the profile shown is of 54-03.

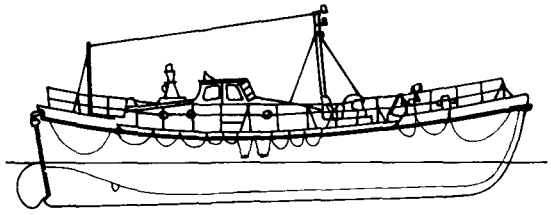
Watson, Barnett and Oakley lifeboats are named after their designers; Clyde, Arun, Thames, Solent, Waveney and Rother after the rivers or sailing waters by which the first of the class was designed or built.



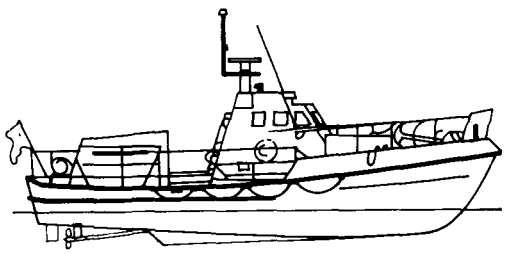
Clyde (steel): 70-001, length overall 71′, beam 18′, draft 8′ 5″, displacement 85 tons; 70-002, length overall 70′, beam 17′, draft 7′ 6″, displacement 77 tons; 70-003, length overall 71′, beam 18′, draft 8′ 6″, displacement 87 tons, maximum speed over 11 knots. Cruises or lies at moorings. Clyde lifeboats are capable of remaining at sea for long periods if necessary and can steam about 600 miles without refuelling. Each carries an ILB, ready inflated, on deck. There is sleeping accommodation for her crew of six.



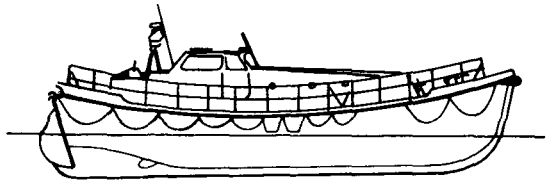
Arun (wood or GRP): length overall, 52′ and 54′, beam 17′, draft 5′, displacement 28-30 tons. The Arun, a fast afloat boat with planing hull, can reach over 18 knots and, at full speed, has a range of 220 nautical miles. She has self-righting capability in her designed inherent buoyancy. Her hull is divided into 26 watertight compartments, most filled with expanded polyurethane foam, and all controls are contained in her watertight wheelhouse. She carries a dinghy, ready inflated, on deck. Crew, five.



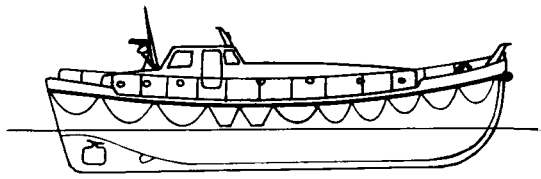
52′ Barnett (wood): length overall 52′, beam 14′, draft 4′ 6″, displacement 29 tons, maximum speed 9 knots, range 216 nautical miles. Launched down slipway or lies afloat. The last boat designed by J. R. Barnett, the 52′ was the first from his board with a midship steering position. There is access through the aft cabin to a small cockpit aft from which emergency steering could be rigged. Her hull is divided into nine watertight compartments and the floor below the engine room is double bottomed. Crew, seven.



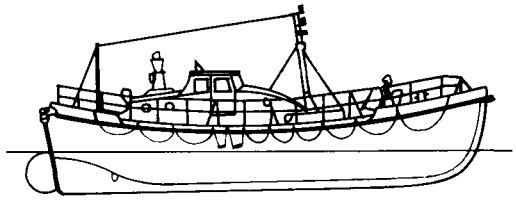
Thames (steel with aluminium alloy superstructure): length overall 50′, beam 14′ 6″, draft 4′ 8″, displacement 23.5 tons, maximum speed 17 knots, range at full speed about 200 nautical miles. A fast afloat boat, the Thames is a development of the 44′ Waveney and has self-righting capability in her designed inherent buoyancy. Her watertight welded aluminium alloy wheelhouse contains all controls, and she also has an upper steering position. Her twin spade rudders give good manoeuvrability. Crew, five.



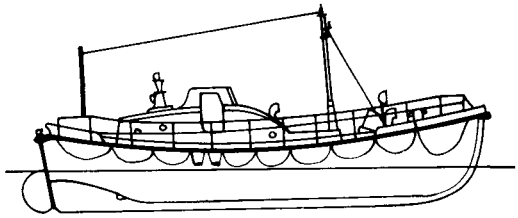
48′ 6″ Oakley (wood): length overall 48′ 6″, beam 14′, draft 4′ 8″, displacement 30 tons, maximum speed 9 knots, range 245 nautical miles. Launched down slipway or lies afloat. The principle of self-righting by transfer of water ballast, first proven in the 37′ Oakley, was incorporated in this larger boat. The hull is divided into 14 watertight compartments fitted with 244 PVC blocks. Her steering position is amidships, with good all-round vision, and all controls can be operated from the steering position. Crew, seven.



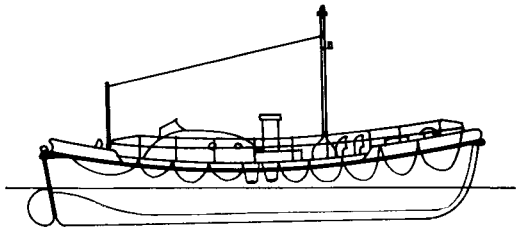
48′ 6″ Solent (steel): length overall 48′ 6″, beam 14′, draft 4′ 7″, displacement 27 tons, maximum speed over 9 knots, range at full speed 240 nautical miles. Launched down slipway or lies afloat. The Solent is a development of the 48′ 6″ Oakley, her self-righting capability being in her designed inherent buoyancy instead of in transference of water ballast. Her hull is welded and she has a cast iron ballast keel and aluminium alloy superstructure. Crew, seven.



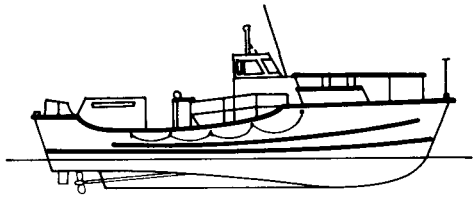
47′ Watson (wood): length overall 47′, beam 13′, draft 4′ 5″, displacement 23.5 tons, maximum speed over 8 knots, range at full speed 280 nautical miles. Launched down slipway or lies afloat. The 47′ Watson, a development of the 46′ 9″ Watson, has an amidship steering position with good vision all round. Her hull is divided into ten watertight compartments. Crew, seven.



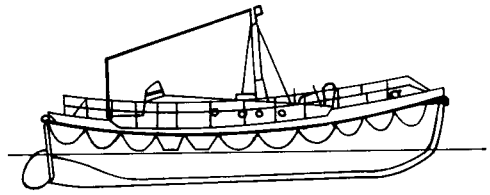
46′ 9″ Watson (wood): length overall 46′ 9″, beam 12′ 9″, draft 4′ 4″, displacement 23 tons, maximum speed over 8 knots, range at least 200 miles. Launched from slipway or lies afloat. The 46′ 9″ Watson was the first lifeboat to be designed with a midships steering position: originally it was an open cockpit and shelter but is now an enclosed wheelhouse containing all controls. Since building, most of these boats have been re-engined. Crew, seven.



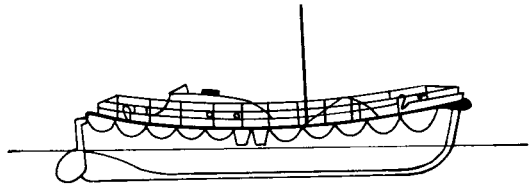
46′ Watson (wood): length overall 46′, beam 12′ 9″, draft 3′ 7″, displacement 20 tons, maximum speed over 8 knots, range at full speed 209 nautical miles. Launched down slipway or lies afloat. One of the earlier Watson cabin motor lifeboats, the 46′ has a cabin forward of the engine-room. Her main working cockpit is aft, with a double diagonal mahogany shelter. A number of these boats, having been re-engined, no longer have funnels. Crew, seven.



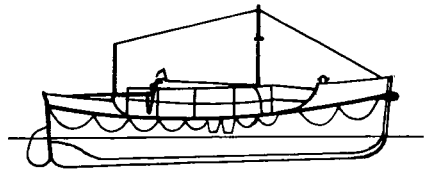
44′ Waveney (steel with aluminium alloy superstructure): length overall 44′ 10½″, beam 12′ 8″, draft 3′ 11″, displacement 18 tons, maximum speed over 15 knots, range at full speed 167 nautical miles. Built to a US Coast Guard design, the Waveney was the first RNLI fast afloat lifeboat; her hull form and construction give her a self-righting capability. With twin rudders she is exceptionally manoeuvrable. She has an after and a forward cabin for survivors; her electronic equipment being housed in the latter. Crew, five.



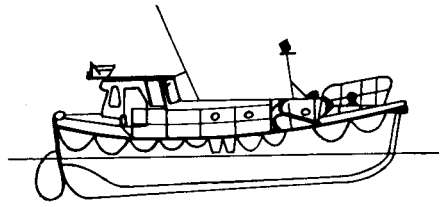
42′ Watson (wood): length overall 42′, beam 12′, draft 3′ 7″, displacement 17 tons, maximum speed over 8 knots, range at full speed 220 miles. Two types: one launched down slipway; one modified for launching over beach. The 42′ Watson is divided into ten watertight compartments; there is a double bottom below the engine. All controls can be operated from the steering position in the aft cockpit. Superstructure, aluminium alloy. Crew, seven.



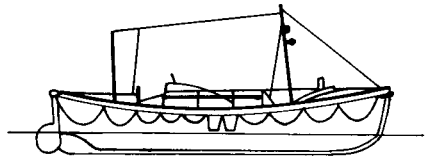
41′ Watson (wood): length overall 41′, beam 11′ 8″, draft 3′ 8″, displacement 14.8 tons, maximum speed over 8 knots, range at full speed 180 nautical miles. Designed as housed boats for launching down slipways; a later version was developed for beach launching. The 41′ Watson is divided into seven watertight compartments, the bow and stern compartments, being completely isolated and packed with air cases, in fact form 'end boxes'. All boats still in the fleet have been re-engined. Crew, seven.



37′ Oakley (wood): length overall 37′, beam 11′ 6″, draft 3′ 4″, displacement 12.5 tons, maximum speed over 8 knots, range at full speed 165 nautical miles. Launched down slipway or from carriage. When designing this boat, R. A. Oakley took the idea of a double bottomed tank containing water ballast a stage further, adding a righting tank under the port deck; if the boat capsizes ballast water transfers to the righting tank, its asymmetrical weight giving the leverage necessary to start righting the boat. Crew, seven.



37′ 6″ Rother (wood): length overall 37′ 6″, beam 11′ 6″, draft 3′ 1″, displacement 13 tons, maximum speed over 8 knots, range at full speed 150 nautical miles. Launched down slipway or from carriage. The Rother is a development of the 37′ Oakley, with an added wheelhouse roof on which a radar is mounted and a re-designed aluminium alloy superstructure, extending over the forward well, which gives enough inherent buoyancy for self-righting, thus eliminating the need for water ballast transference. Crew, seven.



35′ 6″ Liverpool (wood): length overall 35′ 6″, beam 10′ 8″, draft 2′ 5″½, displacement 8.75 tons (ballast tank fills with water when she goes afloat, adding another half ton), speed over 7 knots, range at full speed 140 miles. The Liverpool is a light-weight motor lifeboat launched off the beach on a tractor-drawn carriage or down a slipway. She is divided into six watertight compartment. and the engine room is a watertight compartment. All boats left in fleet have been re-engined. Crew, seven.

Electronic Eyes and Ears

COMMUNICATIONS AND NAVIGATIONAL AIDS OF A MODERN LIFEBOAT

by Lieutenant Ernest Gough, RN

STAFF OFFICER (COMMUNICATIONS), RNLI

SEEING AN OFFSHORE LIFEBOAT for the first time, you may wonder why she has so many antennae and gadgets sprouting out from her superstructure. The antennae are, of course, the ship's aerials, each designed for a specific job; they, like the other similar fittings, are above-decks evidence of the electronic eyes, ears and mouth now at the service of the crew in the wheelhouse. Through them the lifeboat crew can obtain up-to-the-minute information from the outside world, and in turn pass back their own urgent messages.

When the new Arun class lifeboat was introduced into service she was fitted with the latest communications and navigational aids, and at the foot of this page is a photograph of an Arun on which each electronic deck fitting has been numbered.

Come on board for a guided tour. . . .

1. The smaller of the whip aerials on the starboard side of the Arun's wheelhouse is for the very high frequency (VHF) frequency modulated (FM) radio used to communicate with the Coastguard and Coast Radio Stations, other ships, search and rescue (SAR) units including helicopters, Royal Navy ships and, of course, any casualty which is fitted with VHF radio.

2. There is an even smaller whip aerial on the port side. It is a similar type of equipment, that is VHF, but it is amplitude modulated (AM) and is used to communicate with French helicopters in combined services with Arun class lifeboats in the waters surrounding the Channel Islands. This aerial need not be fitted on Aruns at other stations.

3. The larger of the whip aerials on the port side acts as the search aerial for a medium frequency (MF) receiver. It enables the lifeboat to maintain a constant listening watch on the distress frequency, 2182 kHz, irrespective of the frequency to which her main MF radio may be tuned.

4. The whip aerial at position **3** is also used in conjunction with the loop aerials seen at position **4**. These are fixed Bellini Tosi direction finding (DF) loops which enable the lifeboat to take radio direction finding bearings for navigational purposes or to home on to a casualty.

5. The larger whip aerial on the starboard side, similar to the one at position **3**, is for the main medium frequency radio which can be tuned to nine different transmitting channels, including the distress frequency 2182 kHz, and eleven receiving channels.

Because the two larger whip aerials are of the same design, should the transmitter aerial (**5**) be damaged in rough weather or when going alongside a heavily rolling casualty, the transmitter can very quickly be restored by changing over the elements from the aerial at position **3**; this can be done without having to retune the transmitter.

6. Here you will see the radar scanner; its display is in the wheelhouse, starboard side, alongside the coxswain. Continually rotating, the scanner picks up the shapes of coastline, rocks and ships and, with a rotating beam, sketches them in on the wheelhouse display in distance ranges of ½ mile, 1½, 3, 6, 12 and 24 miles, thus presenting the coxswain with an electronic chart, constantly corrected, of the waters through which he is steering, and helping him to locate the casualty for which he may be searching.

7. The dark cylindrical object standing up on the port side is the amplifier for the Decca navigator mark 21 receiver. Again, this receiver is in the wheelhouse at the chart position. Continually reading signals from groups of shore transmitters, the Decca presents the coxswain, at any time, with a set of numbers which, referred to a special lattice chart, immediately plot for him the position of the lifeboat.

8. The little white, round, cyclindrical object is the sensor for the Decca 350 automatic pilot. It can sense when the lifeboat moves off a pre-set course and actuates the rudders automatically to regain the course to be steered, thus relieving the coxswain of the need to steer the boat manually during long passages in open water.

9. At the top of the mast is a blue flashing light which identifies the lifeboat, when launched on service, as a search and rescue unit in the same way as an ambulance or a fire engine is distinguished on shore.

10. Alongside the coxswain when he is conning the lifeboat from the upper steering position is the echo sounder indicator, which gives an immediate indication of the depth of water below the boat by using a neon light, while . . .

11. . . . in the wheelhouse at the chart table is a second echo sounder of the recorder type which makes a permanent record on paper of the depth being encountered.

The transducers through which the echo sounder signals are transmitted and, after being 'bounced' off the sea bed, received back again cannot, of course, be seen as they are fixed to the hull bottom on either side of the keel.

The Arun is also fitted with a five-way intercom unit so that the coxswain can speak to each of the compartments, the upper steering position and to the crew member on the fore deck.

That is a brief description of the electronic equipment available to the crew of an Arun; other lifeboat classes are similarly, though not identically, equipped. Every offshore lifeboat has a minimum of MF radio, VHF radio and echo sounder. The majority have a direction finder on the MF radio and over 100 are fitted with radar. All newly constructed lifeboats have radar and direction finder installed on building.

Inshore lifeboats are all fitted with VHF radio only.

Navigational aids are there for the coxswain to use in his own wheelhouse as the need arises, but the radios are obviously for two-way conversation. How, then, are radio communications afloat organised? From the diagram on this page it will be quickly seen that each search and rescue station or mobile unit is fitted with radio equipment which allows it to work on specific frequencies. These frequencies and the traffic allocated to them are listed below:

Medium Frequency (MF)

2182 kHz	International distress and calling frequency
1.6 mHz various	Coastguard working frequency
2241 kHz	Ship to ship frequency
3023.5 kHz	Scene of action search and rescue co-ordination frequency

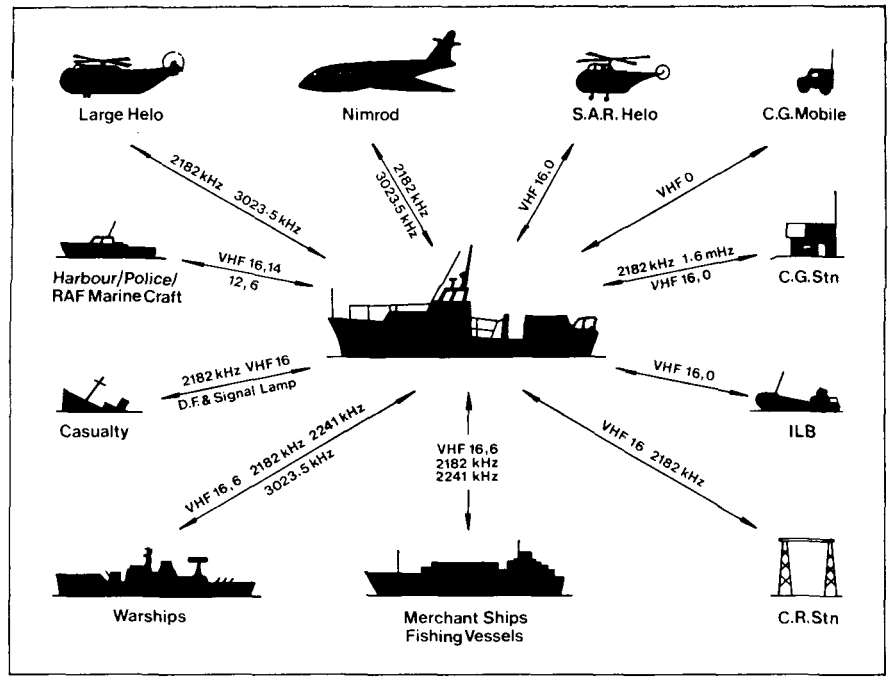
Very High Frequency (VHF)

Channel 16	156.80 mHz	International distress and calling frequency
Channel 0	156.00 mHz	Coastguard working frequency
Channel 6	156.30 mHz	Ship to ship frequency
Channel 12	156.60 mHz	Port control
Channel 14	156.70 mHz	Port control

Although the diagram may look rather complicated, lifeboat communications are really quite simple. The golden rule is that the frequency or channel chosen should always be one that is common to all the units taking part in the rescue service. For example:

a. *Units involved:*
Casualty (fitted with MF and VHF radio)
Coast Radio Station
Merchant ship
Lifeboat
2182 kHz MF and VHF Channel 16 would be used.

b. *Units involved:*
Casualty with no radio near to shore
Warship standing by
Coastguard station
Lifeboat
VHF Channel 16 would be used.



c. *Units involved:*
Casualty with no radio near to shore
Coastguard station
Inshore lifeboat
SAR helicopter
Provided no help is required from other shipping in the area VHF Channel 0 would be used.

d. *Units involved:*
French fishing vessel (casualty, offshore)
British tanker standing by
Nimrod aircraft
Coastguard Headquarters
Lifeboat
2182 kHz MF would be used.

The other working frequencies that are available between individual units would only be used when the matters to be discussed are of no interest to others taking part in the operation. Any information affecting the rescue operation received on a working frequency not common to all units is passed to the co-ordinating authority and then relayed on the common net to all concerned, usually by means of frequent situation reports.

A lifeboat launches on service on MF 2182 kHz and VHF Channel 16 and establishes communications with the primary MF radio station and the Coastguard VHF radio station on those frequencies.

All further communication is carried out on 2182 kHz and VHF Channel 16, except that by prior arrangement with the Coastguard, provided it is unlikely that help from ships at sea will be needed and the lifeboat has been launched to a service which has *not* been initiated through a Coast Radio Station (e.g. a Mayday call), then the Coastguard station MF working frequency (1.6 mHz) or VHF Channel 0 may be used. This, of course, leaves the international distress frequencies free for other emergencies.

Until recently the necessary maintenance on electronic equipment in our lifeboats was carried out under contracts negotiated with the various suppliers. Generally this scheme worked out very well, but there were of course problems in arranging for the engineers to visit lifeboats at remote stations, and it was expensive. Following an evaluation of this policy by the Committee of Management, it was decided that all maintenance should be done by the RNLI's own staff.

This system has now been introduced almost completely, and it is working extremely efficiently. The communications department has developed a planned maintenance scheme which is proving of great benefit. If there is a serious problem at any lifeboat station, it is a straightforward matter to arrange for one of our own technical staff to deal with it without delay. There is no doubt that this new scheme is solving many problems, and costs appreciably less.

That is a brief introduction to the electronic equipment carried on board a modern lifeboat. We live in a sophisticated age and without doubt electronic development has put most wonderful aids into the hands of lifeboat crews. It must not be forgotten, however, that they are only aids: that is all they claim to be. They are far-reaching extensions of the senses of the crew, but they can never replace the observant eye, the perceptive ear, the immediate hail of the experienced seafarer. Nor can they fully take the place of the simpler, familiar tools of communication and navigation, always to hand; loudhailer, signalling lamp, flags, flares, compass and leadline.

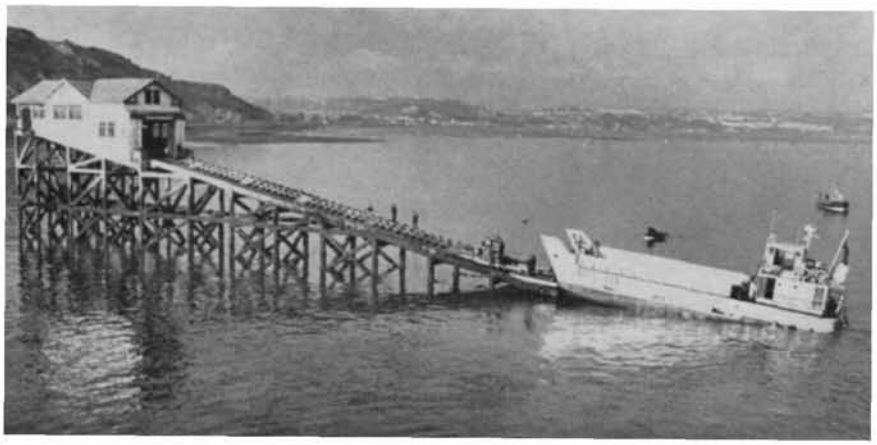
Be it simple or sophisticated, in the end an aid can only be as good as the man who is operating it; as in all spheres of lifeboat work, when a storm is blowing, the sea very rough and confused, it is the calibre of the crew member that counts.

Falmouth: When the 50′ Thames class lifeboat Rotary Service *was lifted out of the water on July 29, 1975, for cleaning off, anti-fouling and the replacing of all cathodic protection anodes, all the work was done free of charge, Falmouth Docks workmen giving up their lunch hour to see the job through. The operation was arranged by Falmouth honorary secretary Captain Frank Edwards, with the co-operation of Captain G. Southwood, managing director, and G. Dewar, works manager of Silley Cox and Co., and A. E. Underwood, managing director Falmouth Docks and Engineering Co.; it was organised by Barry Timmins (outside foreman, Silley Cox, and lifeboat signalman). In the volunteer work force were G. Parry (chargehand), C. Johnson (fitters chargehand) B. Philpott (crane driver), B. Sweet and M. Martin (pivot hands) and R. Anderson and V. Wilson (painters), together with Coxswain Arthur West, Second Coxswain/ Motor Mechanic Vivian Pentecost and Crew Member John Mitchell, While* Rotary Service *was out of the water (for about five hours) both propellers were replaced with new ones. (Below) High pressure water jets made quick work of cleaning the bottom.*

Around the coast

Minehead: The Royal Corps of Transport is taking an Atlantic 21 into service on a target range off the Hebrides. Last December a detachment of men was sent to Minehead for exercises in launching and recovery with ILB crew members; it is one of the few stations with the special RNLI drive-on, drive-off launching trolley, hauled down and up the beach by caterpillar tractor. The trolley is fitted at the inshore end with an upright recovery net which catches the Atlantic 21 as, returning to the beach at speed, she is driven straight up on to the submerged trolley.

The Mumbles (below): A new winch, installed in the boathouse last January, was brought across from Swansea Dock by an army landing craft to be hauled up the slipway by the old Webber winch which it is replacing. photograph by courtesy of Swansea Evening Post.



Calshot (above): Every five months or so 40.001, Ernest William and Elizabeth Ellen Hinde, *is slipped on a Sunday mid-day tide to be cleaned below the waterline. Crew and helpers rally round and she comes out at about 0900 and is back again by 1500, only six hours out of service at a time when local weekend rescue organisations are most available. Besides cleaning off and anti-fouling, the sacrificial plates are usually replaced and the opportunity taken to polish the hull, paint the boot top and rub down and varnish all woodwork awkward to get at when she is at her moorings.*

Naming Ceremonies: Macduff, Grampian, April 3; Swanage, Dorset, May 6.

Medical Arrangements in the RNLI

PART II: CURRENT WORK AND POLICIES

by Geoffrey Hale, MBE MB B.Ch

This photograph illustrates the recommended method of transferring a casualty from a vessel to a lifeboat.

TO OUTLINE ALL the work of the Medical and Survival Committee would take too long, so the following paragraphs will contain accounts of activities selected because they are likely to be of general interest and, where necessary, explanations of the reasons behind the policies adopted will be given.

The teaching of first aid has been improved by the acquisition of two Royal Navy films, 'Emergency Resuscitation' and 'Cold Can Kill'. Both these are available, by arrangement, for show at any lifeboat station, and whenever they are shown their quality and material is always greatly appreciated.

In May 1975 a new edition of 'First Aid for Lifeboat Crews' was issued which confines itself to those subjects that are of special importance in lifeboat work. There are chapters on Personal Health, Hypothermia, Asphyxia and Resuscitation (copied verbatim from the St John First Aid Manual), a specially written chapter on Resuscitation in Lifeboats, Handling and Transport of Injured Persons and Morphia.

As mentioned in Part I of this article, published in the winter issue of THE LIFEBOAT, the committee carefully monitors developments in the field of resuscitation and the recent work done in Edinburgh on the treatment of hypothermia by the provision of hot, wet air for the casualty to breathe has shown that this is certainly practical in hospitals. Research has now begun, on behalf of the RNLI, at Edinburgh and Newcastle which will attempt to modify a type of resuscitation apparatus to enable it to be used for rewarming cases of hypothermia; but whether the ideal of an apparatus that can be successfully used by first aiders in ILBs is really feasible yet remains to be seen.

In recent years many new designs of stretcher have been produced in this and other countries, and as far as possible all these are inspected by the committee and those that seem to have a possible application to lifeboat needs are further investigated. None of those seen has seemed better than the very versatile Neil Robertson stretcher supplied to most conventional lifeboats, which can be used for moving casualties up and down companion ways, through narrow hatches, from one vessel to another and for lifting them to helicopters. The committee's attention to this subject has led to the introduction of carrying sheets for casualties in ILBs, and to the inclusion in the first aid book of advice on the best method of transferring casualties in a stretcher from one vessel to another.

Exercises with helicopters are of great importance if lifts of casualties, or other personnel, are to be undertaken safely. Up to now there have been differences in equipment and the procedures required by the RAF and the Navy, but it is hoped that discussion now in progress will lead to greater standardisation both of equipment and procedures.

In the realms of personal equipment for crews, the history of the development of the lifejacket has already been dealt with, but a great deal of work has also been done in order to arrive at the best type of protective clothing. A two-piece suit which can be worn over normal clothing and thigh boots is now in general use by crews of conventional lifeboats. But the varying conditions and preferences have so far stood in the way of adopting a universal suit for ILB crews. In the interest of economy it is hoped that this will eventually be achieved.

The application of the scheme of medical standards and examinations accepted in 1970 has proceeded quite smoothly though some have criticised the standard of vision required for coxswains and others as being too severe; so it may be as well to explain now that the vision required is the same as that recommended to the Department of Trade in 1970, by a panel of experts, as necessary for 'Masters and Mates in the Merchant Navy, or Skippers and Second Hands in the Fishing Fleet'. No search and rescue organisation like the RNLI could accept a standard of vision lower than that required for the skipper of a fishing boat, and coxswains (and others) in conventional lifeboats may achieve the standard with the aid of spectacles. For inshore lifeboats, however, the standard, which is good normal vision, has to be reached naturally without sight aids. This is necessary because the crews of ILBs are only just above the surface of the sea and so exposed to wind and spray that spectacles would often be no aid to vision and contact lenses in danger of displacement.

General medical examinations are carried out not with the intention of rejecting all who do not have perfect physique, but with the intention of making as sure as possible that men accepted are not suffering from conditions that may cause a failure during service, resulting in danger to those being rescued or taking part in the rescue; or from conditions that may be aggravated by service in very cold or bad weather and endanger a man's future health. The examiner also has to consider whether the effects of any treatments prescribed for reported conditions could produce side-effects during service which would reduce a man's efficiency.

The committee's intention is that all medical examinations should be undertaken by the station honorary medical adviser, because this will help the relationship between doctor and crew, but the final decision on the recommendation to accept or reject is made by one of the Institution's medical referees. This arrangement relieves the station doctor of making decisions about his neighbours or patients to which they might take exception.

Meetings between station honorary medical advisers have always been thought very valuable, but the expense of arranging formal gatherings has made this impossible. However in recent years the Medical Commission on Accident Prevention has arranged symposia on the broad subject of prevention of, and immediate care at, accidents. Doctors have been entitled to claim their expenses from the National Health Service, and it has been possible for honorary medical advisers attending to be gathered to private meetings at which the discussions have proved valuable, both at the time and

(*Continued on page 138*)

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.

Letters...

Disabled sloop in storm

On September 14, 1975, we, the crew of the yacht *Chayka of Ardgour* which was in distress off the Needles, were rescued by the Yarmouth lifeboat.

No words or gestures can adequately express the deep gratitude we feel towards you and your crew. We hope, however, that you will accept the enclosed Metropolitan Police plaque and ties as a small measure of our admiration and esteem. The courage, skill and devotion of you and your crew were an inspiration to us, and confirmed our already high regard of the lifeboat service. We were delighted to hear of your well-merited award for gallantry.

With very best wishes to you and all members of the Yarmouth lifeboat crew.—DAVID J. MORGAN, *14 Bexhill Road, New Southgate, London N11 2RG.*

This letter was written to Coxswain David Kennett of Yarmouth, Isle of Wight, and it was very much appreciated by himself, his crew and the Institution. The service to Chayka of Ardgour, *for which Coxswain Kennett was awarded the silver medal for gallantry, is reported on page 113.*—THE EDITOR.

Silver Wedding

On January 31 my wife and I celebrated our silver wedding anniversary. In preference to a wasteful party and the attendant unnecessary expense, we decided to make a contribution to the RNLI.

Would you therefore please accept the enclosed cheque as a tribute to the courage of your lifeboat crews? There are many varied stories of their unselfishness and bravery. It would seem fitting in our celebration to contribute to a body of men to whom so many owe so much.—R. G. LIGHTFOOT, *59 Bedford Hill, Balham, SW12 9EZ.*

To free a trapped pilot

On December 13 last, at the invitation of British Aircraft Corporation, the crews of Lytham-St Anne's lifeboat, ILB, helpers, DLAS and myself visited their Warton factory for a demonstration of what to do if a fighter aircraft ditches with the pilot inside.

If, in such circumstances, a would-be rescuer accidentally actuates the ejector seat the consequences might be disastrous to himself and the pilot. As test flights of aircraft with ejector seats are taking place almost daily over the Ribble Estuary such an occurrence is not improbable.

BAC laid on a film showing the design and construction of the Jaguar fighter followed by an actual demonstration of how to free a man wearing full equipment from an ejector seat. We were then shown a newly completed aircraft, fuelled and with ejector seat armed, followed by a lecture and demonstration of air sea rescue technique by the helicopter crew.

One point that emerged was that if the perspex canopy over the cockpit is closed it would have to be cut away to get at the pilot.

The visit was both instructive and valuable, particularly as BAC made it very clear what *not* to do!—JOHN KENNEDY, *joint honorary secretary Lytham St Anne's, 12 Hastings Place, Lytham, Lancashire.*

Mobile Training Unit

I would like to take this opportunity to thank the Institution for giving Shoreham Harbour lifeboat station the use of the facilities of the Mobile Training Unit.

As you are aware, the MTU has been in use at Shoreham for the past six weeks. I personally attended all the radio classes but regretably was unable to make the navigation weekend.

In my opinion this MTU is possibly one of the best projects that the Institution has undertaken. When I first heard about it, although I thought the idea was good, I must confess I did have certain reservations. However, having gone through the course, I can honestly say, and these are the feelings of all of us at Shoreham, that it was all very worthwhile and interesting.

Lieut.-Commander Peter Fulton and Mr L. Vipond were very easy to get along with and they have certainly both put a lot of thought and hard work into the syllabus. My only criticism about the course was that it was not long enough. We would have liked six three-hour lessons rather than six two-hour lessons. Perhaps you will regard this not so much as a criticism but as a compliment and a measure of success.

I would strongly recommend all lifeboat stations to make full use of the MTU facilities; they will, I feel sure, find them interesting, instructive and be sorry when the course is over.—KEN VOICE, *coxswain, Shoreham Harbour lifeboat, 69 The Green, Southwick, Sussex BN4 4FX.*

Book reviews

Your review of my book 'Begin Cruising under Sail' sent me rushing back to re-read the chapter on the Rule of the Road. Your reviewer, E.W.M., criticises the book in the phrase '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'.

Nobody could possibly disagree with this statement, and it was with some relief that I re-read my own advice on the subject: 'The rules governing right of way at sea, in so far as they affect a yacht, must be known positively and studied until they can be instantly and instinctively observed without thought or reference'.

Quite honestly, reading the entire section, I cannot see where your reviewer got the idea that I was dismissing the regulations lightly, unless it was the one remark that you probably need not remember by heart what lights a seaplane under tow should be carrying at night (can *you* remember? *I* can't!). I think this is probably fair enough, as I regard it as quite impractical to expect the ordinary cruising yachtsman to memorise every single combination of lights which he might ever conceivably meet. Of course he should know all the ordinary ones, but it is much more important that he should have a quick reference guide to the others than that he should half-remember them and make a wrong decision owing to an inaccuracy in his memory.

As a governor of the RNLI, I was most upset to be labelled in the pages of THE LIFEBOAT as a yachtsman and writer who attaches too little importance to such a vital part of the science of safety at sea, particularly as many of your readers will know me, but will not have read the book and be unable to draw their own conclusions. I would be most grateful if you would publish this letter to put the record straight.—MARK BRACKENBURY, *Stubbards Croft, Great Bardfield, Essex CM7 4SP.*

With the help of our friends

It was a very merry Christmas and it has started to be a very prosperous new year for Port Talbot station; all due to a few of our many friends.

With the Christmas mail was a card from ex-crew member the Reverend Lionel Webber, now serving his calling in another part of the country; it contained a cheque for £18.50, made up of gifts in memory of one of the ladies of his parish. Another gift—£5 raised by a charity football match played over Christmas—was received from the bar boys of the local RNA Club.

Two of our new year presents are very welcome pieces of equipment. One is a radio receiver costing £108; the other gift is a large Calor gas fire; this cost £50 and with it comes the promise of free gas when needed. It will help to cut down the station's electricity bill and is much appreciated by the crew, now on winter service.

Both the new year gifts were acquired and paid for through the generosity of two English friends, Frank and Shirley Clarke. They own a small licensed

restaurant close to our station and both are great favourites with the crew members and their families because of their sincere interest in the station. It started some time ago with hot coffee or something a little stronger when the lads returned from a service or an exercise. Through this kindness a firm friendship has grown.

The fire was paid for by the raffle of a giant teddy bear, the money left over going towards another big bear on wheels so that the raffle should continue.

When Mr and Mrs Clarke heard the lads talking about the new radio they offered to put on a buffet evening, all profits to be donated towards the set. They agreed to prepare and cook the food and other friends offered their services behind the bar free.

Tickets were £2.50 each. We had to limit numbers to 60 because of the size of the restaurant; we could have filled the place over again and had to disappoint a number of our friends.

The Mayor and Mayoress of Avon, Councillor and Mrs Ted Owen, were guests of honour at this informal gathering, and we were very pleased to have Lieut.-Commander and Mrs George Cooper with us; both are always very welcome in Port Talbot.

It was a wonderful evening and one that will be talked of for a long time to come. The table was a magnificent sight: every kind of cooked meats including venison, a variety of freshwater and sea foods, salads and a fine selection of pastries, and all home made. Festivities went on past midnight—and then it was Shirley Clarke's birthday and our turn to show our appreciation.

I think that everyone will agree that it is nice to have friends, especially the right kind of friends. One very touching moment in all this festive gathering was when I was called aside by one of the ladies present and was given an envelope: she had been asked by an old-age pensioner to say that although she could not possibly attend she had heard of our cause and had sent a donation. The envelope contained a pound note. I will probably never meet that lady, and I wondered if she could afford such a gift. With all the money being spent that evening for such a cause, that one pound was something very special. May God bless her and the many more like her.—DAVID F. AUBREY, *honorary secretary Port Talbot, 24 Handel Avenue, Sandfields Estate, Port Talbot, West Glamorgan.*

Saltburn station

Do any of your readers versed in early lifeboat history have information on a lifeboat stationed at Saltburn, North Riding, Yorkshire, toward the end of the last century and early this century?

I have heard that my grandfather and his family were associated with this boat and I seem to remember as a boy in the 1920s seeing a lifeboat house on the lower promenade. Having lost touch with my family some 40 years ago I have no means of confirming this.—S. SPRINGETT, *28 Northway, Porton Down, Salisbury, Wiltshire.*

A lifeboat was established at Saltburn in 1849 by a local association, which in 1858 requested the RNLI to take it over. The station was closed in 1922, 24 launches having been made and 51 lives saved. Perhaps there are readers who remember some of the crew members.—THE EDITOR.

Lifeboat people

Coxswain Richard Evans, BEM, received the Honorary Fellowship of Manchester Polytechnic on Thursday, December 4, 1975, in honour of his long and distinguished service as a member of the crew and as coxswain of Moelfre lifeboat. Coxswain Evans, who retired as coxswain in 1970, is the only man alive today to have been awarded the gold medal for gallantry twice; his first gold medal was for the service to MV *Hindlea* on October 27, 1959, and his second was for the service to the Greek MV *Nafsiporos* on December 2, 1966.

* * *

The Carnegie Hero Fund Trustees have awarded the bronze medallion, their highest award, to Dr Peter Davy of Hastings for his service to injured seamen aboard the Argentinian warship *Candido de Lasala* on December 23, 1974, for which he was awarded the RNLI's silver medal for gallantry. They will also review from time to time any effect that the severe injuries he sustained may have on his health.

* * *

Last September the Bishop of Southampton, the Rt. Reverend J. K. Cavell, MA, agreed to become patron of Southampton Lifeboat Board. His great interest in the work of the RNLI stems from a long family connection with Walmer lifeboat station.

* * *

Lancashire and Western Sea Fisheries have named a new patrol vessel after Sam Baxter, who is chairman of the Fisheries committee and has been honorary secretary of Morecambe lifeboat since 1967. The 64′ vessel was named by Mrs Eileen Baxter, Sam's wife, at Bromborough on Friday, January 30.

Olympic skating star John Curry shows his gold medal to branch members manning the RNLI stand at Birmingham Boat Show: (l. to r.) Mrs G. Cope, Bill Cotton, Roger Cope; looking over their shoulders is Mrs C. E. Lea, honorary secretary of Birmingham branch.

photograph by courtesy of Birmingham Post and Mail.

* * *

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

March 1975

William Benjamin Sayle, who was second coxswain of Peel lifeboat from 1926 to 1936 and coxswain from 1937 to 1954.

December 1975

Dr John H. Lamble, who had been a member of Manchester and District Executive Committee since 1946, when he became honorary secretary of a special Manchester City Organising Committee. He was elected chairman of the Manchester and District Executive Committee in 1960, a post which he held until his death last year. Dr Lamble represented the Manchester committee at The Mumbles at the time of the disaster in 1947.

John Alfred Fox, coxswain of Shoreham lifeboat from 1968. He had joined the crew in 1946 and served as second coxswain from 1963 to 1968. Coxswain Fox was awarded the bronze medal for gallantry for the rescue of the crew of five from the drilling rig *William Allpress* in a strong south-westerly gale with a very rough sea and very poor visibility on October 19, 1971; and he was awarded a bar to his bronze medal for the saving of the yacht *Albin Ballad* and the rescue of her crew of three in a strong south-westerly gale and a very rough sea on August 5, 1973.

January 1976

Alick Mackay, who joined Anstruther crew in 1930, was motor mechanic of Arbroath lifeboat from 1957 to 1964 and coxswain of Broughty Ferry lifeboat from 1964 to 1973. After his retirement, and despite ill health, Mr Mackay travelled all over Scotland to lecture on the lifeboat service.

Commander Hendrik Thomas Booy, a former director of the Royal North and South Holland Lifeboat Institution (from 1930 to 1963) and a member of its Committee of Management from 1963 to 1971. Commander Booy, who was an honorary life governor, and a very good friend, of the RNLI, was a much respected figure at international conferences.

Some Ways of Raising Money

During 1975 Dublin branch and ladies' guild achieved the fine result of £24,000. Of this amount £5,874 came from the lifeboat shop run by Mrs Montague Kavanagh and her helpers, and £4,198 was raised in a one-day spring sale. £3,324 was collected on two very wet flag days and £3,038 came from house-to-house collectors.

Sounds of battle rang round Longslade Heath in the New Forest as the Bumbledon Knights, in full 'armour', met the Plough Yokels, in country smocks, for a comic football match on a sunny Sunday last July. Speed of play necessitated the use of a bicycle by the referee and fortifying liquids were dispensed from a red sports car which careered among the players. A lifeboat collecting box yielded £11.40 after its passage through spectators. The match, and a raffle which followed, were organised by Michael Patrick, manager of the Plough Inn, Tiptoe, and at the end of the day the RNLI benefited by £60. Since then the inn has collected a further £13 in its boxes.

Ten-year-old Peter Jensen of Highgate sent £9.07, collected with his splendid guy, to Hornsey branch. The RNLI, he said in his letter, is his favourite charity.
photograph by courtesy of Andrew Franks.

A cheque for £150 was presented to New Romney and Romney Marsh branch by Ashford North Boys School. The result of a sponsored general knowledge quiz in which about 200 boys in the third and fourth years took part, it will go towards a new boathouse for Littlestone ILB.

Hallowe'en in Beccles: Maria Rauscher, Skip Shipley and Joe Crowfoot, the minstrels, played, danced and sang at a garden party, at each of the seven inns of the town and, last of all, at a fish-and-chip shop. With them went John Suckling and Roy Stroud, committee members of Beccles branch, and by the end of the evening they had collected £17.53 for the Institution.

For the third year Ray Rushton offered his car, a 1904 Wolseley, to the RNLI for sponsorship in last November's Veteran Car Run. His passenger was Charlie Smithers, Comedian of The Year in 1974. More than £3,000 was raised. In addition 'life-yards' of the route from London to Brighton were sold for 10p each, the holders being entitled to take part in a free draw for premium bonds. Other districts gave good support and the seven prizewinners came from a number of different parts of the country.
photograph by courtesy of Len Thorpe.

Coxswain H. T. 'Shrimp' Davies presents the Lifeboat Cup to the captain of Gimmingham, the winning team in Cromer's 1975 football final.

Cromer claims the longest-running fund raising event in the history of the RNLI: a football competition which goes back 70 years to 1906. Originally it was for a cup given by the Tucker brothers, but since 1950 this cup has been awarded to the runners-up, while to the winners has gone a cup presented by E. P. Hansell in memory of his father, E. M. Hansell. Service as well as local teams have competed, all of junior status. All matches are now played in Cromer in the early part of the year, as soon as the evenings are light enough. Receipts reached a peak of £100 in 1957, and now average about £50 annually.

Over the past few years, Clacton-on-Sea ladies' guild has held a number of fashion shows from which the RNLI has benefited by over £1,000.

Richard Beck of Dunfermile, Fife, built in 1971 a replica Liverpool lifeboat ($\frac{3}{4}'' = 1'$) based on *James and Ruby Jackson*, formerly stationed at Anstruther. Since then this model has been on almost permanent display at the Scottish Fisheries Museum, Anstruther, which kindly allowed it to be used for RNLI fund raising. As a result of this and other activities more than £600 has been collected.

Two fine results from Salcombe: Crew members, by running disco dances last summer, raised £1,400 for the lifeboat service. Mr and Mrs T. Heycock of Millbay, East Portlemouth, presented the branch with £110, collected by allowing boats to use the beach in front of their house, making no charge but suggesting a contribution should be made to the lifeboat box.

Northampton ladies' guild raised £395 at a Caledonian market held in the Guild Hall last November.

Eday is a small island in the Orkneys with a population of only 170, yet in its special effort year for the RNLI 150th anniversary the ladies' guild raised £227.65½. As well as a house-to-house collection (£54.15) they held a beetle drive with auction and box supper (£28.12) and a Burns's supper (£9.43); the young men of Eday Youth Club raised £44.41 with a sponsored crawl around the Community Centre (one man completed 23 laps); and, finally, the biennial summer sale of work cleared £91.54½.

Thames Gas Sailing Club raised £165 for the RNLI with a sponsored sail-in at Thorpe, near Chertsey, last September 20 and 21. Thirteen members took part, seven of them for 24 hours' duration.

£1,500 was raised in 1975 by a holiday draw competition organised by the southern district office. First prize, a return voyage for two on the Union Castle liner *Windsor Castle* to Las Palmas, was won by P. M. House of Southampton. A tie for second and third prizes resulted in G. Carter, of Southampton, choosing a week's holiday for two at a Pontins holiday centre, while Mrs S. Perry, of Portsmouth, chose two return flights to Jersey by British Airways. All prizes were kindly donated by the companies involved.

On one day of last autumn's Scottish Offshore Oil Exhibition at Aberdeen a collection for the RNLI was organised by Mrs Cowper, honorary secretary of the Aberdeen ladies' guild. £106 was taken, including £2 in Norwegian kroner.

To crown a summer's punting four Oxford undergraduates, Neil Johnson and Chris Reddick (St Edmund Hall), Keith Plunkett (St Catherine's) and Marcus Sephton (New College), undertook a sponsored punt from Oxford to Cambridge by the shortest navigable route: the Cherwell, Oxford Canal, Grand Union Canal, Great Ouse and the River Cam. They lived off biscuits, eggs, fruit and orange squash and camped each night by the water's edge. Where canals were too muddy for punting, they resorted to a towrope. The 170-mile journey took ten very gruelling but rewarding days, and £250 was raised for the RNLI.

Fifty-six rafts took part in the 1975 Wadebridge and Padstow Round Table raft race. About £500 was raised in sponsorship, the moneys being divided between Wadebridge and Padstow branches.
photograph by courtesy of W. A. Cogan.

A cheese and wine party held at the Royal Naval College, Greenwich, on Friday, November 7, 1975, was attended by 260 people and raised more than £400 for the RNLI. Rear Admiral Sir Edmund Irving represented the Committee of Management and among the guests were Admiral and Mrs Bazalgette and the Mayor and Mayoress of Greenwich.

The ladies' guild of Middleton St George, a village in Co. Durham, last year raised £355 with a coffee morning at the Devonport Hotel, by kind permission of Mr and Mrs K. Cotterill, and sales of souvenirs. The raffle of a cake, baked and magnificently decorated with a model lifeboat by Mrs J. B. Robson, brought in £12.

As part of Golders Green Unitarians' 50th anniversary celebrations last October the Hoop Lane Players put on a production of Peter Terson's 'The Whitby Lifeboat Disaster'. £40 was collected in the interval for the RNLI.

As in previous years, B. M. Miller, harbour master of Port Hamble, organised a fireworks party at Hamble last November. More than £200 was raised for the RNLI.

Two members of Morecambe and Heysham Yacht Club, Mr and Mrs Spencer, organised a Christmas draw which raised £574.22 for the RNLI. They collected 115 prizes from local people; the first prize was a £30 wristwatch donated by John C. West Ltd. and the list included such unusual items as a thermometer and a tray of eggs. Mr Spencer is a former Morecambe ILB crew member.

Coventry ladies' guild was invited by the Lady Mayoress of Coventry to see films about the city and its new cathedral, and to take tea with her afterwards in the Guildhall of St Mary. 150 members and friends were present and £45.50 was raised for the lifeboat

(*continued on page 137*)

(Left) E. Mangold (r.) was presented with a plaque earlier this year by George Powell, organising secretary North London. Mr Mangold, who is in his mid 70s, has raised £925 for the RNLI since he first collected for Wood Green Branch in 1974; £250 during lifeboat week that year, £427 in lifeboat week 1975 and the remaining £248 in a Christmas goodwill gift collection.
photograph by courtesy of North London Weekly Herald.

(Right) The Benevolents, a group of men from Easingwold, Yorkshire, have raised funds for the RNLI since 1970. Last November a cheque for £301.40, proceeds of a sponsored walk, and a donation of £50 towards amenities for Humber crew and their families at Spurn Point, were presented by their president, Mr Tucker (l.), to Kenneth Thirlwell, divisional organiser north east.
photography by courtesy of Bill Hadley, York.

Shoreline Section

ONCE AGAIN, to look back at the Boat Show is to look back on eleven happy and successful days. With the help of volunteer Shoreline members on the RNLI stand and of our friends at the Midland Bank stand, we enrolled 528 new members and a brisk business was also done in insignia; with subscriptions and sale of insignia we took, in all, £4,228 during the show.

Many old friends looked in to see us, six established members visiting us specially to make considerable increases in their subscriptions. That is a great encouragement.

One visitor who is always welcome was The Right Hon. Edward Heath, MBE, MP, who came to autograph copies of the 4th edition of the RNLI Cook Book to which he had contributed a recipe for grilled chicken. While there, Mr. Heath, one of our founder YLA members and an outstandingly successful offshore yachtsman, agreed to answer a few questions put by Heather Deane, a member of our staff who has helped on the Shoreline stand at many shows:

'Mr Heath, it is almost six years to the day since you visited Earls Court on January 10, 1969, and bought the first *Morning Cloud*. On that same visit you also enrolled as a member of the RNLI—No. 165. Would you be surprised to hear that we now have 28,030 members of Shoreline?'

'This is splendid news, and I think on your part you've done a tremendous job!'

'It would be interesting to know which event occurred first: did you feel you should enrol with the RNLI before or after you bought *Morning Cloud*?'

'Oh, I enrolled first.'

'Have you ever met any members of a lifeboat crew?'

'Yes, on many occasions.'

'Does it increase your confidence, knowing there is a lifeboat station within hailing distance, in home waters?'

'Yes, it does, most certainly.'

'Is there any advice you would offer to someone taking up sailing?'

Edward Heath autographs a Cook Book for Miss Great Britain, Sue Cuff of Morecambe.

'Make sure they learn how to do it. This is essential.'

'Are you happy with your present yacht? Is there anything you would like to change in her?'

'Yes, but of course, we are always trying to improve her.'

'Which is the next major sailing event you are looking forward to?'

'There will be the Solent races next, and the Channel races. One always looks forward to these events.'

'Finally, Mr Heath, have you a message for our lifeboat crews and our voluntary workers?'

'I should like to express deep gratitude for the work you all do. Please, keep it up!'

* * *

On August 7, Henley-on-Thames branch is holding a Boat Rally at Remenham Club, Henley, to which a warm welcome is extended to all Shoreline members. There is to be an Austrian Beer-garden—with appropriate musical accompaniment—and, in the evening, to wind up festivities, a dance. Here is an excellent opportunity for Shoreline members in the Henley area to meet socially and also, of course, to help local fund raising efforts. Further details will be available nearer

One of our younger Shoreline members: Zoe Ballantyne of Shorne, Kent. Zoe, who obviously enters into the spirit of the service with a will, is eighteen months old. Have we a more junior member?

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

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

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

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

Shoreline Giro number is 294 7056

NAME .....

ADDRESS .....

.....

I enclose P.O/cheque/cash for £.....

Date .....

Signature .....

the time from R. Gothard, telephone number Henley-on-Thames (04912) 3602.

* * *

Shoreline member 0008211 Lieut.-Commander A. Prideaux, RD RNR, chief officer of P & O MS *Strathmeigle*, has written to tell us of a social evening in aid of the RNLI held by the officers on board his ship while anchored at Sitra Anchorage, Bahrain, at the end of October. He writes:

> 'The evening was attended by officers and wives from two other P & O General Cargo Division ships, *Strathmay* and *Strathnaver*. Due to the intense boredom felt while waiting for berths at heavily congested gulf ports (up to 150 days for some) the response was excellent. Thirty-five officers and wives from the three ships were present and a very pleasant time was had by all. A raffle was held and the sum of £100 was raised for the Institution. I feel this is remarkable, particularly as twelve of those present were cadets, not noted for being well paid. Perhaps our example might be followed elsewhere . . .'

* * *

Please note: Members will see that an extra digit has been added to their existing membership numbers. It is an additional check to ensure that subscriptions are placed to the right accounts.

* * *

Lieut.-Colonel Watson of Stirlingshire has written, as have other members, questioning the extra expense incurred by posting receipts and membership cards separately.

The receipts themselves have to be made out, as a carbon copy is the prime document to be 'fed' into the cash activated computer we use.

The computer run is once a month. A member's subscription arriving on, say, January 1, is not entered therefore, until the computer run after January 31; taking the time of the run and of the post, there may be a delay of six or seven weeks before that member receives his membership card. This delay we feel is not tolerable for acknowledging receipt of moneys, be they £3 or, as sometimes, £500.

The present system employed does in fact save labour costs even though postage is involved. However, with improved technology it is hoped that next year a direct link with the computer will mean that a membership card can be produced immediately, thus cutting out the need for receipts.

We would wish to mention that our costs could be drastically cut if members would pay their subscriptions by direct debit (a form is supplied on renewal notices), thus obviating postal and clerical costs in sending out both renewal reminder notices and the receipts mentioned in this text.—G. R. 'BOB' WALTON, *membership secretary*, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).

Some ways of raising money

(continued from page 135)

service. During the past year £1,300 has been raised in Coventry, and the guild has planted a plane tree on one of the city's lovely greens to commemorate the 150th anniversary of the RNLI.

A stage suit generously given by the singer Tom Jones to Rhyl and District branch for fund raising has made £50 for the RNLI.

Branch efforts at Croydon raised £5,360.08 in the year 1974/75. Of this amount almost £700 came from the annual autumn lifeboat fair organised by Mrs Iris M. Betson. Mrs Betson, whose son Steven is the motor mechanic at Walton and Frinton station, makes a large proportion of the goods for sale at the fair herself: hundreds of pounds of preserves and hundreds of knitted and fancy goods; she even takes orders for knitting, to be delivered next time over, when she and her husband, Bill, visit their daughter in Canada each alternate year.

In 1975, for the second year, a sponsored walk was organised by Schermuly; the walkers were joined by five colleagues from their sister company, Pains-Wessex. Sponsorship money, together with a donation, amounted to £500 for the RNLI.

W. J. Griffiths and his son, who is licensee of the Prince of Wales Hotel at Aberaeron, have presented a cheque to the RNLI for £500 raised from the profits of a tote; they plan to continue to run the tote for the benefit of the lifeboat service.

Lawrenny Yacht Club first decided to help the RNLI in 1973 when, as a result of stalls on its regatta day, £150 was raised. In 1974 the regatta was enlarged with sideshows, stalls and a barbecue, and £500 was raised. In 1975 W. J. Barry, the commodore, and his committee made a change; they organised a dance at the Double Diamond Club, Caerphilly. Held in August, it was attended by many rugby personalities including Barry John, the former Welsh and Lions international player. As a result, a cheque for £1,300 was presented by the vice-commodore, Geoffrey Ashe, to Admiral Sir Peter Compston, a member of the Committee of Management, at the South Wales District Conference on November 5.

A lifeboat float built by Whitstable crew took part in five local carnivals last summer and won several prizes. It is seen here at Herne Bay carnival.

RNLI Cook Books

For those who like an individual touch to their cooking the RNLI has two good recipe books:

Fourth RNLI Cook Book: Among other contributions there are recipes from well-known sporting personalities: Chilli Con Carne from Ann Moore, Coq au Vin from Roger Taylor, Pork Chops with Green Peppers and Sweet Corn from Mary Peters, and many others. From RNLI, West Quay Road, Poole, Dorset BH15 1HZ, price 60p (postage 10p).

The second **Tarbert Lifeboat Recipe Book:** Recipes range from the exotic, like Scampi Conil (Mrs Macdonald, Largs), to homely fare like Granny's Dumpling (Mrs D. MacFarlane, Garval Terrace). And do you know the easiest way to melt chocolate? F. S. Mackenna, the editor, will let you into the secret. From RNLI, 45 Queen Street, Edinburgh EH2 3NN, price 30p (postage 9p).

(Below) Basildon branch raised the funds to purchase the present Burnham-on-Crouch ILB—and has already set as its target for the future a replacement boat. Last autumn Connor O'Brien, chairman of Basildon District Council, came to Burnham to unveil a commemorative plaque, accompanied by Councillor Tony Ball (centre), secretary, and Ray Hoskins, treasurer of Basildon branch. They were welcomed by Commander I. McL. Methven, chairman of Burnham ILB station (extreme left). Sidney Hull, Mayor of Burnham, was present on that occasion and (left) the following week was taken to sea by Crew Members Peter Evans (l.) and John Clowes for an inspection of the river as part of a drive to improve local lifesaving facilities.

HERE and THERE

Bradford and District branch has presented former Lord Mayor, Councillor Tom Hall, with a leather-bound book containing the names of the thousands of people who have contributed to his appeal for funds to cover the cost of a new lifeboat at Spurn Point. The target set was £51,000; the amount raised was more than £80,000.

* * *

When the Shaw Savill liner *Northern Star* was withdrawn from service, the crew's social club had well over £1,000 in the 'kitty', and members agreed that the money should be donated to the RNLI. A cheque for £1,230.64 was presented by Graham Pepper, former first officer of *Northern Star* and honorary secretary of her social club, to Captain Nigel Dixon, RN, director of the RNLI, at the Shaw Savill Line head office in London just before Christmas.

* * *

Clive Dunn has very kindly donated to the RNLI his recording fee of £80 for the LP of 'Dad's Army' stage show. He has asked that it be split equally between Eastney and Littlehampton.

Westward Television have given £1,000 towards the City of Bristol appeal. It was presented by their chairman, Peter Cadbury, to the Lord Mayor, Councillor Hubert Williams.

* * *

Already 2,500 books of Green Shield stamps, representing nearly £2,000, have been collected by the branches and guilds of the north-west division towards the cost of a new lifeboat. Green Shield Trading Co. has generously offered 60p per book instead of the usual 42½p. Stamps, preferably complete books, are welcomed at RNLI, Prince's Chambers, 26 Pall Mall, Manchester M2 1JR.

* * *

On November 2, 1975, Mrs Marian Kelman unveiled a plaque in Blyth boathouse recording the gift of £2,200 to equip the 46′ 9″ Watson lifeboat *Winston Churchill* (*Civil Service No. 8*) with radar and VHF radio; it was made in memory of her great grandfather, George Heron, who, aged 25, lost his life on service in the Blyth lifeboat in 1841.

* * *

Chiswick and Hammersmith branch, newly formed, welcomes new members. The secretary, Miss V. Hall, 33c St. Ann's Villas, London W11 (Tel. 01-603 3003) will be pleased to receive offers of time and help.

* * *

Bournemouth branch is arranging a concert by Caldicot and District Male Voice Choir from South Wales in the Grand Hall, St Stephens Road, on Friday, May 28. Entrance by programme only, price £1, from B. Wood, 140 Portland Road, Bournemouth.

Medical Arrangements in the RNLI

(*from page 131*)

later as a basis for a 'newsletter' to bring all honorary medical advisers up to date with current problems. The subjects have included such items as lifelines, retrieving casualties from the water, communications and hypothermia. One of the meetings discussed and stressed the importance of honorary medical advisers being in close touch with the crews and attending exercises. Divisional inspectors of lifeboats have been asked to encourage this practice, but probably it is even more important for station honorary secretaries to tell the doctor well in advance of arranged exercises.

The newsletter was also used to explain why certificated first aiders in conventional lifeboats were given a nominal proficiency payment to which members of ILB crews were not entitled, and it seems worthwhile to repeat the explanation here:

(i) A first aider in the ILB is unlikely to have charge of a casualty for longer than one hour, probably very much less, and further medical assistance is often available. In contrast, the first aider in the conventional boat may have responsibilities for casualties for some hours without the possibility of obtaining any assistance.

(ii) Conditions in an ILB are so restricting that little first aid is possible beyond resuscitation and careful handling.

(iii) It is a desirable, but not always attainable, principle that all ILB crew members should be interchangeable and all equally trained in their skills. Some first aid knowledge is essential for an ILB crew member, and of course the more the better, but first aid specialists, in ILB crews, would not improve the over-all service.

As reported in the autumn issue of THE LIFEBOAT, the writer of this article collaborated with Surgeon Captain F. W. Baskerville in a paper entitled 'The Origin and Work of the Medical and Survival Committee of the RNLI', which the Surgeon Captain, now chairman of the committee, presented at the International Lifeboat Conference in Helsinki last June. He also showed the films mentioned earlier and many items of equipment. This article, with the one which preceded it, covers much the same ground as that paper.

Finally, honorary medical advisers and first aiders throughout the Institution are to be congratulated on the work they do to provide a service unbeaten in any other lifeboat service in the world.

Awards

to Coxswains, Crews and Shore Helpers

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

Barrow
E. A. Diamond — Second Coxswain 2⅔ years; Bowman 6 years; Crew Member 9¼ years.

Blackpool
J. Stanhope — Coxswain 6 years; Second Coxswain 5 years; Bowman 9 years; Crew Member 9 years.
H. R. Parr — Motor Mechanic 19¾ years; Assistant Mechanic 14½ years.
J. Stanhope — Second Coxswain 6½ years; Bowman 4¼ years; Crew Member 11 years.
F. V. Cornall — Assistant Mechanic 28¾ years; Crew Member 14 years.

Bridlington
J. E. King — Coxswain 10 years; Second Coxswain 2 years; Bowman 4 years; Crew Member 1 year; *Bronze Medal* 1968; *Bronze Second Service Clasp* 1972; *Silver Medal* 1973.
G. W. Traves — Second Coxswain 7¾ years; Assistant Mechanic 3¼ years; Crew Member 4 years.
F. Hoggard — Shore Helper and Head Launcher 65 years.

Buckie
J. Roy — Assistant Motor Mechanic 24½ years; Crew Member 1¼ years.
A. Slater — Emergency Mechanic 18 years.

Clacton
C. H. G. Bolingbroke — Coxswain 7 years; Second Coxswain 15 years; Assistant Mechanic 7 years; Crew Member 1 year.
J. W. Bolingbroke — Emergency Mechanic 13⅜ years; Crew Member 8 years.

Cromer
J. J. Davies — Shore Helper 2 years; Crew Member 46 years.

Douglas
J. Swindlehurst — Crew Member 22 years.

Dungeness
T. R. Tart — Coxswain 10 years; Second Coxswain 18 years; Bowman 1 year; Crew Member 8 years; *Silver Medal* 1974.

Exmouth
M. Mellish — Second Coxswain 10½ years; Crew Member 5 years.

Falmouth
W. L. Brown — Coxswain 3 years; Second Coxswain 12 years; Crew Member 10 years.

Galway Bay
B. Fitzpatrick — *Bowman 11¾ years*; Crew Member 14⅛ years.

Girvan
R. Daly — Bowman 8½ years; Crew Member 2½ years.

Holyhead
W. H. Condra — Winchman 25 years; Shore Helper 3 years.

Islay
M. Mackay — Coxswain 1½ years; Second Coxswain 9⅜ years; Bowman 1 year; *Bronze Medal* 1972; *Bronze Second Service Clasp* 1973.

Kirkcudbright
J. Sassoon — Second Coxswain 18½ years; Crew Member 11 years.
T. Thomson — Assistant Mechanic 16½ years; Emergency Mechanic 2⅜ years; Crew Member 2 years.
J. Smith — Winchman and Shore Helper 35 years.

The Lizard-Cadgwith
J. C. Curnow — Head Launcher 34 years; Shore Helper 18 years.

Longhope
W. Sutherland — Head Launcher and Shore Helper 48 years.
G. Taylor — Shore Helper 14 years.

Mallaig
C. Henderson — Coxswain 9 years; Second Coxswain 14 years; Crew Member 4 years.

Newbiggin
T. D. Taylor — Second Coxswain 7½ years; Bowman 9½ years; Crew Member 13 years.
G. R. Armstrong — Tractor Driver 26 years.

Newhaven
R. Ingram — Winchman 44 years.

New Quay
E. G. S. Fowler — Motor Mechanic 10¼ years; Tractor Driver Helper 5 months; Assistant Motor Mechanic 1¾ years; Second Coxswain 1 year; Crew Member 12 years.

North Sunderland
D. Mole — Motor Mechanic 4¾ years; Crew Member 9 years.

Penlee
A. N. Bawden — Assistant Mechanic 8⅜ years; Crew Member 6 years.

Poole
G. Buckby — Second Coxswain 5 months; Crew Member 28¾ years.

Ramsey
R. F. Christian — Crew Member 51 years
R. J. Corkish — Crew Member 30 years
W. I. Gawne — Crew Member 30 years.

Ramsgate
T. J. H. Cooper — Coxswain 12 years; Second Coxswain 10 years; Bowman 6 years; Crew Member 16 years.

(*Continued on next page*)

Awards

(*from previous page*)

Salcombe
H. W. Distin (Posthumous) — Coxswain 10 years; Second Coxswain 11 years; Bowman 5 years; Crew Member 9 years.
A. O. Taylor — Second Coxswain 11½ years; Crew Member 10 years.

Scarborough
A. Rennard — Motor Mechanic 23¼ years; Tractor Driver 5¼ years.

Selsey
D. Arnell — Second Coxswain 6¾ years; Bowman 5 years; Crew Member 15 years.

Sennen Cove
W. Hutchens — Shore Helper 33 years.

Skegness
H. A. Burrows — Shore Helper 4 years; Assistant Tractor Driver 11 years; Tractor Driver 6 years; Crew Member 9 years.

Sunderland
T. E. Dobson — Bowman 15¾ years; Crew Member 4 years.

Swanage
D. R. Dyke — Second Coxswain 8¼ years; Crew Member 13½ years.

Thurso
G. M. Reid — Coxswain 7 years; Bowman 2 years; Crew Member 20 years.

Torbay
B. J. Pike — Motor Mechanic 9¼ years; Assistant Mechanic (**Humber**) 7 months; Reserve Mechanic 1¾ years; *Silver Medal* 1973.

Walmer
F. G. Marchant — Assistant Mechanic 1½ years; Crew Member 11½ years.

Weston-super-Mare
F. E. Watts — Second Coxswain 22⅛ years; Bowman 1 year; Crew Member 5 years.

Weymouth
E. Groves — Crew Member 20 years.

Whitby
W. Harland — Coxswain 12 years; Bowman 6 years; Crew Member 6 years; *Bronze Medal* 1970.
E. Breckon — Emergency Mechanic 5¾ years; Crew Member 7 years.
R. D. Frampton — Second Coxswain 8 months; Assistant Mechanic 2½ years; Bowman 6⅛ years; Crew Member 14 years.
D. Peart — Shore Helper 15 years.
G. Peart — Head Launcher 15 years; Shore Helper 5 years.

Wicklow
James Bonus — Motor Mechanic 30½ years; Reserve Mechanic 5¾ years.
M. Malone — Winchman 26 years; Crew Member 18 years.

Lifeboat Services

(*from page* 118)

spectacles and dived into the water to help the woman. At the same time John Wall threw a line to the man approaching with the children.

On reaching the woman Richard Wheeler, a trained life-saver, gave her support and reassurance that she was now out of danger and, using the 'close chin tow' method and lifesaving backstroke, towed her towards *Sandpiper*. The tow was hampered by the occasional breaking swell and by the dog which kept trying to climb on to the rescuer and his casualty; Richard Wheeler in fact sustained scratches to his face, arms and body.

When about 5 feet from the boat Richard Wheeler was able to grab a line and pull the woman alongside. She was helped from the water by John Wall and the other man, her husband. Richard Wheeler climbed into the boat, grabbed the dog swimming alongside, dragged it in over the gunwale and then checked to see if any of the survivors needed resuscitation. The time was now 1720.

Another speed boat, crewed by Paul Davies and Wyn Evans, arrived alongside *Sandpiper* and was asked to go to Aberystwyth to call out the ILB. *Sandpiper* was got under way, took the small pram dinghy in tow and marked off the sunken speed boat with an airtight plastic container. She then set out for Aberystwyth, meeting the ILB as she rounded the southern breakwater at 1730. The ILB went on to recover the speed boat, while *Sandpiper* landed the survivors at Aberystwyth at 1735.

The ILB found the sunken boat at 1740 and managed to tow it back into harbour some 15 minutes later. The ILB was rehoused and ready for service at 1800.

For this service, framed letters of appreciation signed by Major-General Ralph Farrant, the Chairman of the Institution, were awarded to Richard Wheeler and John Wall.

Services by Offshore Lifeboats, September, October and November, 1975

Aldeburgh, Suffolk
September 15.
Ballycotton, Co. Cork
November 3 and 6.
Baltimore, Co. Cork
September 13, October 10, 26 and November 11.
Barrow, Cumbria
September 2 and November 15.
Barry Dock, South Glamorgan
September 14 (twice), 20, 27, October 14, 19, November 2, 23 and 30.
Bembridge, Isle of Wight
September 3, 13, 14, 29, October 12, 31, November 17 and 30.
Berwick-upon-Tweed, Northumberland
September 5, 6 and 21.
Bridlington, Humberside
November 16 and 27.
Calshot, Hampshire
September 14 and November 30.
Campbeltown, Argyll
September 30.
Clacton-on-Sea, Essex
September 3, 11, 14 (twice) and 19.
Clogher Head, Co. Lough
September 20.
Cloughey-Portavogie, Co. Down
September 19 and November 2.
Courtmacsherry, Co. Cork
September 1, 19 and November 10.
Clovelly, North Devon
September 13, October 24 and 27.
Cromer, Norfolk
September 8 and October 26.
Dover, Kent
October 11, 31, November 9, 12 and 30.
Dungeness, Kent
October 25 and November 30.
Dun Laoghaire, Co. Dublin
September 1, 10, 13 and November 21.
Dunmore East, Co. Waterford
October 3.
***Eastbourne*, Sussex**
September 13 and November 16.
Exmouth, South Devon
September 25 and November 10.
Falmouth, Cornwall
October 26, November 9 and 26.
Filey, North Yorkshire
September 7 and November 16.
Fishguard, Dyfed
September 13, 23 and 27.
Fleetwood, Lancashire
September 14, October 4, 5, 19 and November 2.
Fowey, Cornwall
September 24.
Galway Bay, Galway
September 17, 30, October 9, 21, November 10 and 16.
Great Yarmouth and Gorleston, Norfolk
October 9, 19, 24, November 4, 12, 22, 23 and 27.
Harwich, Essex
September 8 (twice), 9, 14, 18, October 24, November 15, 19 and 30 (twice).
Hastings, Sussex
September 16, 20, 25, October 19 and November 7.
Holyhead, Gwynedd
September 8.
Howth, Co. Dublin
September 27, November 16 and 17.
Humber, Humberside
September 9, 14, 19, October 2, 8, 12, 20 and November 21.
Ilfracombe, Devon
September 8.
Islay, Strathclyde
September 28 and October 3.
Kirkcudbright, Dumfries and Galloway
October 15.
Kirkwall, Orkney
October 10 and 20.
Lerwick, Shetland
October 3, November 15 and 20.
The Lizard-Cadgwith, Cornwall
September 18 and October 3.
Llandudno, Gwynedd
October 12 and November 15.
***Lochinver*, Highland**
September 24 and October 3.
Longhope, Orkney
September 20.
Lowestoft, Suffolk
September 14, November 20, 22 and 27.
Macduff, Grampian
September 20.
Margate, Kent
September 12, 26, October 31 and November 17.
Moelfre, Gwynedd
September 19.
The Mumbles, West Glamorgan
September 27 and October 31.
Newhaven, East Sussex
September 14, 18, 24 and October 16.
New Quay, Dyfed
September 14.
Padstow, Cornwall
September 8 and October 11.
Peterhead, Grampian
September 27.
Plymouth, Devon
October 18.
Poole, Dorset
October 4, 12, 29 and November 12.
Port Erin, Isle of Man
September 11, October 11 and 25.
Porthdinllaen, Gwynedd
November 20.
Portpatrick, Wigtownshire
September 15.
Portrush, Co. Antrim
September 23.
Pwllheli, Gwynedd
October 4.
Ramsey, Isle of Man
September 9 and 27.
Ramsgate, Kent
September 4, 11, 22 and November 24.
Redcar, Cleveland
September 28.
Rhyl, Clwyd
November 11.
Runswick, Cleveland
October 10.
St Helier, Jersey
September 13, 27, November 16 and 19.
St Ives, Cornwall
September 5, November 12 and 24.
St Mary's, Isles of Scilly
September 12.
St Peter Port, Guernsey
October 26, November 11, 16, 17, 19 and 30.
Salcombe, Devon
September 3, 17, 26, 28, October 4 and November 2.
Seaham, Co. Durham
September 10 and 12.
Selsey, Sussex
September 14, 25 and October 7.
Sheerness, Kent
September 7, 25, 27, 29, October 5, 12, 13, 25, November 14 and 15.
Sheringham, Norfolk
September 9.
Shoreham Harbour, Sussex
September 25.
Skegness, Lincolnshire
September 6, October 20, November 12, 15 and 24.
Southend-on-Sea, Essex
September 17, 27 and November 9.
Stornoway, Western Isles
October 3 and 27.
Stromness, Orkney
September 20.
Sunderland, Tyne and Wear
October 20.
Swanage, Dorset
September 18, October 11, 28, November 2, 12 and 28.

Teesmouth, Cleveland
September 12, 25, November 2 and 13.
Tenby, Dyfed
September 3, October 17 and 18.
Thurso, Caithness
November 20.
Torbay, Devon
September 13, 14, 21, October 22, November 4, 10, 17 and 21.
Troon, Strathclyde
September 24, October 15, 25, November 17 and 29.
Tynemouth, Tyne and Wear
September 24.
Walmer, Kent
September 11.
Walton and Frinton, Essex
September 14, October 24 and 31.
Weymouth, Dorset
September 27 (twice), October 4, 10, 11 and November 30.
Whitby, North Yorkshire
September 10, 29 and October 25.
Wicklow, Co. Wicklow
October 25.
Workington, Cumbria
September 13, November 21 and 27.
Yarmouth, Isle of Wight
September 14, 29 and November 30.
Youghal, Co. Cork
September 30.

Services by Inshore Lifeboats, September, October and November, 1975

Abersoch, Gwynedd
October 10 and November 5.
Aberystwyth, Dyfed
September 19 and 21.
Bangor, Co. Down
October 5.
Barmouth, Gwynedd
September 21.
Barrow, Cumbria
September 4.
Beaumaris, Gwynedd
September 1, October 3 and 4.
Berwick-upon-Tweed, Northumberland
September 21.
Blackpool, Lancashire
September 18, October 11, 15, 19, November 8, 9, 23, 24 and 30.
Borth, Dyfed
September 2.
Bridlington, Humberside
September 10, 23 and 28.
Brighton, East Sussex
October 14.
Broughty Ferry, Tayside
September 1, 24, October 4 (twice), 7 and 18.
Burnham-on-Crouch, Suffolk
September 27 (twice).
Clacton-on-Sea, Essex
September 19.
Craster, Northumberland
September 9.
Criccieth, Gwynedd
September 30.
Cullercoats, Tyne and Wear
September 24 and October 20.
Eastbourne, East Sussex
September 16, 28 and October 10.
Eastney, Hampshire
September 13, 14 (twice), 21, October 12, 18 (twice), 19, 29 and November 30 (twice).
Filey, North Yorkshire
September 1, 7, 26 and October 25.
Fleetwood, Lancashire
September 22 and October 19.
Great Yarmouth and Gorleston, Norfolk
October 1, 3, 23, November 2 and 27.
Hartlepool, Cleveland
November 2, 5, 13 and 29.
Harwich, Essex
September 14 and October 23.
Hayling Island, Hampshire
September 11, 14, 23, 26, October 4, 11, 12, 23, 31 (twice) and November 5.
Holyhead, Gwynedd
September 13.
Largs, Strathclyde
September 13, 14, 26, 27, 29 and October 26.
Littlehampton, Sussex
October 26, November 16, 23 and 30 (twice).
Littlestone-on-Sea, Kent
September 12.
Llandudno, Gwynedd
September 3, October 13, 26 and November 15.
Lyme Regis, Dorset
September 12, 13, October 4, 11, 23, November 14 (twice) and 29.
Lymington, Hampshire
September 5, 11, 29, October 12, 22, November 9 and 30.
Lytham St Anne's, Lancashire
September 6.
Mablethorpe, Lincolnshire
September 21 (twice).
Margate, Kent
September 27 and November 21.
Minehead, Somerset
September 6, 7, 13 and 14.
Moelfre, Gwynedd
September 2 and 8 (twice)
Morecambe, Lancashire
September 11, October 12 and 29.
Mudeford, Dorset
September 3, 24, 28 and October 2.
The Mumbles, West Glamorgan
September 14 and October 31.
Newquay, Cornwall
September 8, 15 and 30.
North Sunderland, Northumberland
October 4.
Oban, Strathclyde
September 4 and October 5.
Poole, Dorset
September 16, 27 (twice), October 1, 11, 12, 22 and November 9.
Port Isaac, Cornwall
September 13 and October 5.
Port Talbot, West Glamorgan
November 19.
Pwllheli, Gwynedd
September 3.
Queensferry, Forth
September 22 (twice), November 7, 13, 16 and 23.
Ramsgate, Kent
September 10, 19, 22, 23, 28 and November 2.
Red Bay, Northern Ireland
October 19.
Redcar, Cleveland
October 10.
Rhyl, Clwyd
October 10 and 19.
Selsey, Sussex
September 28, October 7, 13 and 25.
Sheerness, Kent
November 3, 8 and 14.
Shoreham Harbour, Sussex
September 10, 21 (twice), 24, October 5, 12, 26 and November 1.
Silloth, Cumbria
September 6.
Skegness, Lincolnshire
September 6 and October 30.
Southend-on-Sea, Essex
September 2, 5, 13, 14, 19, October 4, 5, 11, 12 (twice), 18, 24 and November 30.
Southwold, Suffolk
September 1, 13, 19 and October 11.
Stonehaven, Grampian
September 6, 7, October 10 and 25.
Stranraer, Wigtownshire
September 6.
Tenby, Dyfed
September 6 (twice) and 8.
Tighnabruaich, Argyll
September 27 and 28.
Torbay, Devon
October 18.
Tramore, Co. Waterford
September 21.
Trearddur Bay, Gwynedd
September 4.
Tynemouth, Tyne and Wear
September 21 and 24.
Walmer, Kent
October 2, 18 and 29.
West Kirby, Merseyside
September 13.
West Mersea, Essex
September 11, 12, 14, 27, 28, October 12, 13, 26, November 1, 8 and 29.
Weston-super-Mare, Avon
September 4, 5, 13, 14, 20, October 22, 31, November 2 and 4.
Whitby, North Yorkshire
September 7.
Whitstable, Kent
September 3, 13, 18, October 31 and November 15.

SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1975 to December 31, 1975: Services 2,840; lives saved 1,026

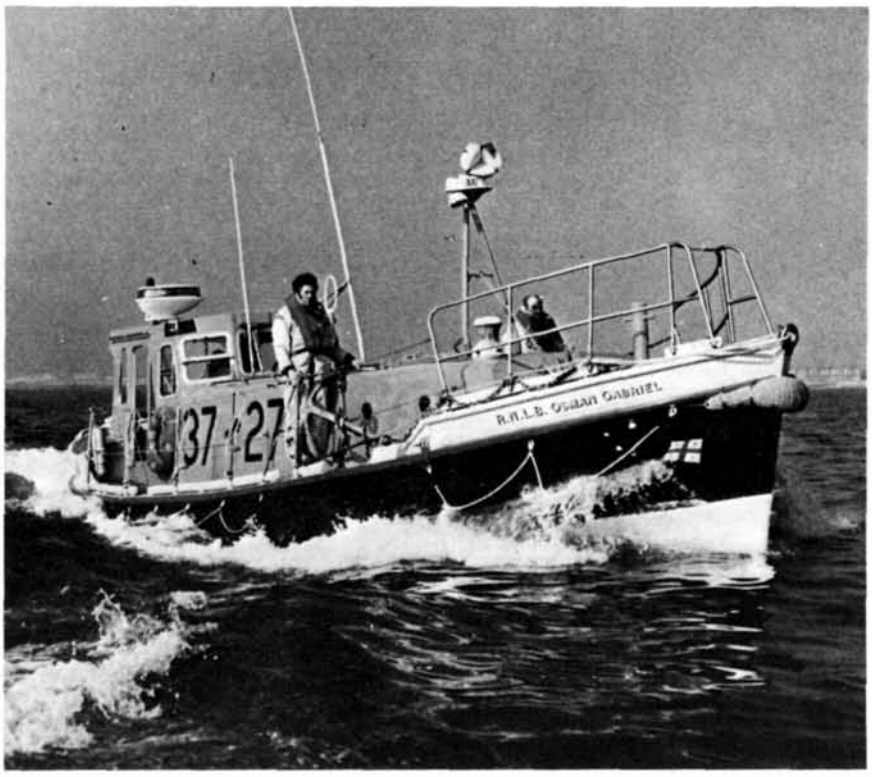
THE STATION FLEET
(as at 31/12/75)

134 offshore lifeboats

123 inshore lifeboats operating in the summer
47 inshore lifeboats operating in the winter

LIVES RESCUED 100,904

from the Institution's foundation in 1824 to December, 31, 1975



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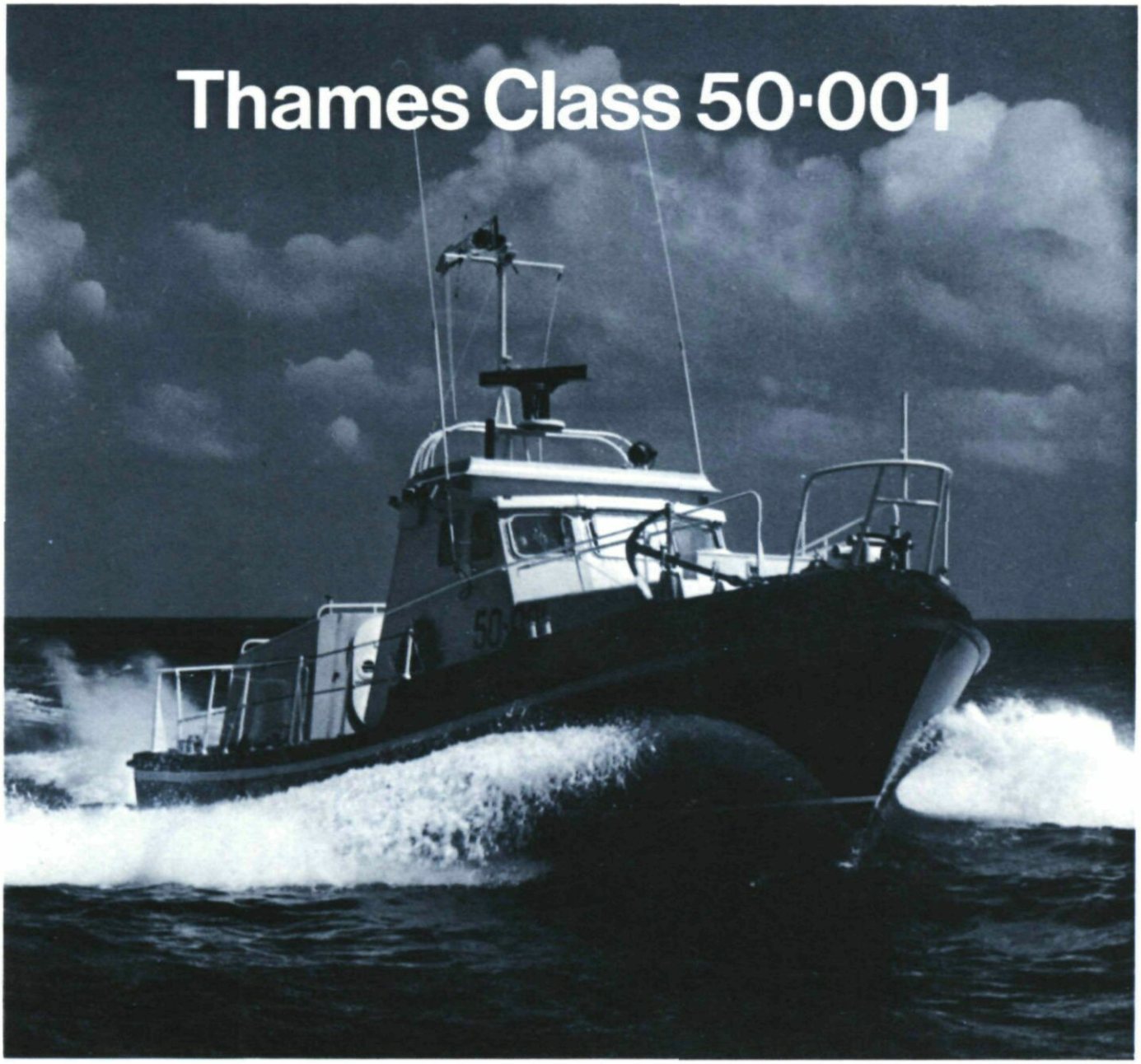

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