THE LIFEBOAT

Volume XLIV Number 457 Autumn 1976 25p

THE BEST WEATHER CLOTHING IN THE WORLD

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

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

WALKING & SAILING WINTER WARM LINER BUOYANT FOAMLINER COMPLETE THE RANGE

ROYAL NATIONAL LIFE BOAT INSTITUTION

Letter of 28 February 1974
from Assistant Superintendent (Stores)

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

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

Ralph Lee, Technical Editor 'Camping & Caravanning'

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

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

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

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

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

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

COLD WEATHER PILE JACKET

About 1100 gms (39oz)
BLACK
The pile fabric is protected against abrasion by an outer of uncoated nylon
Four pockets
Shoulder straps Two way zip
This is NOT an 'Airflow' garment but a foamliner can be inserted to increase insulation and warmth

Bill Boddy in 'Motor Sport'

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

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

... on a very warm day ... in spite of the two waterproof layers there was no condensation ... hanging around an airfield on a bitterly cold day I stayed warm. It's an all-weather job!

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

THE LIFEBOAT

Autumn 1976

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Volume XLIV Number 457

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COVER PICTURE

Coxswain Arthur Liddon of Dover joined the lifeboat crew in 1950. He became assistant mechanic in July 1952, second coxswain in April 1966 and coxswain/mechanic in 1967. He was awarded the silver medal for gallantry for a service on the evening of last December 1, when he took the 44′ Waveney lifeboat Faithful Forester *to the aid of the coaster* Primrose *in storm force winds gusting to hurricane force.* This photograph was taken by Peter Phillips.

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 winter issue of THE LIFEBOAT will appear in January and news items should be sent by the end of October. News items for the spring issue should be sent in by the end of January.

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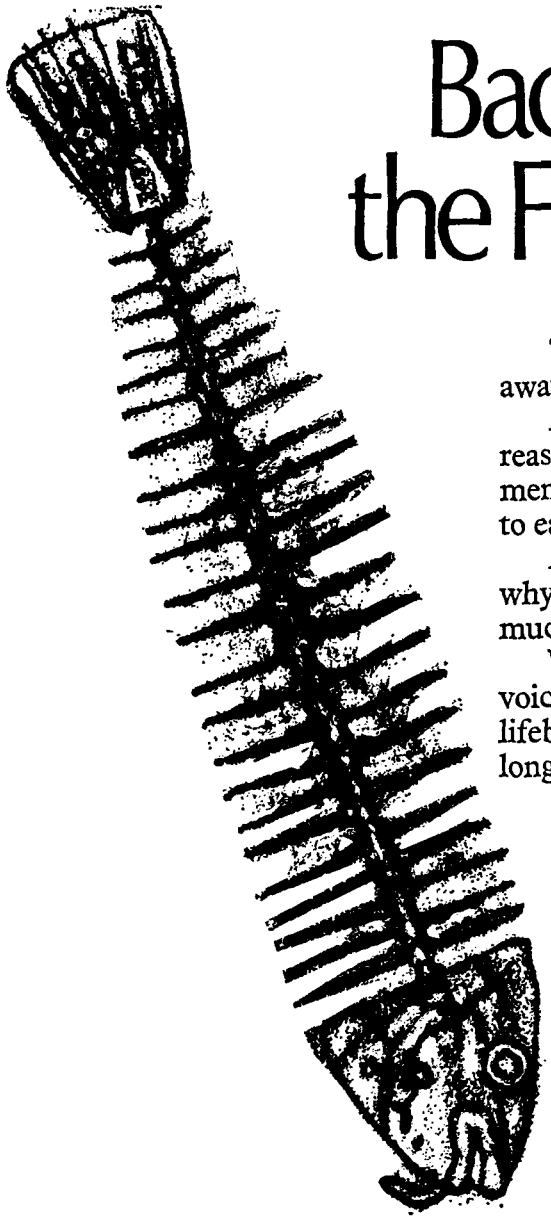


Backbone of the Fishing Trade.

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

TO MARK THE FRIENDSHIP and mutual goodwill shown during the bicentennial celebrations of the American Declaration of Independence a number of leading Americans in Britain have decided to appeal to their fellow citizens to provide a new Waveney lifeboat for the RNLI. Their choice of a lifeboat is gratifying evidence of the esteem in which the RNLI is so widely held.

Perhaps the best known of the Americans who have agreed to serve on the committee is Douglas Fairbanks. Others who have signified their willingness to serve include officials of the United States Embassy, leading service chiefs (Admiral David H. Bagley, Commander - in - Chief U.S. Naval Forces, Europe, is among them), representatives of oil interests, banking, the press and commerce generally. Frank Goodhue, Vice-President of the National City Bank, and Bruce Mitchell, Vice-President and Manager of the Bank of America in London, have agreed to act as honorary treasurers and an account has been opened at the Bank of America at 27-29 Walbrook, London, EC4.

British citizens who have agreed to serve on the appeal committee include two former Prime Ministers, Edward Heath and Sir Harold Wilson, the First Sea Lord and the Chief of the Air Staff as well as former ambassadors, leading industrialists and well known RNLI figures such as the Duke of Atholl, Raymond Baxter and Vice-Admiral Sir Peter Compston.

Details of the progress of the appeal will be announced in future numbers of THE LIFEBOAT.

Rarity of salvage

The old belief that RNLI crews regularly claim salvage is effectively dispelled by a detailed summary of services by RNLI lifeboats to pleasure craft last year. Offshore and inshore lifeboats were launched to the help of pleasure craft 1,604 times in all. The value of the boats they saved is estimated to have exceeded £2 million yet only five salvage claims in all were put forward by crews. The total amount received in settlement is not known, but if divided among lifeboatmen generally it would be extremely unlikely that it would buy them as much as half a pint of beer each.

The number of RNLI services to pleasure craft last year was high, amounting to 63% of the 1688 launches by inshore lifeboats and 46% of launches by offshore lifeboats. By far the commonest reason for calling upon the services of lifeboats was machinery failure. Out of 251 services to pleasure craft by offshore lifeboats when vessels were saved, 127 were to the aid of boats whose engines had failed.

Fire at Southend

The disastrous fire which wrecked Southend Pier on the evening of July 29 and which destroyed the Coastguard station caused the RNLI less immediate damage than had been feared. The two inshore lifeboats, an Atlantic 21 and a 16′ D class boat, which are kept on the pier were launched while the fire was raging. They helped the fire brigade throughout the night and on the following day, as did the Sheerness lifeboat which regularly transported men and equipment. At 1.30 am the inshore lifeboats answered an emergency call which proved to be a false alarm.

The lifeboat house was not seriously damaged but it happened that plans had been made to install a permanent lifeboat exhibition in the boathouse on the day following the fire. Characteristically the Southend branch decided to press ahead with the setting up of the exhibition with as little delay as possible.

Mumbles Memorial

A memorial window is to be placed in the parish church of All Saints, Oystermouth, to the memory of eight men who gave their lives nearly 30 years ago. They were the crew of The Mumbles lifeboat who put out on April 23, 1947, in storm force winds rising to a hurricane to go to the help of the steamer *Samtampa*. The whole lifeboat crew were lost. The coxswain, William John Gammon, was a gold medallist who had won his award for the rescue of the 42 crew from a Canadian frigate three years earlier. The lifeboat which replaced the one lost at the time of the disaster bore William Gammon's name.

New lifeboat societies

Bermuda's first lifeboat was formally named *Deborah B* on Sunday, May 9. She came from New Zealand and was presented by the Hon. Dudley Butterfield, whose wife named the boat. On the evening following the naming ceremony she was called out to a fishing boat which had run out of fuel. The wife of the owner of the fishing boat had notified the police as she had not realised that the Bermuda Search and Rescue Institute had come into being. Captain Sir David Tibbits, who was in Bermuda at the time of the naming ceremony, represented the RNLI, which has been in close touch with N. Lishman, Secretary of the Bermuda Search and Rescue Institute, who was a delegate

On July 6 HRH *The Duke of Kent, President of the RNLI, visited three Scottish lifeboat stations: Invergordon and Macduff, both established in 1974, and Buckie, established in 1860. At each the Duke inspected the lifeboat and met lifeboatmen, their families and station officials and he is seen in this picture, at Buckie, shaking hands with Kevin Philip, son of Assistant Motor Mechanic Gordon Philip (extreme right); introducing them is Coxswain George Wood.*

photograph by courtesy of W. F. Johnston

to the Twelfth International Lifeboat Conference at Helsinki in 1975.

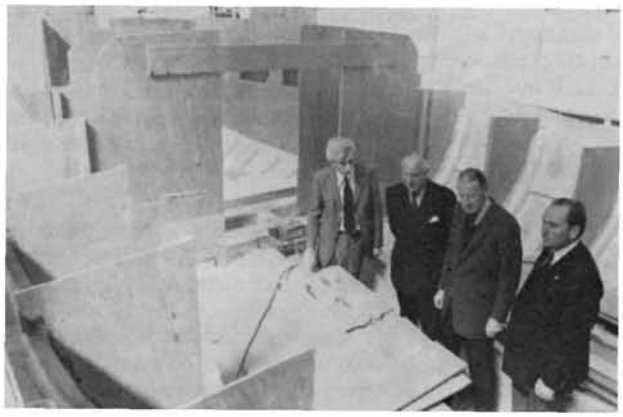
The RNLI has also received a letter from J. M. Kooijman of the Citizens Rescue Organisation of the Netherlands Antilles, whose headquarters are in Curacao, stating that funds are being raised to purchase equipment for a new rescue institute. This institute will, the letter stated, be 'drawn after the lines of your prestigious organisation and both Dutch counterparts'. The new institute hopes to obtain at 40′ utility-boat from the United States Coast Guard and is planning to purchase an Atlantic 21 ILB.

Deborah B, *Bermuda Search and Rescue Institute's first lifeboat is a 15′ GRP Hamilton jet-propelled open launch from New Zealand. On service around Bermuda she will be operating in waters beset with coral reefs and shallows: she draws less than a foot.*

Pressure of space

From time to time we are asked why fewer accounts of services by lifeboats appear in THE LIFEBOAT today than was the case ten, twenty or more years earlier. At one time this journal consisted largely of a historical record of the actual services carried out by lifeboats, but with the huge increase in the number of calls which occurred in the 1960s, largely because of the pleasure boat explosion, it became impossible to maintain this record within the confines of a quarterly journal. The opportunity was then taken to change the nature of the journal, a process which has continued steadily. Our aim now is to produce a high quality magazine of interest to all who care for the lifeboat service, both crew members and those who are actively engaged in the fund-raising branches and guilds, as well as the growing number of members of Shoreline.

Today we find continual pressure on our space, and while it is our firm policy to pay due attention to the many outstanding services carried out by lifeboats we find it impossible to record all services in any detail. This is a cause for regret, but we have to make the choice between an attractive magazine with a wide and growing circulation and something approximating to the old historical record. We hope our readers agree that we are making the right choice.



The AGM and Presentation of Awards
Royal Festival Hall
TUESDAY, MAY 17, 1977

(Left) The future Yarmouth, Isle of Wight Arun lifeboat hull building at Halmatic, Havant. During a visit in April, (l. to r.) C. G. Dove, Chief Designer, Halmatic, showed the new boat to Major-General R. A. Pigot, president of the Isle of Wight Lifeboat Board, L. W. Noton, honorary secretary, Yarmouth, and Coxswain David Kennett. Yarmouth lifeboat appeal has already reached nearly £10,000.

photograph by courtesy of The News, Portsmouth

(Below) Members of Huddersfield ladies' lifeboat luncheon club visited Flamborough this summer to take part with members of Flamborough ladies' guild and luncheon club in a memorial service to the late Mrs Mabel Greenhalgh, first chairman of Huddersfield ladies' guild and founder chairman of its luncheon club. Mrs. Greenhalgh died in 1960; her family owned the land on which Flamborough lifeboat station is built. photograph by courtesy of Dennis Dobson

At the South East District Conference George A. Hodgkins (r.), vice-president of Reigate and Redhill branch, presented a cheque for £10,000 to Vice-Admiral Sir Peter Compston, KCB, chairman of the Fund Raising Committee, watched by the branch chairman, F. Carl Seager, MBE. The gift, together with one from Lions International South East District, will be used to provide an Atlantic 21 and her boathouse at Brighton. She will be named Lions International District 105SE. *A station branch committee has been formed at Brighton and a free berth in the new marina has been given to the RNLI by Brighton Marina Company.*

photograph by courtesy of Kent and Sussex Courier

LIFEBOAT SERVICES

South Eastern Division

Boarding boat rescue from saltings

REQUESTING THE LAUNCHING of Calshot lifeboat at 2207 on Thursday, January 29, HM Coastguard told the honorary secretary that at 2054 a red flare had been reported in Ashlett Creek and. in view of the very shallow water in this marsh area, Hamble Rescue, one of the several independent rescue units operating in the Solent, had been asked to help. Their inshore rescue boat, a Boston whaler, launched from Hamble and set course for Ashlett Creek, but, as a result of the severe weather, had difficulty in finding the channel in the creek and when first one and then both engines failed she was, at 2201, driven ashore on to the saltings.

Thus, at 2207, the Ashlett Creek area contained two separate boats in difficulty with a total of three people in jeopardy.

Calshot crew were called out by 'bleeper' and the 40′ Keith Nelson lifeboat *Ernest William and Elizabeth Ellen Hinde* slipped her moorings at 2220 and ran north towards Ashlett Creek, towing Calshot's 15′ 6″ RFD inflatable boarding boat. Coxswain James Mayor had decided before slipping that because of the shallow marshy nature of the area the lifeboat would not be able to get close enough to effect a rescue direct or by breeches buoy; any chance of success depended on the use of the almost draftless inflatable dinghy.

Calshot Coastguard recorded the wind to be 140°T, gale force 8 gusting at times to severe gale force 9. It was high water; visibility about five nautical miles. It was bitterly cold with an air temperature of 1°F below zero. Gales from the south east had been blowing continuously for the previous 24 hours.

By 2226 *Ernest William and Elizabeth Ellen Hinde* had covered the mile distance between her moorings and the entrance to Ashlett Creek and anchored. Calshot Coastguard mobile ashore in the area recorded wind direction east south east, 44 knots (force 9).

At 2240, not without difficulty in the prevailing weather, the boarding boat set off from the lifeboat under power from her 6 hp outboard with Crew Members Peter King, Christopher Smith and John Street, aboard. Coxswain Mayor had flares placed aboard the inflatable before allowing her to leave but, still concerned about the lack of radio communication, asked that Calshot mobile should advise the lifeboat immediately the inflatable was first sighted and then send regular reports.

The south-easterly sea was breaking across the marshes which appeared one mass of white water both from the land and from seaward. Having located the entrance to Ashlett Creek the boarding boat went up the channel and reached the first casualty at about 2300, where a man was transferred to the RNLI inflatable and landed ashore to the Coastguard Land Rover at Ashlett Quay at 2320.

At 2325 the boarding boat left Ashlett Quay to start the search for the Hamble inshore rescue boat. At about 2330 the second casualty was sighted aground on the marshes some several hundred yards off the main channel. The tide had now started to ebb and it was clear that the Hamble boat would be marooned on the marshes all night in sub-zero temperatures.

The next 15 minutes were the most difficult of the service. The area comprises numerous banks and gullies, so that the boarding boat was constantly grounding. For most of the two to three hundred yards the crew took it in turns to drag the boat over the mud banks. Two of the crew would drag the boat while the third man remained aboard to give help as required. The two crew hauling were frequently up to their armpits in water and at times out of their depth, having to be pulled on board by the third member of the crew.

At 2345 Peter King, Christopher Smith and John Street had dragged the boarding boat up to the grounded Boston whaler where both occupants were found to be extremely cold and numb. The two Hamble crew members were taken safely aboard the inflatable, the whaler abandoned, and at 2351, the journey to rejoin Calshot lifeboat begun. Once again, until the channel was reached, the three Calshot crew members drove and hauled the boarding boat over the undulating marsh of the saltings. Once into deeper water, course was set for *Ernest William and Elizabeth Ellen Hinde*, lying off the creek entrance at anchor. As soon as she was clear of the little amount of lee provided by the creek the boarding boat was taking head seas continuously and was full most of the time so that all aboard were up to their waists in water. The wind was estimated to be east south east force 8 to 9 with 5 to 7 foot seas.

By 0030 five very cold and numb men had laid the boarding boat alongside the lifeboat and had been helped below where blankets and hot drinks awaited them. All were so exhausted that they had been unable to climb aboard the lifeboat unaided. The 6 hp Evinrude boarding boat engine had given unfailing service even on the return across the marshes when it was partially under water at times.

Ernest William and Elizabeth Ellen Hinde with the boarding boat in tow set course for her moorings, which were reached at 0115. Five minutes later the Hamble Rescue crew had been taken ashore and were in the care of the Coastguard.

For this service the bronze medal for gallantry was awarded to Crew Members Peter J. King, Christopher J. Smith and John A. Street. Medal service certificates have been presented to Coxswain James A. Mayor, Second Coxswain James W. M. Collis, Motor Mechanic Samuel L. Tanner and Crew Member Raymond Scholes.

Calshot: (l. to r.) Crew Members John Street, Christopher Smith and Peter King with the inflatable boarding boat in which they rescued three men from Ashlett Creek on the night of January 29. Winds were gale force 8 gusting to severe gale force 9, the temperature below zero.
photograph by courtesy of Southern Evening Echo

Scotland North Division

Crew of five rescued

ABERDEEN LIFEBOAT, the 52′ Barnett *Ramsay-Dyce*, slipped her moorings at 1854 on Friday, March 12, and headed for Aberdeen Bay, after information had been received from HM Coastguard that MFV *Karemma* was broken down outside the harbour.

The weather was overcast and clear with a south-easterly wind force 7. Very rough, heavy seas were breaking in Aberdeen Bay and the tide was two hours after low water.

Ramsay-Dyce cleared the harbour

Karemma *ashore after her crew of five had been taken off by the 52′ Barnett lifeboat* Ramsay-Dyce *on her last service at Aberdeen . . .*

photograph by courtesy of Aberdeen Journals

breakwaters at 1858, her engine speeds being adjusted frequently as she felt her way through the seas; throughout the service Acting Coxswain Charles Begg manned the helm and Motor Mechanic Ian Jack manned the engine controls, the whole crew working as a perfect team.

Karemma had no steerage and although she had been using engines astern to try to combat drift she had been driven north and west by the wind and was slowly being driven towards the beach. A tug, *Sea Trojan*, trying to salvage *Karemma*, had gone alongside to put a line aboard, but she had rolled and damaged the MFV and the line had parted. When the lifeboat reached the casualty at 1913 the tug was lying off.

By this time *Karemma* was about four cables due east of the pavilion and heading west. As the lifeboat approached, the MFV crew first asked for a towline to be passed, but agreed to abandon ship when the nearness of the surf was pointed out.

With skilful use of helm and engines the lifeboat went alongside, port side to starboard quarter. Two survivors were quickly taken off before a steep, rolling sea first drove the casualty down on to the lifeboat and then separated the two vessels, filling the wheelhouse of the lifeboat and rushing into the after cabin.

At this time flood tide against wind was steepening the heavy seas and causing the tops to roll, the effect being magnified by the ever-nearing beach. By skilful manoeuvring *Ramsay-Dyce* was again brought alongside *Karemma* in the same position as before, a rope was passed from the casualty and made fast to the lifeboat's bow and two more survivors taken off. Once again a sea forced *Karemma* down on to *Ramsay-Dyce* before rolling her away, breaking the rope and separating the two boats. The lifeboat was brought alongside a third time; the fifth and last survivor was taken aboard and *Ramsay-Dyce* then cleared astern. It was 1930 and *Karemma* was about three cables east of the dance hall.

Ramsay-Dyce headed south and east to gain sea room before streaming her drogue to re-enter harbour through the very confused cross sea and swell. She berthed at her mooring with all five survivors aboard at 2010 after what was to be her last service at Aberdeen before being replaced on station by the 54′ Arun lifeboat *BP Forties*.

For this service, carried out quickly and efficiently with great courage, the bronze medal for gallantry was awarded to Second Coxswain Charles Begg. The thanks of the Institution inscribed on vellum were awarded to Motor Mechanic Ian Jack and medal service certificates were presented to Assistant Mechanic George Walker and Crew Members William Cowper, Andrew Walker and Francis Cruickshank.

North Western Division

Canoes caught out

WHILE ON EXERCISE, on Saturday May 15, Beaumaris ILB *Blue Peter II* learned, at 1350, that a group of 20 canoeists from the Nelson Outdoor Pursuit Centre at Llanfair were out in the Menai Straits opposite Moel-y-Don and had been overtaken by bad weather. Eight canoes had capsized. A safety boat was in attendance but could not fully deal with the situation. A rescue helicopter from RAF Valley had been alerted.

There was a south-westerly gale blowing. The tide was running against the wind, resulting in steep, 6′ waves with breaking crests. Visibility was moderate and it was raining.

Three canoeists were picked up and taken on board the ILB and one of the capsized canoes was taken in tow to Port Dinorwic where the survivors were landed.

The ILB returned to the scene and continued to search, when it was learned that another survivor had been rescued by a local boat. The remaining canoes had been lashed together to form rafts and had made their way ashore.

The ILB eventually returned to her station and was re-housed at 1830.

A donation to branch funds was received from the Nelson Outdoor Pursuit Centre.

Western Division

Capsized motor cruiser

AT 1150 ON FEBRUARY 22, Skipper Tony Meyler, on board MFV *Western Seas* lying alongside in Aberystwyth Harbour, was told by Peter Kokelaar that the motor cruiser *Annabel II* had just capsized in heavy surf near the harbour entrance. Aberystwyth ILB was tempo-

. . . First service of Aberdeen's new lifeboat, the 54′ Arun BP Forties, *on July 28, was to Peterhead fishing boat* Westerdale, *which reported flooding in her engine room.* BP Forties *reached* Westerdale, *38 miles offshore east of Aberdeen, within two hours, transferred a heavy pump to the fishing boat in a fresh to strong wind and choppy sea and then escorted her back to harbour.*

rarily off service and it had been arranged by the station that *Western Seas* should act as standby boat for emergencies.

Telling his crew to prepare his boat for sea, Skipper Meyler ran up on to the promenade to ascertain the position of the casualty; she was lying upside-down in a very heavy ground swell and surf with her bows pointing south west, about 150 yards west north west of the end of the north harbour arm and setting north-eastwards into shallow water. Survivors could not be seen and, knowing the vessel's layout, Tony Meyler assumed that her crew must be trapped in the wheelhouse. *Western Seas* sailed at 1153 with seven men on board, all but one of them ILB crew members.

The wind was offshore, south east force 5, and a very heavy ground swell, 12 to 14 feet high, was sweeping clear over the south harbour arm. Visibility was good and the sky overcast. It was about three quarters of an hour before high water, and the tidal stream was setting north north east at about 1 knot.

On arrival at the harbour entrance, *Annabel II* was seen, rising and falling on the ground swell, about 60 yards from the north arm and still drifting to the north east. Alan Blair, a volunteer crew member and senior inshore lifeboatman at Aberystwyth, having offered to swim on a line to the casualty to attempt an underwater search, Tony Meyler approached *Annabel II* and hove to about 80 to 90 feet to seaward of her, Wearing his ordinary clothing and an RNLI lifejacket, Alan Blair entered the water attached to a 2″ polypropylene rope. He was tended from the stern of *Western Seas* by Keith Stone, joint owner of the fishing vessel and her regular crew and also an ILB crew member.

Alan Blair, hampered by his clothing, lifejacket and heavy surf, succeeded in reaching the casualty and banged on the up-turned hull, but there was no response. The time was 1200; more than ten minutes had passed since the capsize. Regardless of his own safety, Alan Blair surface dived three or four times in an effort to see if the crew were trapped beneath the boat, but visibility was poor in the confused and shallow water. The violent movement of the boat prevented him from swimming under it. He continually banged the hull in the hope that the crew were trapped in an air space.

Using the bight of his safety line, Alan Blair tried to secure it to the fore-deck cleat of the up-turned boat, but was prevented from doing so by the rise and fall and breaking surf. He eventually succeeded in securing the line to the boat's pulpit rail and passed the signal to *Western Seas* to start towing. The time was 1205.

Tony Meyler estimated that there was only about four feet of water beneath his boat when in the trough of the ground swell, and was relieved to receive the signal to start towing. *Western Seas* was headed westward into the sea and began to tow *Annabel II* into deeper water but, shortly after the tow started, Tony Meyler was suddenly forced to increase speed to maintain steerage way as an exceptionally high breaking wave swept down on to *Western Seas*. The sudden increase in tension on the tow line tore the pulpit rail off *Annabel II's* foredeck. Alan Blair, still attached to the line, was dragged through the water and became fouled by the pulpit rail. *Western Seas* was stopped, Keith Stone slacked away on the tow line and Alan Blair was able to release himself from the line. With the line inboard, Tony Meyler took *Western Seas* in a round turn to port and hove to about 30 feet off the casualty. A lifebelt attached to a line was thrown to Alan Blair who was trying to swim towards the fishing vessel. He was pulled back on board *Western Seas* at 1210, having been in the water for about 13 minutes at an estimated sea temperature of 46°F.

Western Seas stood off into calmer waters and it was the unanimous opinion of all on board that, with the casualty drifting north-eastwards towards the beach, there was little they could do, and that there was very little chance of finding anyone alive in *Annabel II*.

Returning to harbour at 1224 the crew of *Western Seas* went straight to the beach to help recover the casualty, which was almost ashore. She was pulled into the spent surf at 1230 and righted. Her cabin was found to be smashed and two bodies were recovered and placed into the care of a local hospital surgeon and ambulance crew. The wrecked boat was secured to the promenade railings and left to dry out as the tide fell away.

For this service the bronze medal for gallantry was awarded to Senior Crew Member Alan Blair. The thanks of the Institution inscribed on vellum have been accorded to Tony Meyler, skipper of MFV *Western Seas* and ILB crew member, and medal service certificates presented to Keith Stone, crew of *Western Seas* and ILB crew member, Leonard Gurnett, deputy launching authority Aberystwyth, Crew Members Tommy Ridgeway and Graham Edwards, and Robert Lewis, a volunteer.

Scotland South Division

Adrift on ebb tide

TWO SAILING DINGHIES capsized off Crail Harbour were reported to the honorary secretary of Anstruther lifeboat station by HM Coastguard at 1524 on Saturday, May 8. A local rescue boat had been asked to go out and the call was a forewarning. The lifeboat crew were alerted, but at 1530 the emergency was cancelled and the crew stood down. At 1605 the Coastguard telephoned again, requesting the launch of the lifeboat as the rescue boat had broken down and one of the dinghies was still adrift and being swept north-eastwards on the ebb tide.

It was cloudy with good visibility, a moderate to fresh south-westerly breeze was blowing and the sea was choppy when, at 1632, the 37′ Oakley lifeboat *The Doctors* was launched. She set off at full speed as the casualty was by now heading for The Brigs.

At 1714 the lifeboat came up with the casualty, a Mirror dinghy with two people on board. Both people and boat were taken on board the lifeboat, which returned to her moorings at 1830. She was re-housed at 2028.

North Eastern Division

Engine failed

MEMBERS OF REDCAR ILB CREW, standing by in the boathouse on Thursday morning, June 10, sighted, at 1000, a red flare beyond Saltscar Buoy some three miles east of the ILB station.

The ILB was launched at 1005 in a a near gale blowing from the west south west. Visibility was good. Reaching the casualty, *High Hopes*, at 1012 she found that the motorboat's engine had failed and her anchor was dragging. She was drifting seawards. One of her crew was taken on board the ILB but the other two remained in *High Hopes* while she was taken in tow to Redcar beach.

The ILB returned to her station and was re-housed at 1200.

Western Division

Fire

HM COASTGUARD INFORMED the honorary secretary of Cardigan ILB station at 1224 on Wednesday, June 16, that a vessel was on fire four miles north of Cardigan Head. There was moderate visibility and a light westerly breeze. The sea was choppy and the tide was at two hours ebb, when, at 1233, the ILB was launched. She reached the casualty, the converted fishing vessel *Suandra*, some 12 minutes later and found that her crew of two had taken to their dinghy as *Suandra* had on board some 800 gallons of fuel and numerous diving air cylinders and there was a serious risk of explosion.

The two men were taken on board the ILB and the explosion hazard was reported to the Coastguard, who asked the ILB to keep well clear of the blazing boat but to remain in the vicinity to warn off shipping.

Meanwhile, a helicopter had been alerted and the New Quay 37′ Oakley lifeboat *Birds Eye* had been launched, at 1255, and was on her way to relieve the ILB. The boom defence vessel *Uplifter* was also on her way and on arrival at 1314 began dealing with the fire.

Birds Eye arrived at 1330, the two survivors were transferred to her and

she remained in the vicinity until 1545, by which time the fire had been extinguished. The ILB returned to Cardigan where she was re-housed at 1540.

The owner of *Suandra* borrowed two pumps from *Uplifter* and, with the help of two of the lifeboat's crew, these were manned while the boat was being towed by *Birds Eye* to New Quay.

On arrival, at 1840, *Suandra* was beached and her crew put ashore. The lifeboat was eventually re-housed at 0030 on June 17.

South Eastern Division

Near gale in Chichester Harbour

A CAPSIZED SAILING DINGHY with children and an adult in the water, sighted at the entrance to Emsworth Channel some five miles from Hayling Island ILB station, was reported to the honorary secretary by HM Coastguard at 1412 on Friday, May 14.

There was a near gale blowing from the south west, the sea was moderate and there was a full spring tide ebbing at the main area of operations. As the weather and sea were so forbidding, the ILB station was already manned. Within a minute the ILB was launched and ten minutes later found the capsized dinghy, from a sailing school, with three children and an elderly man, who had been keeping the situation under control, clinging to the hull. Conditions were far from easy with strong winds against the ebb tide, but they were all taken on board and landed, none the worse, at Emsworth Quay.

Meanwhile, a helicopter which had been called to the scene reported a capsize in an isolated position some seven miles off in Thorney Channel. No crew were evident. As the ILB was so far off and already occupied, the Hayling Island Sea Rescue and Research Organisation (HISRrO) inflatable rescue boat was launched. She reached the scene of the capsized dinghy in about five minutes and, finding no sign of the crew, began a search.

Having landed the crew of the first capsize, the ILB was making full speed for this new incident when she came upon the sailing school's attendance boat towing in the first dinghy. Just at this moment, the attendance boat had her propeller fouled by a rope, but the ILB's swimmer soon had it cut free, enabling the boat to go on her way with her tow.

The ILB continued on her course to the scene of the second incident, where her crew saw three people on an isolated sandbank; not, as it happened, from the abandoned sailing dinghy but from a cruiser which had grounded and had been towed off by another craft—they had gone over the side to lighten and push their boat off and had been left behind. The HISRrO inflatable, being the lighter of the two rescue boats, was asked to rendezvous with the ILB and effect the rescue of the three stranded people, all elderly, and take them to Itchenor, leaving the ILB to continue the search for the crew of the capsized dinghy.

After landing these three people at Itchenor, the HISRrO inflatable returned to the scene and towed the capsized dinghy to West Wittering, where she was registered. They also tried, without success, to obtain information about her owner. The Coastguard later found out that her crew of three had been picked up by a passing boat, but meanwhile the search had continued.

Two further events intervened at this time. A large day cruiser, *Merry Dancer*, had run into rough water over Chichester Bar and had been dismasted. This incident was 'under control' but needed 'checking out'.

The second incident was a capsized sailing dinghy with two crew clinging to her which was being swept out on the strong tidal outfall towards the very rough sea off West Wittering. The honorary secretary decided that the dinghy's crew were in the greater danger and diverted the ILB to her, sending the HISRrO inflatable to *Merry Dancer*.

The ILB finally picked up the dinghy's crew of two, cut clear the buckled mast and gear and returned all to Hayling Island Sailing Club. The HISRrO boat escorted *Merry Dancer* to the calmer waters of the harbour.

Both rescue boats returned to their station and were re-housed at 1740.

Ireland Division

Broken mast

A RED BAY CREW MEMBER, N. Murray, saw from his home a sailing dinghy in trouble on Saturday, June 12. He informed the deputy launching authority and the call out was signalled at 1915. The ILB launched three minutes later and set course for the dinghy, two miles south east of the station. The wind was westerly, strong force 6 gusting to near gale force 7. The dinghy, with a three-man crew, was found to have her mast broken in three places. She was towed back to the slipway. The ILB was re-housed at 1950.

Scotland North Division

Danish fishing vessel aground

KIRKWALL COASTGUARD fired maroons to alert the lifeboat at 2045 on Friday, March 5, having seen a fishing vessel, *Marianne Bodker* of Denmark, ashore on Coubister Skerries.

The 70′ Clyde lifeboat *Grace Paterson Ritchie* set out at 2055 and found *Marianne Bodker* aground, pounding and rolling heavily. The wind was southerly, blowing at gale force, the sea was rough and it was low water. The lifeboat had great difficulty in approaching the casualty owing to the shallow water and reefs and did in fact touch bottom, slightly damaging one of her propellers.

Eventually a towline was made fast and at 2310, after several attempts, *Grace Paterson Ritchie* succeeded in refloating *Marianne Bodker* and escorted her into Kirkwall, where the fishing vessel was examined by a diver for possible damage. The lifeboat returned to her moorings at 0045 on March 6.

A donation was made to the Institution by the fishing vessel's insurance brokers.

Western Division

Engine broken down

ON TUESDAY, MAY 11, HM Coastguard informed the honorary secretary of Tenby lifeboat station at 1337 that a motor yacht, *Jondee* of Saundersfoot, was in trouble 300-400 yards off Lydstep Head, some five miles west of the lifeboat station. Her engine had broken down and she was dragging her anchor.

There was a moderate south-westerly breeze and the tide was four hours flood. Had *Jondee* continued to drag her anchor she almost certainly would have been wrecked on Lydstep Head, where heavy surf was breaking. She had a crew of two and eleven other people on board.

The 46′ 9″ Watson lifeboat *Henry Comber Brown* was launched at 1347, closed the casualty at 1415 and took her in tow to Saundersfoot, where they arrived at 1515. The lifeboat then returned to her station and was re-housed at 1630.

South Western Division

On edge of surf

A DORY IN TROUBLE just outside the surf at Polzeath, six miles west of Port Isaac lifeboat station, was reported to the honorary secretary by HM Coastguard at 1751 on Sunday, May 30.

It was overcast with visibility about four miles. There was a fresh south-south-westerly breeze, the sea was moderate and the tide was at five hours flood when, at 1754, Port Isaac ILB was launched. She came up with the casualty, the 13′ dory *Yukkie* with two people on board, at 1818. Meanwhile the yacht *Mandriella*, which had gone to *Yukkie's* assistance, found herself in difficulties as her steering linkage had parted.

There was a heavy swell running and both boats were within minutes of being enveloped in the surf. Fortunately another vessel, *Tri-Star* of Padstow, was in the vicinity and went to the help of *Mandriella*, taking her in tow and leaving the ILB free to take *Yukkie* in

tow. Both boats were towed to Rock where their crews were landed. The ILB returned to her station and was re-housed at 1949.

North Western Division

Escort

A CARGO VESSEL, *Ivy*, taking water and listing 15 miles south of Douglas Head, was reported to the honorary secretary of Douglas lifeboat station by HM Coastguard at 0900 on Saturday, January 3, and at 0920 the 46′ 9″ Watson lifeboat *R. A. Colby Cubbin No. 1* launched in a north-west gale with rough sea and good visibility. It was three hours to low water.

The lifeboat came up with *Ivy* at 1034 and started to escort her to a safe anchorage in Douglas Bay; but, only three miles from shore, the cargo vessel changed course and headed out to sea. The lifeboat followed and when the cargo vessel stopped engines four miles south east of Douglas Head, Coxswain John Griffiths persuaded her captain to accept an escort to safe anchorage. Two-and-a-half miles from shore, however, *Ivy* again stopped engines.

At 1300 *Ivy* lowered her ship's lifeboat and *R. A. Colby Cubbin No. 1* went alongside and took on board the crew of seven, although, after some discussion with his captain, the engineer rejoined his ship.

Second Coxswain Robert Corran went on board and having persuaded the captain to accept an offer of help, acted as pilot when, at 1502, *Ivy* made her way to Douglas Bay. Meanwhile the lifeboat headed for station with six crew members from *Ivy* on board; they were landed at Douglas at 1539 before *R. A. Colby Cubbin No. 1* took customs officials out to the cargo vessel and retrieved the second coxswain. After giving all the help she could, the lifeboat left the cargo vessel at 1708 and returned to station at 1810.

Next morning, at 0915 on Sunday, January 4, the Coastguard informed the honorary secretary that, as the weather was deteriorating and *Ivy* was at anchor in Douglas Bay with only two crew on board, her captain should be advised to move to a safer anchorage in Ramsey Bay. The captain disagreed and refused to move.

At 1315, in view of the weather conditions, the lifeboat was placed on standby. The rest of the crew of the cargo vessel, who were still ashore, did not wish to rejoin their ship, but the captain still refused to move. As there was little the lifeboat could do in the circumstances the standby was cancelled at 1450.

Some two hours later word was received that the cargo vessel had weighed anchor and was sailing eastwards.

At 1615 *R. A. Colby Cubbin No. 1* launched in a south-west-by-west strong breeze with a rough sea and poor visibility and escorted *Ivy* until, at 1659, Ramsey lifeboat took over. She returned to station at 1735.

Eastern Division

On service 11 hours

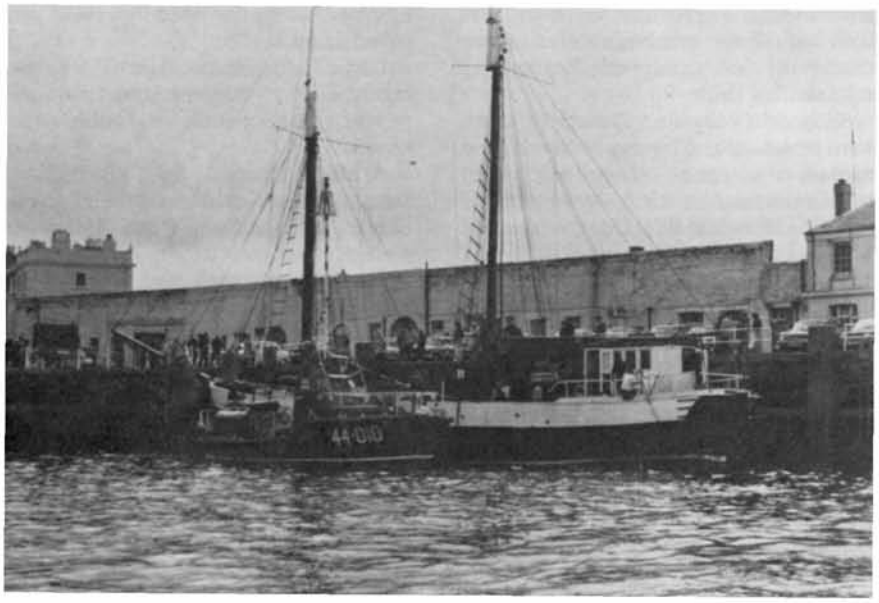
ON MONDAY, MAY 31, HM Coastguard informed the honorary secretary of Walmer lifeboat station that a cabin cruiser had broken down in a position some three to four miles south east of the lifeboat station; she was drifting towards the Goodwins and needed help. An accompanying cabin cruiser was unable to close her because she was too near the sandbanks.

There was a gentle to moderate west-north-westerly breeze, the sea was choppy and it was low water. Visibility was poor with misty rain.

At 1816 the 37′ 6″ Rother lifeboat *Hampshire Rose* was launched. She set

Douglas lifeboat, the 46′ 9″ Watson R. A. Colby Cubbin No. 1, *which kept watch over cargo vessel* Ivy, *taking water and listing, on January 3 and 4, is seen here launching to the aid of the pleasure boat* White Rose *at 1945 on Monday, July 28, 1975. On reaching* White Rose *at 2000 it was learnt that the machinery defect which had caused the trouble had been put right, and the lifeboat escorted her back to harbour.*

photograph by courtesy of Stanley Hughes



Plymouth: 44′ Waveney lifeboat Thomas Forehead and Mary Rowse II *lying alongside the yacht* Roy Fra Masnedo *of Falmouth, after towing the 94-ton ex-Baltic trader safely into Millbay Docks from one mile south of Burgh Island on the night of May 1 and 2. The wind was north-north-easterly, fresh to strong and the sea rough. Second Coxswain F. E. Jago was in command during what was a long and difficult tow.*

photograph by courtesy of Patrick Marshall

course for the casualty but on the way received a radio call from the Coastguard saying that another cabin cruiser in the vicinity of East Goodwin Lightvessel was making water badly and needed help. Coxswain Bruce Brown told the Coastguard that he would close the first casualty, take off her crew, anchor her in a safe position and then go on to the East Goodwins area.

At 1850 *Hampshire Rose* was alongside the first casualty, a 22′ cabin cruiser *Phase II*. Her crew of three were taken aboard the lifeboat but considerable difficulty was experienced in anchoring her due to damage forward and lack of cable length. However, the lifeboat crew did the best they could and then, as there was not enough water for them to steam directly north-eastwards to the lightvessel, made a detour round South Calliper.

The lightvessel was reached at 2100 and the 36′ cabin cruiser *Raven* was found made fast astern, her sole occupant exhausted with pumping and bailing. The lifeboat crew helped with the pumping out and eventually *Raven* was taken in tow around Goodwin Knoll and into Ramsgate Harbour.

Meanwhile, the Coastguard had despatched a local boat to tow *Phase II* into Dover but, because of poor visibility in fog and misty rain, she could not be found.

Coxswain Brown left Ramsgate and made for the southern Downs to search for her and, with the help of the Coastguards, a radar echo was spotted off Kingsdown. Continuing on course the lifeboat found this to be the missing *Phase II*, dragging her anchor. With some difficulty a towline was made fast and Ramsgate Harbour was reached in safety.

Hampshire Rose eventually returned to her station at Walmer at 0520 on Tuesday, June 1, having been on service for over 11 hours.

South Eastern Division

Immediate help

A REQUEST FROM HM COASTGUARD to evacuate a severely scalded baby from Hayling Island was received at Eastney ILB boathouse at 1740 on Sunday, June 27. The duty crew immediately launched the Atlantic 21 *Guide Friendship II* and embarked the baby, mother and a member of the Havant Ambulance Service. All three were landed at Eastney beach at 1744 where an ambulance was waiting to rush the mother and her injured baby to the Royal Hospital under police escort.

Guide Friendship II returned to station and was re-housed at 1748, the whole action from receipt of the first information to re-housing lasting only eight minutes. The prompt action of Eastney ILB had helped to save the baby's life.

Ireland Division

Fishing boat sinks

ROSSLARE HARBOUR PORT AUTHORITY informed the deputy launching authority at 2220 on Saturday, June 19, that MFV *Hopeful* with two men on board was taking water and sinking rapidly in a position about two miles north west of the lifeboat station.

The sea was calm and the tide two hours before high water when, at 2235, the 48′ 6″ Solent lifeboat *R. Hope Roberts* left her moorings. She came up with the casualty ten minutes later and immediately took on board the crew of two. An attempt was made to tow *Hopeful*, but by this time she was awash and after a very short tow she sank.

The lifeboat, with the two survivors on board, returned to her station and was re-moored at 2355.

Scotland North Division

Dinghy adrift in strong breeze

THE HONORARY SECRETARY of Thurso lifeboat station saw a dinghy in difficulties in Thurso Bay with a small motor boat trying to tow her towards Scrabster but making little headway. Both boats were drifting east towards the Spur of Murkle. It was 1620 on Saturday, June 12.

With good visibility, a moderate to strong south-westerly breeze gusting to near gale force 7, a choppy sea and a flood tide, the 48′ 6″ Solent lifeboat *The Three Sisters* was launched at 1635. She came up with the casualty, the

(*continued on page 213*)

Eastney's two ILBs on exercise: Atlantic 21 Guide Friendship II (*l.*) *crewed by* (*l. to r.*) *Helmsman William Hawkins, Dennis Faro and Kenneth George with Operational Swimmer Colin Beeston, and D Class ILB crewed by Stephen Alexander and James Peplow with Operational Swimmer Graham Jewell*

photograph by courtesy of Peter Bradley

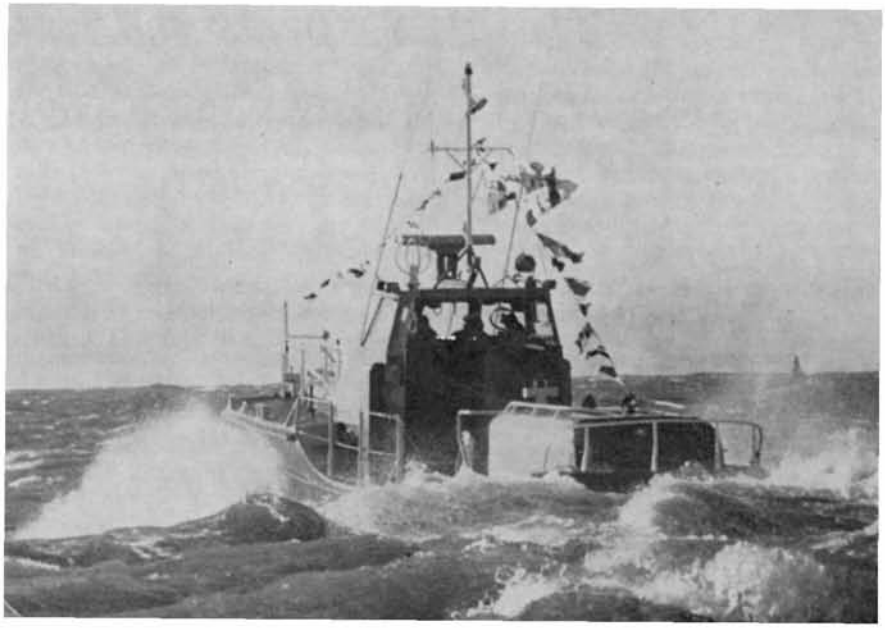
The naming of *Lady of Lancashire*

FLEETWOOD'S NEW 44′ WAVENEY LIFEBOAT

by

HRH The Duke of Kent

PRESIDENT OF THE RNLI



A LARGE CROWD lined the seafront at Fleetwood to see HRH The Duke of Kent name the new lifeboat. The early evening sun was bright, and a force 7 wind gave the 44′ Waveney class *Lady of Lancashire* a chance to show how she tackles the sort of seas often encountered on service.

Welcoming the Duke of Kent, both the Fleetwood branch chairman, F. M. Hardman, and honorary secretary R. T. Willoughby, were clearly delighted that a member of the Royal Family was to carry out the first lifeboat naming at the station since 1939; it was particularly pleasurable that the man who was coxswain at that time, Jeffrey Wright, a holder of the RNLI's silver medal, was present for the naming. By contrast, the current Fleetwood coxswain, David Scott, 27 a few days before, is the RNLI's youngest coxswain.

Following the interdenominational service, the Duke of Kent said that it was always a pleasure to name a new lifeboat, and referred to the generosity and modesty of the anonymous donor, described as a Lancashire businessman (who was believed to be present).

The Duke of Kent took this opportunity to make public the bold new fund-raising venture referred to on page 183. A number of leading Americans in Britain, he stated, are planning an appeal to their fellow citizens to provide a lifeboat to mark the friendship and mutual goodwill shown during the celebrations of America's bicentenary. An example, the Duke concluded, of the goodwill fostered by the cause of lifesaving at sea around the world.

With the bottle of champagne duly smashed over the lifeboat's bows, the Duke embarked for a short trip in the Wyre Channel. Protective clothing was donned as the lifeboat raced through the rough water, and it was not difficult to imagine her on rather more urgent business.—A.H.G.

photographs by courtesy of J. P. Morris

(right) David Jones, divisional organiser (north west) introduced members of Fleetwood and Thornton Cleveleys ladies' guilds to the Duke of Kent, who also met the crew and their wives and branch officials before (left) naming Lady of Lancashire.

SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1976 to July 31, 1976: Services 1,197; lives saved 476

THE STATION FLEET
(as at 31/7/76)

133 offshore lifeboats

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

LIVES RESCUED 101,441

from the Institution's foundation in 1824 to July 31, 1976

In all respects ready for sea

SURVEY AND MAINTENANCE OF THE OFFSHORE FLEET

by Joan Davies

Photographs by A. Pyner

SPEAKING AT the annual general meeting of the RNLI last April, Major-General Ralph Farrant, Chairman of the Committee of Management, made it quite clear that, whatever economies might be necessary in these days of inflation, the first responsibility of the Institution is to keep its active and relief fleets in A1 operational order. This is an area in which there can be no compromise. When a lifeboat puts to sea on service she has—and must have—her crew's full confidence; much may be demanded of her and of them. Her hull must be in good heart to meet whatever fury awaits her; her engines must be running with the smooth power needed to drive her through high sea or respond to whatever manoeuvres may be called for in dangerous waters; her fittings must be strong enough to withstand exceptional strain, with every moving part free to move, every part that should be immoveable standing fast; electrics must function without question, albeit in the inimical world of damp air and salt water; equipment must be ready to hand for sure use on a tossing, wave-swept deck.

As anyone who has any experience of small boats will know, there is no short cut to this happy state of affairs, it is only achieved as a result of continuous thought, hard work and, inevitably, expense. So, what does it mean for the RNLI? In terms of hard cash, £370,300 a year; and that figure is rising steeply with the rise in the cost of living, and it does not take into account the maintenance of 'docking' aids—slipway and winch, tractor and carriage, boarding boat and ground tackle—all of which must be above reproach.

In terms of labour it means systematic and sustained effort, and a pattern has been evolved of day-by-day maintenance and periodic survey which ensures the regular surveillance of all parts of a boat necessary if the high standard expected is to be achieved.

It all starts at the station. Walk into any lifeboat house and you will see a boat that is cherished. It is her crew's pride to keep her in good heart: cleaning, greasing, oiling, touching up varnish, polishing, whipping rope-ends . . . It was not chance that, speaking of the GRP 54′ Arun class lifeboat which had made the passage to Helsinki for last year's International Lifeboat Conference, General Farrant could say: '*When she was shown to delegates . . . she aroused considerable interest and admiration because she looked as though she had been shipped under wraps straight from the builder's yard.*' That is the standard at which everyone is aiming because an efficient boat will be a trim boat.

On station

At each offshore lifeboat station there is a station motor mechanic who is 'on call' at any hour of any day in the year. Care of the boat's machinery is his main responsibility; while he also holds a watching brief for hull and electronics and checks to see that all is in good working order, in these departments he would not normally undertake anything but the simplest repair.

His machinery maintenance schedule is built up from items listed in the manufacturers' handbooks. In arranging his day-to-day programme of work he has a fair amount of flexibility, but the RNLI does require that all engines must be started and run for some time at least once a week. This routine is possible even with housed or beached boats because lifeboats have an enclosed water cooling system; at sea the internally circulating fresh water would itself be cooled by trunked sea water, but this fresh water can hold down engine temperature on its own for the duration of the weekly trial run. Such routine precautions as battery charging will also, of course, come within the motor mechanic's sphere.

Supervision of machinery and electrical work is the immediate responsibility of the district engineer, helped by his fleet mechanics. The RNLI has eight district engineers (DEs), five in England, two in Scotland and one in Ireland, each assisted by two fleet mechanics (FMs). For work on the hull, there are eight district surveyors of lifeboats (DSLs) who cover the same districts as the DEs, and there are also five electronic engineers (EEs). If a boat is damaged or there is malfunction, the appropriate DE, DSL or EE goes at once to the station and is usually able, on the spot, to make the necessary repair. However, should the boat have suffered such damage that she has to be sent to a yard, or if a complete replacement of damaged equipment is necessary, the DSL, EE or, for machinery, DE will make the necessary arrangements.

The RNLI depot, which has this year moved from Boreham Wood to Poole, has its own machine shop, inspection department and riggers' and carpenters' shops as well as holding spares for each class of boat, ranging from main engines through anchors, rudders, valves, sidelights and shackles to cordage and nuts and bolts. There is a 24-hour telephone watch at depot which prides itself that it can deliver every 'demand' to a lifeboat station in a matter of hours. The technical organisation on the coast of DEs, DSLs and EEs backed up by head office operational staff and depot and at all times in close liaison with the surveyor of lifeboats (operations), Frank Futcher, the surveyor of lifeboats (maintenance), George Berry, and the surveyor of machinery, Selwyn Ewart, at Poole headquarters, results in boats being off service for a minimum amount of time.

Apart from calls to deal with emergencies, each member of the coastal organisation makes periodic visits to each station in his area and, while his examination is focussed primarily on those aspects for which he is directly responsible, all act as members of a closely knit team to ensure that all functions of the boat are maintained in first class working order.

Periodic survey

If day-by-day care on station with, when necessary, emergency work is the foreground of the maintenance pattern, it is set against a background of periodic survey—inspection, partial survey or complete survey—when a lifeboat is withdrawn from service for more searching overhaul. Replaced on station by a lifeboat from the relief fleet, she will be taken to one of the 30-odd commercial yards round the coast of Great Britain and Ireland which regularly—and usually traditionally—undertake work for the RNLI.

It has been found from experience that for housed boats, provided routine examinations at station result in satisfactory reports, it is realistic to plan for a partial survey once in four years and a complete survey once in eight years. For boats kept afloat or on open beaches, however, arrangements are made for an inspection each year, the second annual check including some opening up; after four years a partial survey will be held and after eight years a complete survey.

One of the great strengths of the coastal organisation is its continuity: a motor mechanic will probably see out his full service at one station; DSL or DE may well spend the whole of his RNLI working life in one area; in normal circumstances a lifeboat will return to the same yard for each inspection and survey, each repair or alteration. The men know their boats.

They know them intimately because they have seen the hull opened up, the engines and electrics stripped down; they have worked on them; they know their history, their individual characteristics; they know any points which need particular vigilance. Boat and engines become old friends.

That is a very brief outline of a very long story, so long that it would be impossible to tell it all here. Perhaps, however, we can at least open a few pages by spending a little while with one of the Institution's longest serving district surveyors, Herbert Larter, and visiting with him one or two of the yards working on lifeboats. His territory is on the east coast of England—his home country, for he was born at Burnham-on-Crouch and served his apprenticeship there. In the 28 years of his service the bounds of his area have changed from time to time, stretching at one period from Skegness in the north down to Selsey in the south and taking in the Channel Islands for good measure. He has worked as far north as Runswick and as far west as Yarmouth, Isle of Wight. Now his responsibility runs from Skegness to Walmer. Always, however, his area has covered essentially the same ground, and his relationship with the old Ramgsate lifeboat, the 46′ 9″ Watson *Michael and Lily Davis*, for instance, is a good example of that continuity about which we were talking earlier: Herbert Larter was there to take over responsibility for her surveillance when she went on station from the builders' yard in 1953, and he oversaw her maintenance throughout her operational life at Ramsgate until she was replaced this summer by a 44′ Waveney lifeboat. Would there be any question that could be asked about her structure or history he could not answer? Surely not. Going back even further, while working as a boatbuilder at Sussex Shipbuilding Co. of Shoreham, he helped build the 46′ Watson lifeboat *Henry Blogg*; when he joined the RNLI she was stationed at Cromer and so within his competence—and there she remained until withdrawn to the relief fleet in 1966.

Like all coastal staff, Herbert Larter lives his life in, as it were, two gears. There is the low-geared, planned work: regular visits to boatyards and to stations—he is as familiar a figure at the one as at the other. At the former he will be calling to oversee work on boats undergoing survey, repair or alteration; at the latter, not only will he be looking over the boat and discussing any problems with the station mechanic, but he may also need to inspect moorings or the boat's carriage, for which he is also responsible.

At any moment, however, day or night, weekday or weekend, the unexpected may be superimposed on this ordered pattern, calling for an immediate change into top gear. An emergency call from a station . . . perhaps a lifeboat damaged on service. At once, as DSL, he is on his way to assess the situation, see her through repairs and get her back on service as quickly as possible.

Of course, life being what it is, if there is one emergency call it is more than likely that there will be another, particularly in bad weather. During the great Channel gale of July 28 and 29, 1956, Herbert Larter received urgent calls from no less than five stations: Dover, Shoreham, Selsey, Bembridge and Yarmouth.

The emergency dealt with, it is back once more to the planned programme; back to see how work is progressing at such boatyards as, say, Cardnell Brothers at Maylandsea on the River Blackwater, or Ian Brown at Rowhedge on the Colne, another of the quiet rivers of Essex. Both are family businesses, now in the second generation, where, at almost any time of year, together with yachts and fishing boats, will be found, hauled out, at least one lifeboat. Both have that undefinable boatyard atmosphere of peace, contentment and craftsmanship which speaks with confidence of good work.

At these two yards, early this summer, were three lifeboats which between them illustrate well the whole spectrum of survey.

Fig. 2: Even a child's hollow ball, acting as a buoyant scupper valve, will, in time, make its impression on steel.

Fig.1: There was little growth of weeds or Barnacles on Friendly Forester *when she was hauled out this year, but Herbert Larter, district surveyor lifeboats (E), recognises the familiar marks left by questing mullet mouths.*

Inspection

Dover's 44′ steel fast afloat Waveney lifeboat *Friendly Forester* was at Cardnells for inspection and painting. She is the boat which, last December, went out to help the coaster *Primrose* and, during a six-hour service in hurricane force winds, was twice laid on her beam ends; her coxswain, Arthur Liddon, was awarded the silver medal for gallantry.

On arrival at the yard for inspection, all loose equipment is removed. Then the DSL (being from the south-east district *Friendly Forester* comes under the surveillance of Richard Belchamber) makes a thorough examination of all visible surfaces and fittings; he would not ask for further opening up unless he were to find signs of trouble. Any worn or damaged parts are rubbed down, made ready and protected from sun, rain, frost and salt water with paint and varnish. Her bottom is scrubbed and coated with fresh antifouling to prevent the growth of weed and barnacles which would rob her of her vital speed through the water; less growth can be expected on the bottom of a boat which lies in the polluted waters of a harbour such as Dover than there would be on a boat lying in clean, open water and, when she was hauled out this year, *Friendly Forester* was remarkably clean (Fig. 1). No barnacles maybe, but the marks left by mullet mouths sucking minute growth from her bottom are a reminder that a lifeboat is not alone in her element.

Nor is she immune from natural forces within herself. The wasted sacrificial anodes below her waterline are a reminder that a lifeboat must be protected from a potential danger inevitably built into her hull: the danger of electric currents and electrolytic action. On an afloat boat the anodes will need changing every year—but more of that later.

The extent of the wear to which a boat moored afloat and in service in all weathers is subjected is well illustrated by just one tiny point on *Friendly Forester*: To prevent backwash on to her decks, the Waveney's scuppers are fitted with a simple hollow rubber ball—just such as a child would play with—which will float up with each wave, closing the way to incoming water. After nine years on station, it is possible on *Friendly Forester* to detect indentations in the steel made by the constant movement of these lightweight, resilient, children's toys (Fig. 2).

Friendly Forester's machinery would

have received from DE(SE), David Noyce, the same sort of checking over as the DSL had given her hull, with a visual inspection of all external glands, readily accessible bearings, piping and electrical connections, clearances and adjustments and any external wearing surfaces. All areas susceptible to corrosion are subjected to close scrutiny. Lubricating oil is changed and so are oil and fuel filters, while fuel injectors are replaced.

It is usual for the overhaul of lifeboat engines to be undertaken by fleet mechanics under the supervision of the district engineer; they may have under their care any of the ten different makes of marine diesel engine fitted in the RNLI fleet, and there will be different sizes and variations of each. Specialized knowledge—and tools—are needed. DEs and FMs are also, of course, responsible for the outboard engines of the inshore lifeboat stations in their districts.

Partial Survey

In the same shed as *Friendly Forester* at Cardnell's yard was Walton and Frinton's 46′ 9″ wood Watson lifeboat *Edian Courtauld*, the only lifeboat in the RNLI's fleet smaller than a 70′ Clyde to lie at moorings in the open sea without the protection of a harbour. She is another boat which took part in a service for which the silver medal for gallantry was given last year; her coxswain, Frank Bloom, received the award for the service to *Tsunami* in strong gale force winds last September.

Edian Courtauld was at Cardnells for partial survey and, at the same time, installation of an air bag (an operation described in the autumn 1975 issue of THE LIFEBOAT). It is the RNLI's policy to make this kind of structural alteration to a boat while she is in for survey whenever possible.

At partial survey a great deal more opening up is undertaken and this is a time when DSL, DE and EE will learn much about the boat. All buoyancy air cases (Figs. 3 and 4) and all pieces of equipment in way of structural members are removed so that the DSL can check that the hull is in good heart with no sign of rot or damage. Some ironwork may need re-galvanising by this time. Some fastenings will be drawn to check that they have not been affected by electrolytic action, which, unless great care is taken, can be one of the main sources of deterioration in a boat, causing erosion of metal and 'nail sickness' in wood.

Salt water is a good conductor of electricity. Put into it two dissimilar metals and the equivalent of a battery

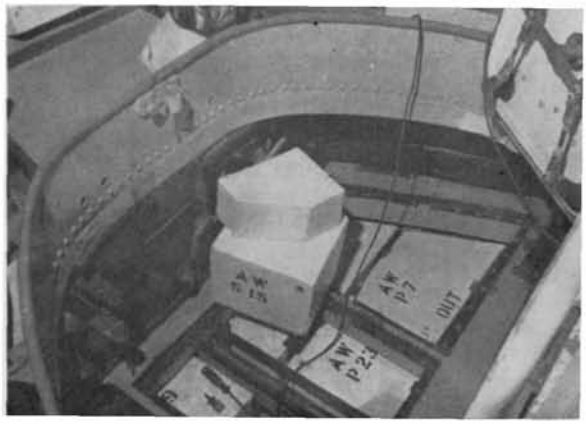


Fig. 3: Buoyancy air cases, each shaped to fit and marked with its position, are taken out when opening up the hull for examination at partial and complete survey . . .

Fig. 4: . . . and stowed on one side. Edian Courtauld, *her decks stripped for action, was at Cardnell Brothers for partial survey. Her new air bag has already been fitted to her after cabin top.*

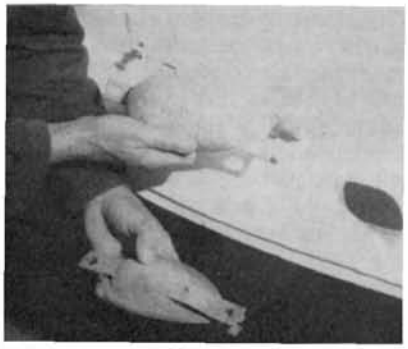


Fig. 5: New sacrificial anodes are fitted to afloat boats each year. The wastage caused by electrolytic action can be seen by comparing new anode with old one just taken off Edian Courtauld: *5½lb of metal had been eroded in twelve months at sea.*

cell is set up, with the baser metal acting as anode, the nobler metal as cathode and the water as electrolyte; current flows from the anode to the cathode and, its energy thus sapped, the baser metal gradually wastes away. It is easy to see how relevant all this is to a boat. If, for instance, she should have a brass propeller and unprotected iron pintles on her rudder, the pintles and the wood round them would be in jeopardy.

The electric current set up in this way, although small, is very real. In a test made on *Michael and Lily Davis*, lying at moorings in Ramsgate Harbour, a recordable current was noted passing through her; all electrical equipment on board had been switched off for two days.

The first elementary safeguard is to avoid as far as possible the proximity of dissimilar metals; fittings and their fixings should 'match', brass fittings being fixed with brass screws or bolts, stainless steel fittings with stainless steel fixings and so on. The second safeguard in a simple situation is to fit plates of base metal, such as zinc, in danger spots, so that it is this sacrificial plate which is wasted rather than a vital part of the boat.

The problem is aggravated by the introduction into a boat of electrical and electronic equipment and the power needed to run it. Any stray currents will be trying to find their way to earth through the sea and, unless 'tamed', will make for the most direct hull fitting or fastening, turning it into the equivalent of a cell anode and despoiling it in passage. Fortunately, these currents can be tamed and the EE ensures that each piece of electrical equipment carried in a lifeboat is earthed in such a way that the current can only flow away through one of the special sacrificial anodes, made by M. G. Duff and Partners, fitted to her hull. It is an area which demands continual vigilance.

Edian Courtauld was the original boat on which the RNLI experimented with sacrificial anodes. Lying as she does in clean, open water, she is subject to greater electrolytic action than most lifeboats, just as she is subject to greater marine growth. At first, ten anodes were

fitted to her hull, but with experience these have been reduced to one large and five small ones. The work they do is well illustrated by Fig. 5, in which can be seen a new 8½ lb anode which is to be fitted in way of *Edian Courtauld*'s keel, and the old one which has just been removed. The old anode weighs only 3lb: 5½ lb of metal has been eroded in a year.

In looking after her hull, Herbert Larter and the crew of *Edian Courtauld* have another, simpler but equally persistent problem. Turnstones have chosen to roost in her cockpit and will not be deterred. When she leaves her moorings these little, protected birds move over to the boarding boat and wait . . .

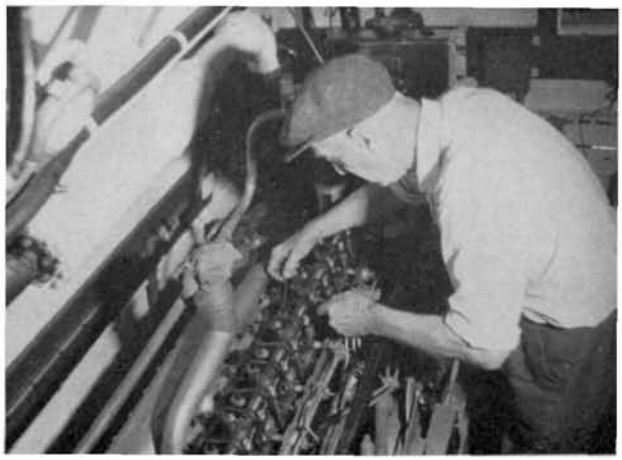


Fig. 6: Bob Stock, who more than 36 years ago was awarded the bronze medal for his part in a service which took Dover lifeboat into minefields, adjusts the tappets on one of Edian Courtauld's *twin Ford Barracuda engines.*

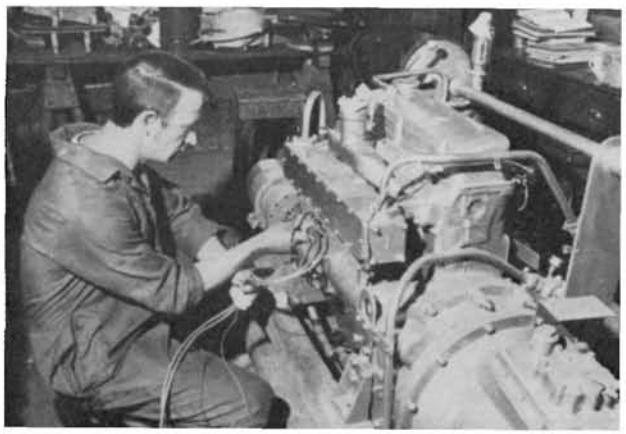


Fig. 7: To provide the extra amps needed to run Valentine Wyndham-Quin's *new radar, Fleet Mechanic Steven Betson fitted an alternator to each of her twin Parson Porbeagle engines. She was at Ian Browns for complete survey.*

At partial survey the work on the engines takes in all items listed for the inspection check over, and then probes further. Cylinder heads are removed and the cylinders are decarbonised and measured for wear and ovality; any parts felt to be suspect are stripped, examined and repaired. Fuel, cooling and wiring systems are all checked, as are fuel tanks, electric starters, dynamos, alternators and fan motors.

Working on *Edian Courtauld*'s twin Ford Barracuda diesel engines was an unique member of the RNLI organisation: C. R. T. 'Bob' Stock (Fig. 6). Bob Stock became assistant motor mechanic at Clacton-on-Sea under Coxswain Charlie Ellis in 1929; after a short spell at Dover he returned to Clacton as motor mechanic in 1940 and in 1945 was appointed a travelling (fleet) mechanic. While at Dover, Bob Stock had been one of the crew of the motor lifeboat *Sir William Hillary* which on November 26, 1939, under the command of Coxswain Colin H. Bryant, went to the help of HM trawler *Blackburn Rovers* whose propeller was fouled and whose anchor would not hold. In a full south-west gale and very rough sea *Sir William Hillary* followed *Blackburn Rovers* into minefields, took off her secret papers and gear and her crew of 16, turned into the gale and for three hours fought her way back to Dover. Coxswain Bryant was awarded the silver medal for gallantry; four bronze medals were awarded, one of them to Motor Mechanic Bob Stock. Now over 70 years of age, Bob Stock still comes back part time so that the RNLI has the benefit of his lifetime's experience of lifeboat engines.

Complete survey

Clacton-on-Sea's 37′ wooden, housed, Oakley lifeboat, *Valentine Wyndham-Quin*, was at Ian Browns for complete survey and also for the fitting of radar (see page 196). She was hauled out in what was the old Lower Yard of Rowhedge Ironworks, a firm which in its day had built four lifeboats. One of these lifeboats was taken virtually off the stocks to go to the beaches of Dunkirk; paid for by the Girl Guide Association, she was later to be stationed at Cadgwith and named *Guide of Dunkirk*.

Complete survey involves a full opening up of the boat; all air cases, main engines, auxiliaries and the majority of fittings and equipment are removed so that all structure is open to examination, probing, test-boring or whatever else is considered necessary to prove the integrity of the structure or determine the extent of repairs required. Apart from the unavoidable fact that she has aged, the boat, after having undergone a complete survey, should be every bit as sound as a new boat. The main and auxiliary machinery is usually stripped down completely and parts skimmed, repaired or renewed as found necessary.

The smaller the boat, the harder she is to maintain. The recesses of the hull are more difficult to penetrate, and it is most important that they should be penetrated and cleaned because the smaller the dark corner the easier it is for damp-retaining dust and silt to build up. That is how dry rot can set in.

One area which the DSL will inspect most closely on an Oakley, both at partial and complete survey, is the double bottom under the engine room which holds the ballast tanks. When the boat goes afloat she takes in water ballast, and there is little chance that the water will be clear. Clacton being in the Thames Estuary, for *Valentine Wyndham-Quinn* the problem is silt; further north, at Skegness, Herbert Larter knows the problem will be sand.

Valentine Wyndham-Quin's twin Parson Porbeagle engines had already been removed (Fig. 7) to an immaculate workshop where Fleet Mechanic Steven Betson was engaged not only in the exhaustive overhaul sketched out above, which would have been planned with the DE, but also in the fitting of an alternator to each engine to provide the extra amps needed to run the new radar. There will be new wiring to do, and the radar display to fit in the wheel-house, and all this new electrical equipment will have to be earthed to an anode.

Two engines on a workshop floor. Each weighs 9 cwt. Soon they will be back on board, bolted to the bearers on the engine room floor. If the lifeboat were to capsize they would be suspended for the few seconds it took her to right herself. The bolts, four of them to each engine, would carry the weight. Their strength must be beyond question and they would always be renewed long before they could have lost their virtue. That is just one example of a comparatively small member which plays a very important part; just one of many details which must be checked. It is a long story . . .

Survey and repainting complete, air cases, engines and fittings are all methodically reassembled on board; fittings bedded down in a sealant, a touch of grease to lubricate each screw, wiring carefully insulated, connections watertighted. All work will be checked, tested and finally passed by DSL or DE before the lifeboat is launched from the yard. Following a partial or complete survey the divisional inspector of lifeboats will carry out a pass-out trial at sea off the contractors' yard to ensure the boat is in a satisfactory condition operationally, and then she will return to her station, in all respects ready for future service.

The wire tautens . . .

. . . pulling her over . . .

. . . release . . .

RIGHTING TRIALS

Of the first 37′ Oakley Lifeboat to be fitted with radar

Frank Penfold Marshall
ST IVES

ANOTHER MILESTONE on the path of lifeboat development was passed in May this year when *Frank Penfold Marshall*, the 37′ Oakley stationed at St Ives, the first of her class to be fitted with radar, successfully passed righting trials and went back on station complete with this new equipment.

At the time the 37′ Oakley lifeboats were being built, from the late 1950s to the early 1970s, there was no radar unit made suitable for installation on this type of boat; those available were not light enough, nor were they capable of being folded for boathouse stowage, and practically all Oakley lifeboats have been housed.

Also, the earlier boats of the class had only a limited generator capacity, sufficient for the electronic equipment of the day but possibly not so for the future. Drawing upon the experience gained in larger lifeboats, the mechanical problems involved in the fitting of high output alternators with integral diode rectification were investigated and solved, the first 37′ Oakley to be fitted being the St Ives boat. When the Oakley class developed into the Rother, this improvement in power supply was carried further with larger generators and a matching battery system. Concurrently a new generation of solid state lightweight radar units had appeared on the market. The majority of these were still not suitable for the harsh environment of a lifeboat's deck but, with the co-operation of the manufacturers, two

Gifts in kind . . .

YEAR IN, YEAR OUT, the RNLI receives from a number of companies free supplies of goods for use in lifeboats; gifts which are greatly appreciated both for their intrinsic value and for the underlying continuity of support which they exemplify. All the Institution's marine engines, for instance, are lubricated with oil supplied by Alexander Duckham and Co. (who also thoughtfully include tubes of a hand cleanser); stern tube lubricants come from B. R. Vickers and Son; sparking plugs from Champion; oil coolers and the spares to go with them from E. J. Bowman. There is steel, too, hexagon and round bar from Flather Halesowen.

Emergency stores for lifeboat crews on service and for survivors are not forgotten. Martell brandy comes in quart bottles from Matthew Clark, to be decanted into the smaller bottles shown in the accompanying picture. In the Republic of Ireland Edward Dillon and Co. make gifts of rum. Cigarettes: for UK stations, two packets of 20 are sealed in foil by Gallaghers (on right of picture), while in the Republic of Ireland supplies come from P. J. Carroll and Co. Cadburys, Rowntrees and Cadbury Fry (Ireland) send chocolate for the lifeboats. Cadburys also give individual packets of Marvel dried milk, and all perishable goods are packed into tins at Depot, ready to go on board. In the Republic of Ireland biscuits are given by Irish Biscuits and W. J. Jacob and Co.; for many years Associated Biscuits and United Biscuits did the same for UK lifeboats, but because of the high cost of distribution biscuits are now obtained locally by each station.

These are just some examples of the gifts in kind on which the lifeboat service can rely, and for which it is most grateful.

. . . and within seconds . . .

. . . up . . .

. . . she comes.

were modified for lifeboat use, the first available, the EMI Electrascan, being installed in Rother class lifeboats.

These advances meant that the problem of fitting radar to the Oakley boats could be re-examined. Both 37′ classes of lifeboat have upper limits of weight (because of carriage and tractor limitation), dimensions (dictated by boathouse dimensions) and stability of the lifeboat. It was also necessary to look closely into the effect of the extra buoyancy of the radome scanner on the self-righting ability of the boat.

Careful checking of all these points showed that it was possible to fit radar retrospectively to most of the 37′ Oakley lifeboats and a programme for radar fitting as well as updating of other communications equipment was drawn up. A special version of the Decca 050 radar was selected to replace the EMI unit which had gone out of production. *Frank Penfold Marshall*, the St Ives boat, was selected for the first fitting as her survey was the next in the class, being undertaken at Mashford Brothers, Cremyll.

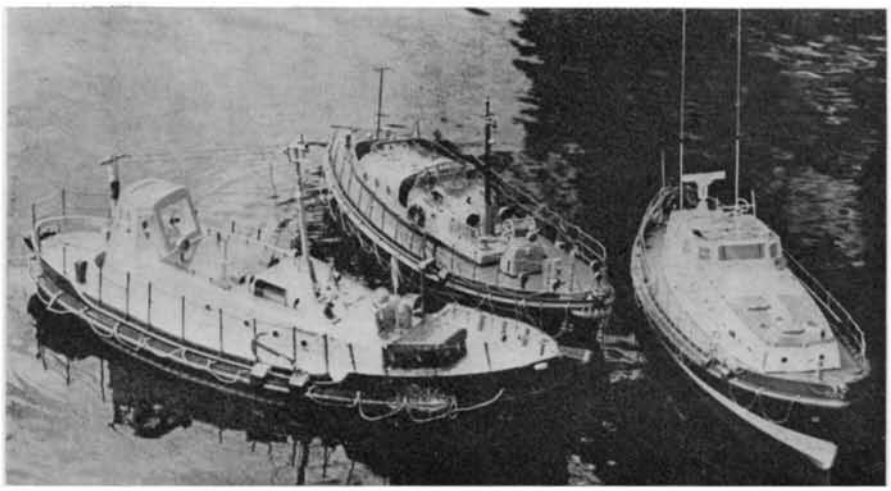
Tank tests of the watertight integrity of the radome were jointly conducted by Decca and the Siebe Gorman laboratory at Chessington, the radome being submerged under a 12′ head of water. After the small modification of adding additional fastenings to the radome flanges a radar was prepared and sent to Mashfords in time for mounting on the St Ives boat. The radome is mounted on a tabernacled tripod mast which has about twice the strength fore and aft as athwartships; should the radar be hit by a head sea it will stand, but should the boat roll over and capsize in shallow water it will fracture. The hinging aluminium pins are all undercut for shearing to avoid the possibility of damage to the engine room superstructure on which the mast is mounted. The mast folds forward and down into the forward cockpit for boathouse stowage and can be quickly erected after the boat launches.

Since the first successful tests radar has been fitted to Clacton-on-Sea lifeboat, at Ian Browns of Rowhedge for complete survey (see page 195), and the programme is under way.

Model Lifeboats

THREE SCALE WORKING MODEL lifeboats meet on the water; each is radio controlled, powered by twin 6v electric motors; each is painted in authentic RNLI colours; and each has been made by a Lifeboat Enthusiast.

The model of the 42′ Watson *Mabel E. Holland*, Dungeness, (left) was built by Roi Spurrell of Beckenham and has been launched into the sea alongside the real *Mabel E. Holland* during Dungeness lifeboat week. She is 1 : 1 scale, LOA 42″ and the hull is constructed of double diagonal planking using 2mm ply on ½″ marine ply bulkheads with ¼″ × ¼″ mahogany ribs. The superstructure is ⅛″ ply and solid mahogany. Working navigation lights are included.



The 52′ Barnett *Joseph Hiram Chadwick*, Galway Bay, (centre) was modelled by David Reed of Crofton Park, London, in her original form. Built to 16th scale, LOA 40″, the hull is of two layers of mahogany planks laid on ½″ mahogany ply bulkheads. The deck is 2 mm marine ply and the main superstructure is a combination of mahogany planking and marine ply. She carries navigation and deck flood lights.

The model of the 48′ 6″ Oakley *Ruby and Arthur Reed*, Cromer, (right) was built by Brian King of Weybridge, to whom we are indebted for the photograph of the three boats. Hull, deck and most of the superstructure are of GRP; just the wheelhouse is of 2 mm marine ply. The radar scanner revolves with the aid of a small electric motor and gearing reduces the revolutions to the correct scale speed.

For the fittings of these meticulous models, copper, brass, perspex, obechie, plastic, steel, aluminium and balsa have all been brought into use.

All these models play their part in fund raising for the lifeboat service.

TRINITY HOUSE

AN ANCIENT FOUNDATION, LOOKING AHEAD

FOR MORE THAN FOUR HUNDRED YEARS the Corporation of Trinity House, with its headquarters on Tower Hill, London, has been concerned with the safety of shipping, the progress of navigation and the welfare of seamen. Despite its venerable age, Trinity House has always kept its eyes firmly on the future. At present, together with the other lighthouse and hydrographic authorities of north west Europe, as well as those of many more distant nations, it is preparing to embark on the massive task of implementing an imaginative, simplified international buoyage system—Maritime Buoyage System A, which is described on page 200 and illustrated on the back cover of this issue. Perhaps, therefore, now is the time to look at both the long and distinguished history and the present work of this unique maritime organisation.

The service provided by Trinity House falls into three main functions. It is:

(i) *The general lighthouse authority* for England, Wales, the Channel Islands, and Gibraltar, responsible for providing such aids to navigation as lighthouses, light vessels, buoys and beacons.

(ii) The principal pilotage authority in the United Kingdom with responsibility for London and 40 other districts, including such ports as Southampton, Milford Haven and Falmouth.

(iii) It is also a charitable organisation for the relief of mariners and their dependants, and has built homes and a hospital for former merchant service officers and their dependants at Walmer, in Kent.

As a Corporate Body, Trinity House still retains its traditional titles which are as venerable as those of the Livery Companies and Guilds of the City of London, although they are now reserved mainly for ceremonial occasions. The members of the Corporation are divided into two main categories: Elder and Younger Brethren.

The Younger Brethren, who number about 300, are master mariners or senior naval officers of high professional distinction. It is from this pool of nautical experience that the ten members of the Board are appointed, each with the life title of Elder Brother, who together with the Secretary, the chief administrative officer, control the day-to-day affairs of Trinity House. In addition there are a number of honorary Elder Brethren selected by invitation, in recognition of their distinguished services.

The 'head' of the Corporation is the Master, a title dating back to the original charter of 1514. By Charter of James I provision was made for the appointment of a Master's Deputy, a title which today is reserved for the Chairman of the Board. The present Master is HRH Prince Philip, and the Deputy Master, who is also an ex-officio member of the Committee of Management of the RNLI, is Captain Miles Buckley Wingate.

The first known record of Trinity House is that relating to its incorporation in 1514. It is clear that there was at that time an association or guild of shipmen and mariners of a semi-religious character with benevolent objects, which some historians say was founded by Archbishop Stephen Langton in the thirteenth century. The association had certainly been long enough established to own a hall and almshouses at Deptford and of sufficient importance to apply for and receive a charter from Henry VIII.

On May 20, 1514, the Royal Charter authorised 'oure trewe and faithfull subjects, Shipmen and Mariners of this our Realm of England' in honour of the most blessed trinitie and Saint Clement Confessor, to 'begyn of new and erecte and establish a Guild or Brotherhood perpetually of themselves or other persons, as well men as women, whatsoever they be in the parish Church of Deptford Stronde in our County of Kent'.

Lighthouses, light vessels and buoys

In the reign of Elizabeth I, Trinity House acquired its Grant of Arms (1573), and also authority to erect seamarks. In 1594, the Lord High Admiral surrendered to Her Majesty the rights of beaconage, buoyage and ballastage vested in him with the recommendation, which was adopted, that these be bestowed upon Trinity House. The rights of beaconage included, of course, lighthouses, although a long interval elapsed before the Corporation had all major English lighthouses permanently under its control, owing to the practice of the Crown of issuing patents or grants of lighthouses to private individuals who, on payment of a rent, had the right to collect the tolls. These private lights, as may be imagined, varied in efficiency and it was not until 1836 that Trinity House was empowered to buy them out, at a cost (aided by a loan from the state) of nearly £1,200,000.

Trinity House now has the sole power of erecting lights for general navigation and the service is responsible for fixed and floating seamarks, visual, audible and electronic aids to navigation. Within its area of jurisdiction there are 93 lighthouses, 22 light vessels on station and nearly 700 buoys, over half of which are lighted. Although some local and harbour authorities maintain sea marks within their own port limits, these are regularly inspected by Trinity House and the sanction of the Corporation must be obtained before any changes can be made.

Trinity House is also responsible for dealing with wrecks around the coast of England and Wales with the exception of those occurring within local port limits and wrecks of HM ships.

The present day powers of Trinity House stem in the main from the Merchant Shipping Act 1894, and the service is financed from light dues which are levied at every port in the United Kingdom and the Republic of Ireland and are based on the net registered tonnage of the vessel. Local Customs officers act as agents for the collection of dues and the fund, which is administered by the Department of Trade, is used to finance the three General Lighthouse Authorities.

For administration the coasts of England and Wales are divided into a number of districts each under the charge of a superintendent and having its own store or depot and maintenance staff. There is a fleet of six lighthouse tenders of about 1,500 gross tons, five operational and one in reserve. All the operational tenders have two full crews, each crew working 14 days on board followed by 14 days free from duty. The vessels are used for the relief and supply of light vessels and offshore

lighthouses, the servicing of buoys and beacons, the location and marking of wrecks and for towing light vessels which have no propulsion of their own to and from station. Two tenders are based at Swansea, the main coastal depot for the west coast, and three tenders and the reserve tender are based at Harwich, the main coastal depot for the east coast; their areas of responsibility meet on the south coast at the Isle of Wight, the east coast tenders also servicing aids to navigation in the Channel Islands.

The Corporation's main workshops, where skilled men are employed in the servicing, maintenance and, sometimes, making of equipment, are at Blackwall, in London. With the continual object of improving seamarks, Trinity House keeps well abreast of technological advances and much headway has been made in the development of light sources and fog signals. New equipment is tested and evaluated at a research station at Dungeness.

Each of the large fleet of light vessels stationed at important navigational positions around the coasts of England and Wales has a crew of five men. These light vessels are expensive to build and maintain and so Trinity House has embarked on an ambitious programme of replacing some of them by other devices: by towers standing on the sea bed such as those at Royal Sovereign and Inner Dowsing; by high focal plane buoys, as at Corton, Mid Barrow and Barrow Deep; and by large automatic navigation buoys (LANBYS) as at Morecombe Bay, Owers and Lynn Well.

Buoys also play a vital and major role in safeguarding the seas. Trinity House has maintained unlighted buoys for over 300 years, but it was not until 1880 that a lighted buoy was first used. Today all buoys in the service are of mild steel or wrought iron and vary in diameter from 5′ to 12′ and weight anything from three to 12 tons, without moorings; which, perhaps, gives some idea of the sheer physical magnitude of the task which Trinity House and the lighthouse authorities of Scotland and Ireland have ahead of them in the next few years.

Lighted buoys burn dissolved acetylene, and in addition to the light, some buoys carry sound devices such as bells, whistles and sometimes small electric fog signals; most are fitted with radar reflectors. Electric lighting and plastic construction are two of the changes likely to take place in buoy development over the next decade or so.

The Corporation is also responsible for marking routes for specific purposes such as for deep draft vessels within its area of jurisdiction, whenever justified and necessary. For example, the two way traffic separation in the English Channel/Strait of Dover through which some 400 ships pass a day. The routes have been marked and are maintained jointly by Trinity House and the French lighthouse service.

Pilotage

The history of Trinity House as a pilotage authority has taken a straightforward course. The Charter of 1514 gave Trinity House general powers to regulate pilotage and in 1604 James I conferred on it rights concerning the compulstory pilotage of shipping and the exclusive right to license pilots in the River Thames. The Trinity House Outport Pilotage Districts were established by George III in 1808, but it is clear that many of them had existed long before that time.

The Corporation licenses but does not employ the pilots; they are self-employed. Like the lighthouse service, the pilotage service is entirely self supporting and receives no government funds. Its income is derived from a levy on pilots' earnings, dues paid by vessels for shipping and landing pilots, and from licence fees.

There are about 800 Trinity House pilots of whom about 500 are in the London district. To qualify, a London pilot must be of British nationality, physically fit, possess a foreign-going master mariner's certificate and have had eight years' experience as a watch-keeping officer and be under the age of 35. Having been interviewed and selected, the candidate pilot has at his own expense to accompany fully qualified pilots on their trips for a period of three to six months, depending on his previous experience of the area. After completing his qualifying trip, the candidate is examined by a member of the Board and if satisfactory, issued with his licence as a third class pilot. Even then it will take four more years and two more examinations before he is able to pilot ships of every size.

In districts other than London, the powers and duties of Trinity House are exercised and performed by a committee appointed for each district.

Fast launches and ancillary craft form the fleet of pilot cutters. One major development in the running of the pilotage service has been the replacement of the pilot cruising cutters, where possible, by fast shore-based launches backed up by new shore communication centres. The first replacement scheme took place in 1957 when the cutter stationed at the Needles entrance to Southampton was replaced by fast launches based at Totland. Fast launches have since been introduced at Folkestone, Harwich and Ryde. The only remaining cruising cutter station maintained by Trinity House is that at the Sunk which marks the northern approach to the London Pilotage district and is used for providing a pilotage service for ships bound to and from London. Its position is such that the shore station/fast launch operation would be impracticable to introduce.

Tradition and evolution go hand in hand in the story of Trinity House, and for more information about its latest service to navigation, turn the page.

(Left) Alderney Lighthouse, in the Channel Islands. Lighthouses, light vessels (below) and pilotage (above) all come within the province of Trinity House.

photographs by courtesy of (above) James Manning, and (below) East Anglian Daily Times

Maritime Buoyage System A

A COMBINED CARDINAL AND LATERAL SYSTEM, RED TO PORT

To be introduced in North West European and many other waters by stages, starting April 1977

FROM APRIL NEXT YEAR work will begin on the introduction around our coasts of a new buoyage system, Maritime Buoyage System A (MBS A), which will not only have all the merits of logic and simplicity but also the advantage of general acceptance. It is being adopted throughout North West Europe, so that within a few years, in this area, there will be just one common buoyage system where up to now there have been no less than seven. Many other nations, including those around the Mediterranean and some African maritime states, will also be adopting MBS A. If not universal, it will indeed be truly international.

It is not perhaps surprising that in the years of developing sea trade different ways of marking navigable channels and off-lying dangers should have grown up. The marks were there for the benefit of the coastal shipping of their own country. But now the world has grown closer; power and speed have made distances relatively shorter; the time has come, and the climate of opinion is right, for international agreement on a common policy.

At the request of the Inter-Governmental Maritime Consultative Organization (IMCO) the International Association of Lighthouse Authorities (IALA) tackled the problem of rationalisation. After much discussion between lighthouse and hydrographic authorities of many nations, IALA presented its new schemes MBS A and MBS B (for nations such as America which do not wish to conform to the lateral marks of MBS A) to IMCO which, on March 24 this year, gave the schemes its approval.

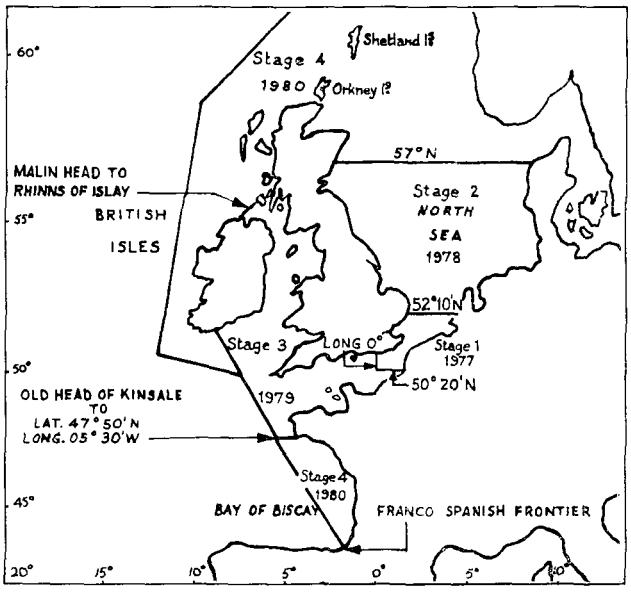
Our own three lighthouse authorities, Trinity House, the Northern Lighthouse Board (Scotland and the Isle of Man) and the Commissioners of Irish Lights, have all been deeply concerned in this operation; the Chairman and Secretary of the IALA buoyage technical committee are both members of Trinity House, Captain J. E. Bury, a member of the Board, and N. F. Matthews, Chief of Administration, respectively.

Perhaps, before talking about the new system itself, it would be as well to look at the proposed timing of its introduction round these islands, shown in a diagram on this page. Stage 1 will be undertaken in 1977, starting in April; stage 2 in 1978; stage 3 in 1979; stage 4 in 1980; and stage 5, the greater part of the Baltic, not shown in the diagram, 1981. It is a massive undertaking. For Trinity House 260 buoys will be involved in stage 1 alone. Not only will it mean some alteration to every established buoy except for solid red port hand buoys with red lights, but the whole operation can only be done in conjunction with the publication of new charts prepared by the Hydrographer to the Navy.

Maritime Buoyage System A is a combined cardinal and lateral system (red to port) and provides five different types of mark: lateral, cardinal, isolated danger, safe water and special marks, all of which are illustrated on the back cover of this journal.

These marks will be used in conjunction with a conventional direction of buoyage which in rivers and estuaries will continue to be from seaward inwards, but at sea will in general follow a clockwise direction around continental land masses. These directions will be shown on charts, and a careful watch should be kept, when the time comes, for changes from the traditional direction of buoyage. A diagram showing the new conventional direction of buoyage which will apply round these islands is also given on the back cover of this journal. It is important to note that on the east coast, north of Orfordness, buoys will be laid out in a completely opposite direction from at present; they are laid out now from north to south, in the main stream of the flood tide; in future they will be laid out south to north, in accordance with the new clockwise round-Europe buoyage direction.

But to return to the marks themselves. Their good sense is something which soon becomes apparent. The number of variables is reduced, and the new marks have features built into their design which are in themselves aids to memory. The topmark of each is clear, individual and will be very easy to see; those at sea will be 3 feet across and those in estuaries 2 feet. Starboard hand lateral marks will be green (except possibly where a channel runs so close to land that green buoys would be lost against turf or meadowland, when black would be retained). Day and night presentation will be the same, red buoys having red lights, green buoys green lights, yellow buoys yellow lights, and the three types of mark which will have white lights (cardinal, safe water and isolated danger marks) each having their own distinctive rhythms.



IALA Maritime Buoyage System A implementation target 1977-1980. Stage 1, starting next April, will be bounded to the west by longitude 0°, the Greenwich Meridian, to the south by latitude 50° 20' N and to the north by latitude 52°10'N; it will take in the Straits of Dover and the Thames Estuary.

Lateral marks: Used in conjunction with a conventional direction of buoyage, generally for well defined channels. These marks indicate the port and starboard sides of the route to be followed:

Port hand:	
Colour	red
Shape (buoys)	can or spar
Topmark (if any)	single red can
Light (when fitted)	colour, red: rhythm, any

Starboard hand:	
Colour	green
Shape (buoys)	conical or spar
Topmark (if any)	single green cone, point up
Light (when fitted)	colour, green: rhythm, any

If marks at the sides of a channel are numbered or lettered, the numbering or lettering will follow the conventional direction of buoyage.

Cardinal marks: The four quadrants (north, east, south and west) are bounded by the true bearings NW-NE, NE-SE, SE-SW, SW-NW *taken from the point of interest, or danger.* A cardinal

marks is named after the quadrant in which it is placed and indicates that it should be passed to the named side of the mark. It may be used, for example, to indicate that the deepest water in that area is on the named side of the mark, or to indicate the safe side on which to pass a danger (such as rocks, or a sandbank or wreck); it may also be used to draw attention to a feature in a channel such as a bend or a junction, a bifurcation or the end of a shoal:

North cardinal mark:

Topmark	2 black cones, one above the other, *points upward*
Colour	black above yellow
Shape	pillar or spar
Light (when fitted)	colour, white: rhythm, very quick flashing (VQF) or quick flashing (QF)

East cardinal mark:

Topmark	2 black cones, one above the other, *base to base*
Colour	black with a single broad horizontal yellow band
Shape	pillar or spar
Light (when fitted)	colour, white: rhythm, VQF (3) or QF (3)

South cardinal mark:

Topmark	2 black cones, one above the other, *points downward*
Colour	yellow above black
Shape	pillar or spar
Light (when fitted)	colour, white: rhythm, VQF (6) + long flash or QF (6) + long flash

West cardinal mark:

Topmark	2 black cones, one above the other, *point to point*
Colour	yellow with a single broad horizontal black band
Shape	pillar or spar
Light (when fitted)	colour, white: rhythm, VQF (9) or QF (9)

It will be seen that the rhythm of cardinal mark lights follows the pattern of a clock face: north, 12 o'clock, continuous flashing; east, 3 o'clock, three flashes; south, 6 o'clock, six flashes (with a long flash to make quite sure it is not miscounted and mistaken for east or west); west, 9 o'clock, nine flashes.

Isolated danger marks: Erected on, or moored on or above, an isolated danger which has navigable water all around it.

Topmark	2 black spheres, one above the other
Colour	black with one or more broad horizontal red bands
Shape	pillar or spar
Light (when fitted)	colour, white: rhythm, group flashing (2)

Safe water marks: Indicating that there is navigable water all round the mark; these include centre line marks and mid-channel marks. Such a mark may also be used as an alternative to a cardinal or lateral mark to indicate a landfall.

Topmark (if any)	single red sphere
Colour	red and white vertical stripes
Shape	spherical, pillar with spherical topmark or spar
Light (when fitted)	colour, white: rhythm, isophase, occulting or one long flash every 10 seconds

Special marks: Indicate a special area or feature, such as spoil ground, or a cable or pipe line. When a navigator sees a special mark, in fact, it tells him that he must look for further information on his chart or in other nautical documents.

Topmark (if any)	single yellow X shape
Colour	yellow
Shape	optional but not conflicting with navigational marks
Light (when fitted)	colour, yellow: rhythm, any, other than those described for cardinal, isolated danger or safe water marks.

Wherever possible, the shape of yellow buoy chosen would be in character with its position. For instance, a yellow can would be chosen for a port hand mark, a conical yellow buoy for a starboard hand mark.

New dangers: Newly discovered hazards not yet indicated in nautical documents: naturally occuring obstructions such as sandbanks or rocks, or man-made dangers such as wrecks. New dangers will be marked in accordance with the general rules, using in the main cardinal marks, although others would be used where appropriate. If a danger is particularly grave, at least one of the marks will be duplicated: the duplicate mark would be identical to its partner.

This article is only intended as an introduction to Maritime Buoyage System A, and should only be taken as that. Fuller information will, of course, be promulgated through the normal navigational publications. MBS A will be the central feature of Trinity House's stand at next year's Boat Show at Earls Court, so from January 6-16 there will be an ideal opportunity of obtaining explanations at first hand.

The understatement of the year . . .

Seen by David Rees, a New Quay crew member, in a western newspaper on July 28:

Two holidaymakers spotted clinging to a capsized dinghy off Tenby yesterday were back on dry land in just 13 minutes after an Olympic-speed launch by Borth inshore lifeboat crew.

Well, they only had to come, what . . . 90 miles?

Obituary

With deep regret we announce the following deaths:

April

Dr Robert Rees Prytherch, a lifelong supporter of the RNLI who had been honorary medical adviser at Criccieth since 1956 and chairman of the station branch for many years. He was awarded the silver badge in 1966.

June

Philip Hodgson, JP, honorary secretary of Filey lifeboat station for 13 years. Tireless and dedicated, he enjoyed the warm regard and respect of coxswain, crew and all who worked for the station.

Eric Hudson, district engineer (eastern). Mr Hudson joined the Institution as motor mechanic at Sunderland in 1946, became a travelling mechanic in Scotland in 1950 and had been district engineer in the south east or east since 1967.

August

Mrs O. E. Lloyd-Jones, who joined Llandudno ladies' guild in 1944, became honorary treasurer in 1947 and vice-president in 1973. In that year she was awarded a gold badge for her long and valued voluntary service.

Oliver Warner, the distinguished naval historian who was the author of **The Life-boat Service**, a history of the RNLI from 1824-1974, written to commemorate the 150th anniversary of the Institution.

George Parsons, who served in The Mumbles lifeboat crew for 36 years and, more recently, has been head launcher for the boat. He was assistant mechanic from 1952 to 1957.

Practical thanks

When Huddersfield ladies' guild this year broke its standing flag day target of £1,000 by raising £1,155, two of its collectors were young people who, with their dog, had been rescued by Flamborough lifeboat; they had been stranded on rocks in the face of an incoming tide, the young man with a broken knee.

Used postage stamps

B. Smale, who collects used stamps for the RNLI, has moved from Chester. He now lives at 17 Station Road, Okehampton, Devon, and parcels of stamps should be addressed to him there.

Sea Rhine founders

In the summer issue of THE LIFEBOAT we published a letter of thanks to the Great Yarmouth and Gorleston lifeboat crew from Douglas Sewell; we apologise for mis-spelling his name.

Shoreline Section

WE HOPE ALL SHORELINE MEMBERS have enjoyed the fine summer. It would seem difficult not to have enjoyed the sunshine, even though our thoughts have been very much with the members of fire services all over the country and with those of our members concerned in agriculture or other occupations badly affected by the drought.

* * *

Now—news of our own future lifeboat, RNLB *Shoreline*. The keel will be laid in the next few weeks: that is the measure of the wonderful response we have received to the appeal launched with the last issue of THE LIFEBOAT. Each member was asked to introduce at least one new member; with our numbers over 31,000, if this operation were successful there would be funds enough to put a new Rother class lifeboat on the stocks.

The response began by return of post. Our normal intake of new members rose by 100%. There were donations: anything from £1 to £250. One member, Mrs E. Roberts, quickly organised a coffee morning and sent us the results—£30—towards the new boat. Within a few days a fiftieth of the cost had already come in.

Perhaps, however, the most encouraging aspect of these early days has been the number of members who have written asking for more enrolment forms. Some have asked for ten or twelve, to give to friends; some requests have been for enough forms to send out to every member of a yacht club. It looks as though the stream which has already started could turn into a flood. And, of course, we shall need a flood if the remaining 49/50ths are to be raised. The start has been magnificent. Your quick, spontaneous generosity has given us the confidence that success will be achieved.

Please keep up the good work; if we are to win the privilege of naming a lifeboat *Shoreline* we must maintain the start that has been made, and we are depending on your continuing efforts. Even if you have recruited your new member, might there not be someone else you know who would like to join? We will gladly send extra forms and give you any other help you need.

Our normal staff is doing its best to take the great increase of work in its stride; if there should be any delay in correspondence we hope you will understand and forgive us.

As we told you in the summer issue of THE LIFEBOAT, we plan to follow the story of RNLB *Shoreline* right through her building, trials, naming and service. So, we are starting at the beginning and, on the opposite page you will find an article on the plans of the 37'6" Rother class lifeboat.

* * *

Before the Shoreline appeal was announced, Mr M. Silver of Newton Mearns, Glasgow, had started on a recruitment drive of his own, holding a sherry morning at his home on March 28 with the express purpose of encouraging his friends to join. As a result he signed on many new members and was able to hand in £90 to the Glasgow branch office. Mr Silver is now planning another such party. How splendid! All strength to his good work!

* * *

Just at this exciting time, my period of office as membership secretary is regrettably reaching its end, and I shall be returning to my original sphere of work, connected with the operational side of the Institution. Thank you for your kind letters and for all your help.

My successor will be Peter Holness, whom some of you may already know as he has been organising secretary for South London area for the past six years. I am sure that he will enjoy the same happy association with our members which has been my pleasure these last few years.—G. R. 'BOB' WALTON, *Membership secretary, RNLI West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133)*

Prepare to cast off forward! Paul Richard Wilkinson, of High Wycombe, is only just a year old, but has all the ingredients of an old sea dog. He loves boats, and anything to do with them; so his family, who call him the sea pup, have enrolled him as a member of Shoreline.

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

SHORELINE LIFEBOAT

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 .....

Building a Rother Class Lifeboat

PART I: THE PLANS

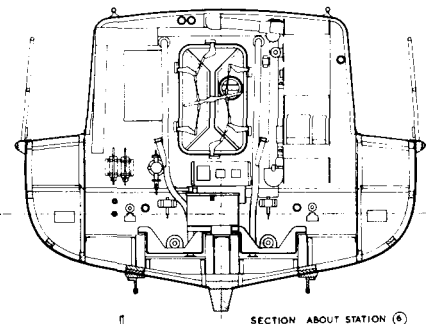
KNOWLEDGE OF SHIPS AND THE SEA, of design and engineering brought to bear, with imagination, on the problems posed in the reconciling of requirements with limitations; calculations; drawings —of profile, section and plan—building up on flat sheets of paper a three-dimensional form; large scale drawings of detail; and more calculation. . . . That is naval architecture, its end result the design of a boat and the working plans from which she will be built.

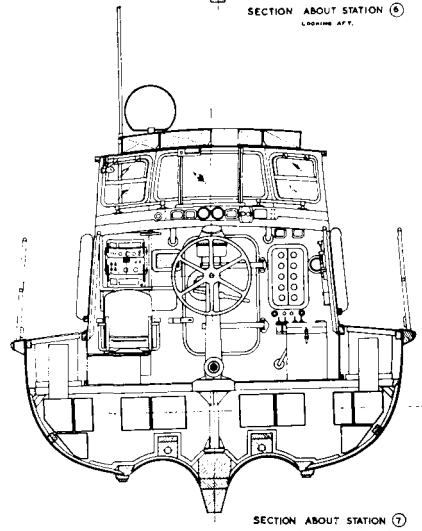
Very often one design will grow naturally out of another; meeting new requirements; building in improvements suggested by experience or made possible by development of available materials and equipment. In just such a way the 37′ 6″ Rother lifeboat grew out of the 37′ Oakley. The 37′ Oakley was the first modern lifeboat with a self-righting capability, achieved by the transference of water ballast from beneath the engine room to a righting tank under the port deck. Later, modifications were made to give the boat enough inherent buoyancy for self righting without the need for water ballast transference. The superstructure, now of aluminium alloy, was extended over the forward well, and a wheelhouse, open at the after end but carrying buoyancy blocks in its roof, was added. Other advantages gained were a forward cabin for survivors and more protection for the crew. This modified Oakley was re-named the Rother.

A full set of working plans is made up of many sheets of detailed drawings, but it is only possible here to reproduce one or two key examples; a deck plan and centreline elevation and two sections, numbered so that their positions can be located on the full length plans. Section 6 is looking aft at the main watertight bulkhead from inside the engine room. Section 7 looks forward from the steering position to the outside of the same bulkhead; note radio and D/F loop to port and the compass binnacle under the coxswain's eye forward. Note, too, buoyancy blocks beneath the wheelhouse sole and in its roof, and the beginning of the run aft of the propeller tunnels.

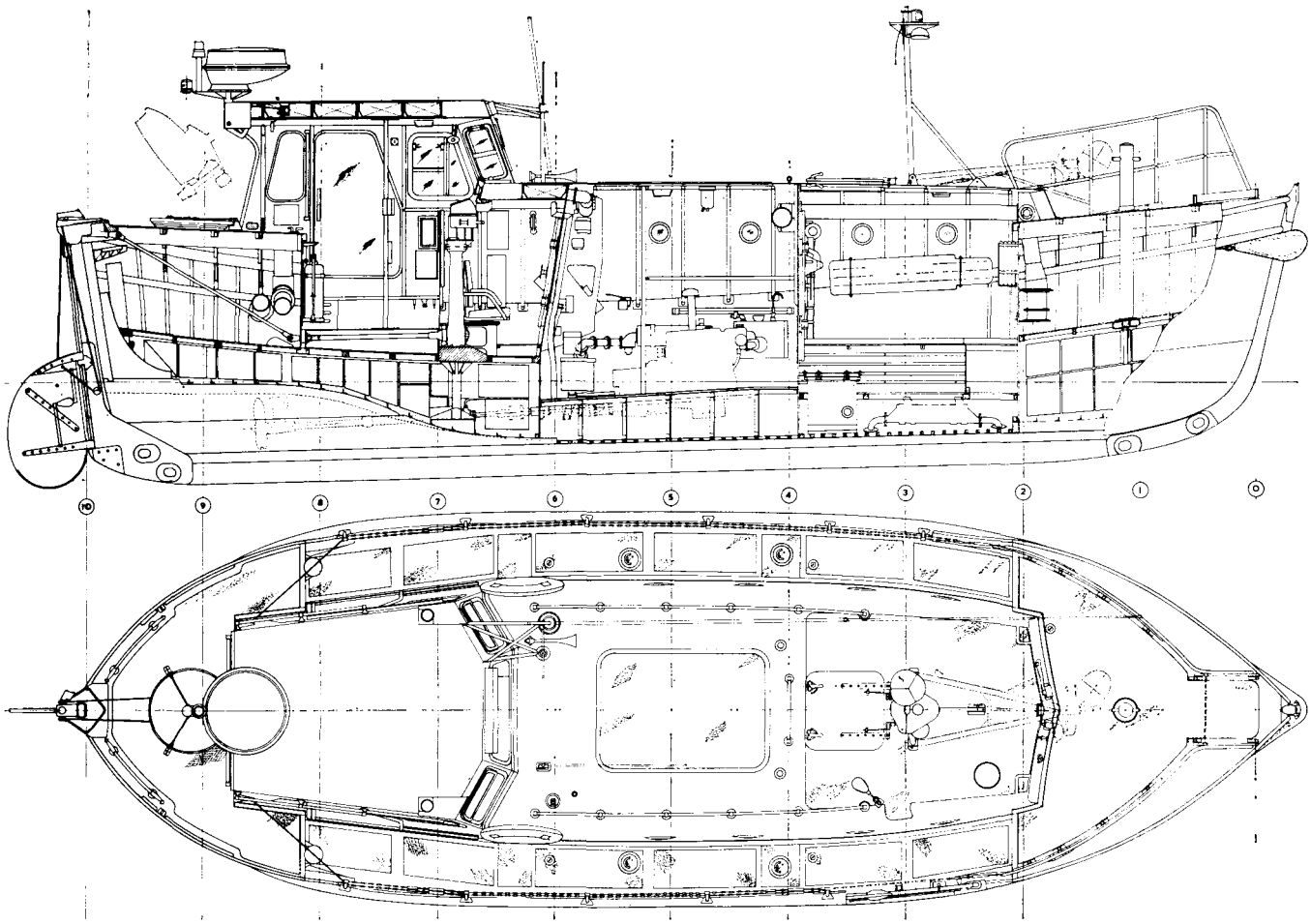
So much can be learnt from even one view. The elevation shows not only the main layout of foredeck, cabin, engine room, wheelhouse and after deck, but also such detail as how the radar on the after end of the wheelhouse roof and the mast, forward, pivot down so that the Rother can be housed; a look at the deck plan shows that the mast is in fact a tripod. From different views of the same detail a rounded picture can be built up. For instance, the propeller shafts can be seen in both sections 6 and 7 and in the elevation.

(To be continued)





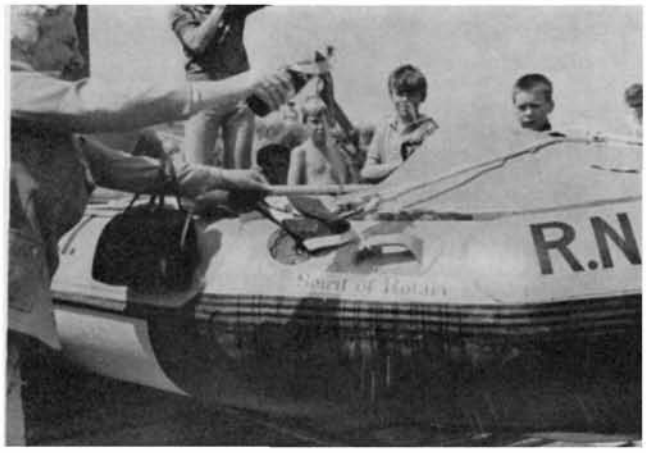
LOA	37′6″ (11.4 m)
Beam	11′6″ (3.5 m)
Draft	3′7″ (1.1 m)
Displacement, loaded	13 tons
Engines	Twin 52 hp diesel
Maximum speed	8 knots
Range at maximum speed	154 nautical miles
Crew	7



Around the coast

SECOND OF THE STEEL HULLED 18 knot fast afloat Thames class lifeboats, *Elizabeth Ann*, 50-002, recently completed her first comparative trials with the prototype, 50-001, and with an Arun class boat, 52-02. Although only light to moderate weather conditions were encountered, 50-002 compared well with both of her running mates. The main improvements are a bow modification, which reduces wetness, and a better layout for the crew cabin. Some further small modifications remain to be evaluated in heavy weather after which, all being well, the experimental GRP bow will be replaced by a steel structure.

Elizabeth Ann, *50-002, seen astern of* Sir William Arnold, *52-02, at Guernsey in August.*
photograph by courtesy of Brian Green



On the very hot, sunny day of June 6, Mrs Irene Carrington, wife of the president of the St Ives, Huntingdonshire, Rotary Club, named the new D class ILB for Wells station Spirit of Rotary, *pouring champagne over her bows. The St Ives branch of the Rotary Club had raised the money for the replacement boat in the short space of ten months, and a number of their members travelled to Wells to be present at the ceremony.*
photograph by courtesy of RNLI Enthusiasts Society, Cromer and District Research Group.

After naming West Mersea's new Atlantic 21 Alexander Duckham *on July 1, another brilliant summer day, and unveiling an inscribed plaque, R. A. G. Joseph, marketing director of Duckhams (l.) with S. R. Page, publicity manager, went aboard for a trip afloat. The gift of this ILB commemorated both Duckhams 75th anniversary and the 150th anniversary, in 1974, of the RNLI. From the time she went on station at West Mersea at the beginning of April until mid July,* Alexander Duckham *had launched on service 25 times and rescued 19 lives.* photograph by courtesy of Alexander Duckham

The Marquis of Normanby, CBE, *Lord Lieutenant of North Yorkshire and a member of the Committee of Management, presented Coxswain William Sheader, Scarborough, with the* BEM *awarded to him in the New Year Honours List at Mulgrave Castle, Whitby, on June 26.*
photograph by courtesy of Dennis Dobson

Anniversaries: Three stations, Arklow, Blyth and Dungeness, are, this year, celebrating their 150th anniversaries, and one, Eyemouth, its centenary. As part of the celebrations at Dungeness a collection of oil paintings of its coxswains was unveiled by Lady Norton, a member of the Committee of Management, on July 18. The paintings are part of a special display at The Britannia inn, which includes a scroll listing crews from 1915 to the present day and a pictorial history of Dungeness lifeboats and their rescues.

* * *

Aberdeen lifeboat, the 54′ Arun *BP Forties*, visited Stonehaven in early August at the time of Stonehaven ladies' guild annual gala. She was the first offshore lifeboat to come to this Kincardineshire harbour—which now has an inshore lifeboat—since the lifeboat station was closed in 1934. The gala, helped by *BP Forties*' presence and a joint display by the ILB and HM Coastguard, raised £1,700.

* * *

Horton and Port Eynon has, in the past 12 months, been provided with a latest model radio for the boat and a magnificent steel flag pole, together with a crosstree and an aerial which makes monitoring over a wide area possible. After many months of hard work, overcoming problems, the station has also a water supply. All these additions are the result of the generosity of the station's supporters, whose help is practical as well as financial: laying a water pipe from main road to station, for instance, and installing the 2½-ton pole from which the RNLI flag flies.

Some Ways of Raising Money

Their stint done: a nine-year-old and his dog who, on June 9, with 274 other pupils of St Peter's Church of England Junior School, Harborne, Birmingham, helped to raise £1,200 for the RNLI on a sponsored walk round Harborne Cricket Club field—five circuits for the younger, eight for the older children.

(Right) Fifty minutes of sponsored silence for the five to eleven-year-olds at Grendon Road Junior School, Birmingham, raised £252.08 for the lifeboat service.

photographs by courtesy of Birmingham Evening Mail

The chairman of Saintfield branch, Belfast, has written a history of the parish which is being sold in connection with the bicentenary of the re-building of its church and, as an appreciation of his work, the Select Vestry has given £50 to the Saintfield branch of the RNLI. As well as recording local history, the booklet, **Saintfield Parish Under the Microscope,** includes details of village life in the past 200 years.

Dorset Brass Quire, enrolled in Shoreline, has sent a donation of £30.05, the proceeds from outdoor concerts in the Scilly Isles. Most was raised by a floating concert in St Mary's Harbour, the brass group playing aboard a pleasure boat to an audience on the sea-front. Handel's *Water Music* was included in the programme. The second concert was given close by Bishop Rock Lighthouse. Can this be the furthest west concert in England?

The seventh Elmore Angling Festival in aid of lifeboat funds was held at Lee-on-the-Solent on Sunday, April 4. This year's festival raised more than £1,300, taking the grand total for the seven years to over £5,000. About 1,000 anglers fished from 11 am to 4 pm. During the weigh-in Eric Pearman, vice-chairman of Eastney lifeboat station appeal committee and chairman of Gosport branch, presented to Mrs Georgina Keen, a member of the Committee of Management, £8,000 towards the cost of the new ILB house at Eastney. This money had come from numerous events, including last year's Elmore Angling Festival. Leslie Crowther presented the prizes to the anglers.

Miss E. M. Lloyd-Jones organising secretary, Scotland, presents prizes for the RNLI art competition arranged by Grangemouth branch for local schoolchildren. The 300 and more pictures and models submitted were judged by Frank Donnan.

photograph by courtesy of The Falkirk Herald Studios

Grangemouth branch, which has raised over £2,000 in two years, recently organised an RNLI art competition in which more than 300 children took part. Several of the winners came from Moray Middle School, some of whose pupils have since raised £1.65 for the lifeboat service with a hamster tote. Twenty small numbered boxes, each with a little food in it, were placed round a run, and a 1p ticket was sold for each number; the hamster, Topsy, put in the run, ran around and then into a box and the person who had the corresponding ticket won 5p.

Reigate and Redhill branch raised more than £3,000 in 1975 for the second year in succession. More than 30 schools in the area have seen the film 'Let Not the Deep Swallow Me Up', made for the Inner London Education Authority. It was met with great enthusiasm and during Surrey appeal week the children

gave some £200 pocket money, while £1,000 worth of souvenirs was sold to pupils through school staff and the branch chairman, F. Carl Seager, MBE.

Some time ago, each of the 12 members of Masham ladies' guild committee, in the heart of the Yorkshire Dales, was given 25p token money—£3 in all. Each was asked, starting with her token, to make as much as possible, and at their recent AGM the money raised was counted; it totalled just over £58. The treasurer, by baking bread, had turned her original 25p into £24.

Stockport crew of lifeboat auxiliaries put up their flag day collection this spring by 50% with a total of £786: no less than 18,000 coins! The result was achieved by 13 collectors, one of whom, the secretary Wallace Lister Barber, did two shifts of eight hours.

Mrs Beryl Robertson of Alfred Terrace Walton, Essex, helped by her mother Mrs Win Garratt, collected 150 lb of stamps from friends and local shops during the past year realising £40 which she gave to the RNLI. Mrs Robertson is still collecting stamps and welcomes contributions.

photograph by courtesy of East Essex Gazette

Broadway ladies guild is lucky that its honorary treasurer, Mrs J. Morris, lives in a lovely Cotswold house, Dereham House, Willersey, and is also a member of Chipping Campden Flower Club. The club decorated Dereham House over the Spring Bank Holiday weekend, moving in on the Friday and putting flower arrangements into six bedrooms, four bathrooms, four reception rooms and the kitchen. Coffee and tea were served and after three days £150 had been raised which, by Mrs Morris's wish, was donated to the RNLI.

The top juniors (11 years old) of St James Junior School, Whitehaven, Cumbria, presented a special assembly on June 22 based on a project on Workington lifeboat. Afterwards the honorary treasurer of Whitehaven branch, Mrs Morris, was presented with a cheque for £267 raised by the children with a sponsored spelling bee. The effort was promoted by Mrs Bell, one of the teachers whose father is the auxiliary coastguard, and encouragement and help was given by Bob McLoughlin, a senior crew member of St Bees ILB.

The two—and only—members of the Georgian branch, Cliff Jardine, landlord of the George Hotel, Beaconsfield, and his friend Sandy Bailey have raised £1,500 for the lifeboat service in two years with dinner-boxing and pro-am golf tournaments outside the town; they have more events planned.

photograph by courtesy of The Bucks Free Press

Herne Bay branch held a sponsored beach clearance on April 10, ready for Easter. The clearing was done by Anne Sutherland, daughter of the honorary secretary, and her friends, who raised £120 for the RNLI.

Following their initial sponsored walk on behalf of the lifeboat service last year, when £180 was raised, the Hull Wykehykers undertook a further sponsored Lyke Wake Walk, from Ravenscar to Osmotherley, on Sunday, April 11. The 42-mile crossing was completed by 21 of the 24 starters in an average time of 17½ hours, and £200 was raised. The youngest walker was Allison Carter, aged 11.

A voluntary collection among children in the second year of Great Cornard Middle School in Suffolk resulted in a cheque for £5.65 for the lifeboat service.

Harpenden ladies' guild, formed in June 1974, has raised since then nearly £2,500 for Walton and Frinton lifeboats with cheese and wine evenings, barbecues and other fund-raising events. Last May, 29 members visited Walton and Frinton where they were welcomed aboard the lifeboat by Sir James and Lady Barker and by members of the lifeboat crew. Sir James is president of both the local branch and Harpenden branch.

Shoreham's lifeboat week, organised jointly by Shoreham lifeboat society and Shoreham Harbour ladies' guild, realised a record £1,000, nearly a 25% advance on 1975. The climax of the week was a tour of the town by Shoreham Harbour ILB; the parade was led by the band of TS *Fearless* of the Nautical Training Corps. The cadets, who gave a splendid display, came to help the RNLI at their own expense, even though they are desperately trying to raise funds to rebuild their own headquarters, destroyed recently by fire.

(Below) Once a week (whenever the weather allows) Mrs Joan Bagley, honorary secretary of Totnes branch, sets up shop in the private forecourt of Kingsbridge Inn, with the kind permission of the owner Philip Potter, or at the town summer Elizabethan Market, selling books: paperback 10p, hard-covered books 20p. By June this year £52 had been taken. photograph by courtesy of Howell Evans

(Above) There were 129 participants, from all over Sussex, in a five-mile sponsored swim in the River Adur at Shoreham last March. It was organised by the Brighton branch of the British Sub-Aqua Club, and the £2,048.30 raised in a single morning was donated to the memorial fund for John Fox, coxswain of Shoreham lifeboat, who died on New Year's Eve. The aim of the fund is a radar for Shoreham lifeboat.

More people than ever before attended the coffee morning organised by Mrs Diana Wells at her home in Sawbridgeworth on Friday, June 11, and a record sum of £812 was raised. Nearly £100 of this money was donated by friends in memory of Mrs Wells' husband, Sewell, who had worked with great dedication for the lifeboat service.

The children of the Lower School at Pershore High School decided, through their school council, to support the RNLI during the last school year. Each form organised its own effort, such as sponsored walks, selling home-made sweets or jumble sales. Raffles were held and souvenirs sold. No less than £289 was raised.

At an evening party held on May 12 at Kettlethorpe Hall, near Saxilby, by courtesy of Judge and Mrs Daly Lewis, an auction of paintings was conducted by J. H. Evans of J. Hunter and Sons, Auctioneers and Valuers, helped by Wilson Millington as the clerk. Fifteen original paintings were put up for sale and realised £287. One watercolour was donated by Cecil Thornton, two miniature watercolours by his wife, Marion Thornton, and six watercolours of sea and shore by Jason Partner; all three artists, enthusiastic supporters of the RNLI, travelled to Saxilby to be present at the party. Three paintings were donated by Judge Daly Lewis and various other paintings and a pen and ink drawing were given by local artists. With this most enjoyable evening, Lincoln ladies' guild raised £400.

East Bridgford ladies' guild's territory is as far from the seas as is possible in England, between the Vale of Belvoir and the steep, wooded south bank of the Trent between Nottingham and Newark. It is in this country that the guild has staged four sponsored walks which have brought in over £2,000. This year a hundred walkers, including three generations of one family, set out by lanes and footpaths along the edge of the Vale, then down to the river, where Nottingham Sea Cadets' rescue boat ferried them across to a picnic lunch provided by the guild and Bleasby Women's Institute. A final six miles along the towpath, over Gunthorpe Bridge and up the hill again to East Bridgford completed the 15-mile course. The walk earned more than £700 for the RNLI.

(Above) Leeds appeal committee organised a charity greyhound meeting at Elland Road Stadium on May 6. Various firms in the city sponsored the eight races, to £100 each, and a very successful and enjoyable occasion yielded about £1,300. The photograph, taken before racing, shows Miss Leeds Lifeboat, Judith Utley, with members of the appeal committee and some of the dogs with their kennel-maids.

Mrs V. Gambles, honorary secretary of Bridlington ladies' guild, helps J. Ward hold both the monster Easter egg he gave to the guild to raffle and the resultant £80 cheque. The winner of the egg gave it to children in a local hospital. photograph by courtesy of Bridlington Free Press

Rayners Lane branch set 30 streets as their target for a sponsored inshore lifeboat push on Saturday, June 5. The 'launch' was at 0930 at The Glen and by mid-day successful passage had been made through 15 streets. From 1300 to 1430 the ILB was 'moored' in the shopping centre, where great interest was shown in the boat and explanatory notice board. With an afternoon push the boat was finally 're-housed' off Torbay Avenue at 1500 and about £400 had been raised.

Leslie Crowther (l.) and Robert Keegan were two of the guests at the RNLI gala at Ashburton Park on July 3, which was also attended by the Deputy Mayor and Mayoress of Croydon. During the afternoon, opened by Leslie Crowther, more than 5,000 people enjoyed entertainment by military bands and field displays by Sea Cadets and Scouts; these included an assault course competition of ten obstacles won by a team of five boys from Croydon Sea Cadet Unit. There were side shows manned by no fewer than 25 RNLI South London branches and by such supporters as Round Tablers and Rotarians, as well as static displays by the Royal Navy, Army, Royal Air Force, Fire Service, Ambulance Brigade and commercial firms. The gross receipts were £2,500.

Since The Admiral Vernon at Torrington was taken over by Jack and Joyce Boyd last June they have raised £750 for Appledore lifeboat; among other events, a chicken dinner is raffled every Saturday night. On July 24, Jack Boyd presented Captain Colin Lowry, chairman of Appledore branch, with a cheque for £466.68, the results of a lifeboat week organised by himself and Lawrence 'Lardo' Alexander, the founder of the Torrington Cavaliers, which had included a Black and White Minstrel Show. With a house-to-house collection and coffee morning organised by Appledore ladies' guild and the profits from Captain Lowry's souvenir stall, the week's final total was £612.

COMPETITION RESULT

Miss K. M. Brown of Harpenden thought he was saying:

'Will *you* grasp the Shoreline?'

This was deemed the best entry and wins the prize of £5. We regret that no receipts have been sent owing to the cost of postage.

Letters...

Re-count . . .

In a branch house-to-house collection two boxes may, rarely, be found to contain the same amount when opened, but how about this?

Two collectors worked on the opposite side of each road in their area, together, and on two consecutive evenings. On the third evening they took separate roads, but were helped by a third collector who worked with each of them in turn for half the time (and had his own box).

The two boxes concerned were consecutively numbered, and were issued to a husband and wife.

The amount found in each box by the treasurer (Lloyds Bank) was £15.71½.

As branch secretary I questioned the totals on the chance that, with the same surname, an amount had been put down twice in error. Also, as one of the two collectors concerned, I just did not believe it. Do you? HONORARY SECRETARY, *Bodmin and District Branch, High Bank, Love Lane, Bodmin, Cornwall.*

Twice saved

Will you please convey to the crews of the Beaumaris and Holyhead lifeboats our very sincere thanks and appreciation for the services they rendered to myself and three crew members on May 22 and 24? After many years of sailing, my 25′ yacht *Sabine* was involved in two separate incidents which endangered life.

The first incident occurred while boarding the yacht, which was on moorings three-quarters of a cable south east of Beaumaris Pier; after four trips with crew and provisions, on the last trip, for reasons not yet ascertained, my inflatable dinghy deflated causing the outboard to fail. One crew member was recovered by heaving line thrown from the yacht and hoisted aboard, but the second member was blown by a strong southerly wind, still in the dinghy, seaward. Both were wearing inflatable lifejackets.

A red flare was sent up at 0010. It is with admiration that I report that owing to the efficiency of your service at Beaumaris, both crew member and dinghy were returned safely to *Sabine* at 0035. For a rescue involving launching and search to be executed in just 25 minutes takes some believing, but it is a fact: times were recorded and entries made in the log.

The second incident occurred while we were on passage from Beaumaris to Abersoch when, with Bardsey Island light bearing 175°T distance 7 miles, we experienced very strong winds which required us to reduce sail down, eventually, to a storm jib. As the wind was south-easterly and so offshore I decided to make for Nefyn under motor and obtain shelter from the coast: the engine, however, refused to start, despite just having undergone an expensive overhaul by professional engineers.

Not wishing to make a landing during darkness, I then decided to ride it out in deep water until daylight. We were unable to make headway during the night and owing to tide and wind were being constantly swept north west. At 0732, with a further increase of wind strength forecast and my crew becoming exhausted, I radioed for assistance. This message, though weak (the batteries being low after the attempts to start the engine), was picked up by Holyhead and Fishguard Coastguard. Anglesey Radio broadcast a general call to all ships in the area. At about 1100 on May 24 the Shell tanker *Lovellia* was sighted and we set off two orange smoke flares, which she saw. The master of this ship kindly made a lee for us and informed Radio Anglesey of our position, 11 miles south west of the Skerries.

Your Holyhead lifeboat reached us some hours later and at 1630 we were safely moored in Holyhead Harbour.

Please thank the coxswain and crew for their kindness in taking two members of my crew aboard, one of them a lady, and for the hospitality extended to them while aboard.

To the members of these two lifeboat crews we send our very grateful thanks and hope sincerely we shall not require their services in the future. But it is nice to know that all ended well owing to the help we received from the RNLI and those gallant lifeboat men. Their praise will be high in the yacht clubs we visit.—B. EVANS, *46 Heyes Drive, Wallasey, Merseyside, L45 8QW*

Continuing kindness

My son and I were involved in a sailing accident off Shoreham Harbour early on Saturday, May 29. One reads daily of the rescues effected by the lifeboat service, but I doubt if people realise the kindness which continues after the rescued are safely ashore.

During the very trying period when my son was in hospital with a fractured skull, individual members of the RNLI accommodated me, fed me, and never gave my morale a chance to drop, though all the ferrying and companionship involved must have made a nonsense of their own bank holiday weekend plans.

To a service for which I have always had immense respect I can now add sincere affection—for mums, sons, husbands, wives, the lot.

Incidentally, my son's injury, from which he is now recovering, did not prevent him from retaining command of his boat. Until the time he was helped up the ladder on to the quay he was in complete command of the situation, and I merely acted on his orders. Thank you, Shoreham.—MARY MACLEAN, *Royal Air Force Yacht Club, Hamble, Southampton.*

At 0247 on Saturday, May 29, RLP, *the 41′ Watson lifeboat temporarily on duty at Shoreham Harbour, launched to investigate a red flare sighted two miles south of the harbour. Visibility was moderate and there was a moderate easterly breeze. She came up with the casualty, a Tango class trimaran, at 0320, took her in tow and brought her back to Shoreham. As one of the crew of two had sustained a head injury the lifeboat radioed for an ambulance to meet them as they came ashore.*—THE EDITOR.

Lifeboat 'houses'

Here's another way in which the lifeboat service can be publicised by local people. At Gunfleet Secondary School, Frinton-on-Sea, the houses are named after the local lifeboats. They have Courtauld House, named after the Walton and Frinton lifeboat, RNLB *Edian Courtauld*, Graham House after RNLB *Margaret Graham* at Harwich, and Wyndham House after RNLB *Valentine Wyndham-Quin* at Clacton. They have a fourth house called Trinity named after the Trinity House depot at Harwich.

Last summer the school had a new extension built and they called this Hillary after the founder of the RNLI, Sir William Hillary. P. A. EDWARDS, *Farnham, 22 Kenilworth Road, Holland-on-Sea, Essex.*

Anglers in distress

On behalf of the Firth of Clyde Sea Angling Association and all competitors who took part on May 16 in the Clyde Open Boat Championship at Helensburgh, may I extend to you and your staff, in particular the officers active at Helensburgh, a most sincere appreciation for the outstanding and prompt service rendered to anglers in distress?

May I also thank you for the prompt assistance of officers at the Helensburgh station regarding notification to the organisers of anglers stranded due to the severe gales on the day of the championship?

I would be indebted if you could convey our appreciation to everyone at Helensburgh. ALEX A. FORREST, *Chairman Firth of Clyde Sea Angling Association, 97 Cockles Loan, Renfrew.*

During the afternoon of Sunday, May 16, a sudden southerly gale caught out a number of small boat sailors and fishermen in the Gareloch. Helensburgh ILB, with George Hulley, S. Massie and S. Douglas

(continued opposite)

R/T procedure changes

THE FOLLOWING PROCEDURE modifications introduced in the new edition of the Handbook for Radio Operators should be noted:

Control of distress traffic: The word 'PRUDENCE' (pronounced PRU-DONCE) has been introduced, thus following the pattern that French is used for distress pro-words. It indicates that the silence which has been imposed on a distress frequency (2182 kHz or channel 16) is no longer considered completely necessary even though the distress situation still exists, and that restricted working for urgent messages can be resumed. Complete silence can be re-imposed by the ship in distress or the station controlling the distress traffic with the words 'SEELONCE MAYDAY' (from the French again—*silence* and *m'aider*), or by another station deeming it necessary with the words 'SEELONCE DISTRESS'. When distress traffic has completely ceased, normal working is resumed by the words 'SEELONCE FEENEE' (the French *fini*).

Urgency signal: The urgency signal now consists of three repetitions of the group of words 'PAN PAN' (this is also derived from the French, *panne* meaning breakdown): e.g., 'PAN PAN . . . PAN PAN . . . PAN PAN'.

Accommodation

ROUND ABOUT CHRISTMAS, thoughts turn to summer holidays and from the next issue of THE LIFEBOAT, winter 1976/77, a new heading will be introduced into the classified advertisement section: ACCOMMODATION. It may well be that among our supporters are those who have hotel, guest house or bed and breakfast accommodation available and who would welcome other lifeboat people as visitors—the pleasure would surely be mutual. As a service to our members and supporters, a special price is offered of £6 for up to 50 words (including address and/or telephone number); for longer insertions the normal price of 20p a word would apply for each word over 50. Each advertisement will be inserted in strict order of receipt. Those for which there is not space in one issue will be carried over to the next, unless other instructions are received. Please type or print your advertisement and send it with a cheque or postal order payable to the Royal National Life-boat Institution, to the advertisement manager at Dyson Advertising Services, P.O. Box 9, Godalming, Surrey.

TWO LP RECORDS FOR THE RNLI

Members of the Orpheus Male Choir of Rhos near Wrexham, which this year has produced a record as a tribute to lifeboatmen, visited Rhyl during the summer and (above) were welcomed aboard the lifeboat by the crew and station officials. 'For those in peril' is an anthology of sacred music, sea shanties and songs, English and Welsh, with solos by John Williams and Walford Jones. 'Eternal Father' opens side 1. The director of music is John Glyn Williams, LRAM ALCM, the pianist Anne Phillips, ALCM and George McArdle, ARCO, the organist. Copies, price £1.95 plus 25p postage and packing, from RNLI Welsh District Office, The Exchange, Mount Stuart Square, Cardiff, CF1 6ED.

For more than 30 years the Lifeboat Mixed Voice Choir of Forest Row, Sussex, has sung carols at Christmas time for the RNLI and, in that time, has raised more than £5,000. What started as a small band of singers has grown into an experienced choir and its record of 18 carols is full of warmth and enthusiasm. Last Christmas Coxswain Joe Martin (seen on the sleeve, right) and Motor Mechanic Joe Shoesmith of Hastings joined the choir for an evening's carol singing. Copies, price £2.10, including postage and packing, from RNLI South East District Office, 9 Union Square, The Pantiles, Tunbridge Wells, or from George Ralph (conductor), Fairways, Blackwell Farm Road, East Grinstead.

Letters

(*from page 208*)

as crew, was out on service for 1¾ hours. First she towed to safety two fishing dinghies, both with swamped outboard engines and both with four people aboard; one was taken to the weather shore at Clynder, the other to Rosneath. Eighteen other people were landed at Rhu Pier; they included members of fishing parties taken off one motor launch blown ashore at Helensburgh and another in Rhu Bay, as well as the crews of six boats at moorings, in varying degrees of danger and unable to get ashore because tenders had been lost or because the weather made it too hazardous for the use of tenders. So, in all, 26 people were landed from craft in places from mid-Gareloch to Helensburgh.

Sending on to us Mr Forrest's letter, George Paton, secretary of Glasgow branch added, 'It is so encouraging when people say "Thank you"!'—THE EDITOR.

BOOK REVIEWS

● The history of Britain's Coastguard is an extraordinarily colourful one, and it is surprising that hitherto no full history of the service has been published. The deficiency has now been made good by William Webb in an admirable work entitled **Coastguard! An Official History of HM Coastguard** (HMSO, £4.95). The Prince of Wales contributes a foreword, in which he recalls his own experiences as an auxiliary coastguard when he was at Gordonstoun School.

Not the least attraction of Mr Webb's book is the clear and uncomplicated style in which is is written. Research into the Coastguard records has clearly been extensive and Mr Webb has benefited both from earlier research carried out by the former Chief Inspector of Coastguard, Commander Peter Bartlett, and from information provided by a number of members of the service.

The history of HM Coastguard falls roughly into three periods. The first began in 1822, when a Treasury minute directed that 'the Preventive Service, consisting of Preventive Water Guard, Cruizers and Riding Officers' was to be 'termed in future the Coast Guard'. This first period, during which the primary concern of the service was the fight against smuggling, ended in 1856, when the Coastguard was placed under Admiralty control. For some 60 years the Coastguard existed mainly to provide a reserve for the Royal Navy. Only after the war of 1914-1918 was its principal function officially acknowledged to be that of helping to save life.

The liveliest passages in Mr Webb's book are, understandably, concerned with the story of the fight against smuggling. The activities of such notorious smugglers as the Hawkhurst gang are duly recorded, but much other information of interest also emerges. For example Mr Webb quotes the Emperor Napoleon, while in exile on Elba, stating that during the war with Britain 'all the information I received from England came through the smugglers'.

The smugglers' organisation was imaginative and effective, and to protect them from the penalties which applied to British citizens caught in the act, many smugglers arranged to have their children born on the other side of the Channel so that they could acquire French nationality. The coastguards who tried to combat the smugglers had a hard and dangerous life, and Mr Webb quotes one old coastguard, who stated: 'It was enough to kill a horse and only a strong man could stand it'.

In depicting the struggle between the forces of law and order and the smugglers Mr Webb tends perhaps to exaggerate the venality of the revenue officers and to give the Coastguard rather too much credit for the part it played in bringing smuggling to an end. Honest revenue officers did exist. One of them was William Arnold, the father of Dr Thomas Arnold, the headmaster of Rugby School, who receives only a brief mention in Mr Webb's work. The real destroyer of smuggling was of course the introduction of free trade, an event which Mr Webb passes over rather lightly.

In his treatment of the period when the Coastguard served mainly to supplement the manpower of the Royal Navy Mr Webb seems to me very sound in his judgment. The Coastguard has suffered over the years more than it deserved from battles for power between various government departments. As Mr Webb puts it, 'the Coastguards, in their long history, seem to have been perpetually subjected to reviews by authority, which were intended to benefit or re-organise the service and they have been shuttled about between one authority or another willy-nilly'. Nevertheless, it was during the period of Admiralty control that the Coastguard developed the versatility and wide range of activity which have long characterised the service. Coastguards during these years operated the breeches buoy lifesaving apparatus, they launched their own boats to supplement the work of the lifeboats of the RNLI, they were responsible for the administration of the Wild Birds Protection Act, and they had to clean rare fish and send them to the Natural History Museum in South Kensington.

Mr Webb also pays a well deserved tribute to the work of the voluntary lifesaving brigades and quotes to advantage Queen Victoria's son, the Duke of Edinburgh (Affie), who in his capacity as Admiral Superintendent of Naval Reserves said of the Coastguards: 'They are foremost at all wrecks, they are conspicuous at all our great watering places, and are looked upon as examples of the officers and seamen serving in the Royal Navy.'

After war broke out in 1914 members of HM Coastguard fulfilled the role for which they had primarily been appointed, that of providing the necessary naval reserve, but as a result there was a deplorable shortage of people to carry out the other Coastguard duties. In practice the work tended to fall largely on the wives of Coastguard officers and on Sea Scouts.

When the war came to an end the familiar departmental power struggle was resumed. The first Chief Inspector of Coastguard, Captain Vernon Rashleigh, who seems to have had both a strong character and an effective turn of phrase, commented: 'It is unfortunate that there are to be found in the Admiralty a certain number of naval officers now holding minor administrative posts who, without giving the question mature thought, are voicing the opinion that on conclusion of hostilities the Coastguard should not be given back to the Ministry'. The naval officers holding minor administrative posts were defeated, and the Coastguard in its modern form as a lifesaving organisation gradually came into being. Nevertheless, when the Coastguard once again came under the control of the Board of Trade in 1964 it had served eight different ministries in 140 years. Readers of THE LIFEBOAT may reflect how fortunate the RNLI has been to be spared all this juggling and dislocation. Whether it could have avoided it, had the service ever come under state control, is an open question.

The recent history of the Coastguard is one which must command respect and admiration, and Mr Webb does well to call attention to the activities of a variety of individuals. One such was P. A. Woodford of the Sandown Rescue Company, who was awarded a long service medal. When this was conferred on him in 1973 it was discovered that he had rescued 22 people, four dogs, two sheep and a cat.

I find Mr Webb's treatment of the Coastguard's co-operation with other services a little flimsy and much could with advantage have been written, for example, on the importance of the introduction of helicopters for lifesaving purposes. There is also a regrettable mistake in Mr Webb's treatment of rescue organisations in countries outside Britain. He states: 'In European countries search and rescue is carried out by the services with the assistance of support ships which are in attendance on their fishing fleets'. To the many admirable voluntary lifeboat organisations in Europe this statement is likely to seem strange.

There are some excellent photographs, and as is so often the case with books published by the Stationery Office, the standard of printing is exceptionally high. It seems a pity therefore to find SOS appearing as S.O.S.

The absence of a bibliography is also to be regretted in what must surely be for many years to come a standard work of reference on the history of an important national service.—P.H.

● **Owning a Boat** by Hugh Marriott (Nautical Publishing Co., £4.85) is not the first book which has been written on the subject! However, it must be one of the most authoritative and up-to-date, written as it is by a man who is not only a true devotee of sailing for pleasure but who also has at his fingertips a rich fund of information and practical experience of the problems and expenses which confront a boatowner as seen from the yacht broker's office. These facts are too often obscured by the rose-tinted spectacles assumed by those who first hear the call of the sea.

It is written in the breezy style which bespeaks an amusing sailing companion. I was delighted to encounter Old Harry's Law and its numerous corollaries with which I have been long acquainted although under a more familiar name! Also the Hornblower Factor which makes one feel that it is slightly disgraceful to talk about going downstairs to the kitchen in a boat. The author hints at the pitfalls which accompany the application of the common vocabulary of seamen to yachting. I can support this; if you are in any doubt, look at Reed's Almanac, page 854—Glossary of Nautical Terms:

> 'BEAR UP: To put the helm up, i.e. keep further away from the wind.'

I can almost hear Hugh Marriott's conspiratorial laughter!—K.M.

● Lindisfarne or Holy Island, which was once one of the principal centres of learning and the arts in England and on whose rocky territory the presence of 311 different species of birds has been recorded, is the subject of a new book in David and Charles's enterprising islands series: **The Holy Island of Lindisfarne and the Farne Islands** by R. A. and D. B. Cartwright (£4.50).

Holy Island's period of greatest distinction, when the famous illuminated Lindisfarne gospels were produced, lasted for some 200 years before the Viking attacks in the late ninth century forced the monks to retreat to the mainland, taking their gospels with them. Much of the later history of the island has revolved round shipwrecks.

The authors have unearthed an interesting account of a fight which took place in 1643 between the minister of the parish and 'a gentleman dwelling near the island', both of whom coveted a cask full of beaver hats which had been recovered from a wreck. The minister, it was recorded, 'did sore wound the gentleman'. The close association of all the inhabitants with the sea was illustrated by the fact that two successive vicars acted as coxswain of the lifeboat in an emergency.

In their informative and well illustrated account of the history of a small community the authors do justice to the major part played by the lifeboats. One outstanding service, when 60 villagers, 25 of them women, had to wade waist deep into the sea to launch the lifeboat, took place in January 1922 during a south-easterly gale and a blinding snowstorm. The lifeboat, which was named *Lizzie Porter*, was recently discovered in the River Trent and is to be preserved in perpetuity at St Katharine Yacht Haven, London.—P.H.

● 1975 saw the 100th anniversary of one of the most important of all Merchant Shipping Acts: that which introduced the load-line, or Plimsoll line as it has always been known. Samuel Plimsoll himself was known as 'the sailors' friend', and George Peters' biography **The Plimsoll Line** (Barry Rose, £2.25) shows us a remarkable man, accurately described by one of his supporters as 'bold, earnest and rash'.

Before the 1875 Act, it was easy enough for corrupt shipowners to make profits from insurance claims on policies as heavily overloaded as the ships themselves. A member of Parliament from 1868 to 1880, Samuel Plimsoll fought, for that is the best description, the owners of such 'coffin-ships', and goaded governments which were by turns timid and stubborn. Even with the Plimsoll line embodied in law, it took 15 years further struggle to get the responsibility given to the Board of Trade.

Samuel Plimsoll was backed in his campaign by facts made available by the RNLI, which had called attention to overladen and unseaworthy ships in THE LIFEBOAT in 1867, even before Plimsoll took up the cause. When money was collected in appreciation of his work, Plimsoll directed that it should be spent on a lifeboat. Accordingly, the *Samuel Plimsoll* lifeboat was named by him at Lowestoft in 1876. It was a fitting tribute to a man who was born three weeks before the RNLI was founded, and who did so much for the British seafarer.—A.H.G.

● **This is Sailboat Cruising** by J. D. Sleightholme (Nautical Publishing Co., £4.85), a 168-page booklet, provides an excellent primer which employs the strip-cartoon teaching technique for the benefit of the boat owner who may be daunted by the more traditional treatise on seamanship or navigation but who, without guidance, could be liable to run into trouble. The RNLI should be correspondingly grateful to Des Sleightholme and hope that his book has a wide circulation.

The instruction and advice contained in the text is without exception sound and the illustrations by Peter Milne are clearly the work of a competent draughtsman, although he shares a weakness of this breed when it comes to portraying the human figure.

If anything, the illustrations are overdone. Is it really necessary to include a picture of a cup of cocoa and a bar of chocolate (page 165) to assist the reader in the understanding of the text?—K.M.

● Three publications concerned with Welsh maritime history, and in particular with that of Gwynedd, have appeared recently. One, **An Island's Heritage** by J. P. Morris, tells in great and careful detail the story of 150 years of lifesaving on Anglesey, from the placing of the first lifeboat on the island at Llanddwyn in 1826 up to the present day. During those years Anglesey's lifeboats have launched over 2,000 times and saved more than 3,100 lives. For rescues around the island's coast nine gold, 61 silver and 51 bronze medals for gallantry have been awarded, including the gold, silver and bronze medals awarded for the services to *Hindlea* in 1959 and *Nafsiporos* in 1966. Each station, past and present, has its chapter, several of them recalling the pioneering work of the Rev. James Williams and his wife Frances. **An Island's Heritage**, price 25p (postage and packing 10p) is available from the RNLI Welsh District Office, The Exchange, Mount Stuart Square, Cardiff CF1 6ED.

Photographs of the Rev. James and Frances Williams and their son, the Rev. Owen Lloyd Williams, who was twice awarded the silver medal of the RNLI, appear among a selection of nineteenth and twentieth century photographs reproduced in a delightful booklet by Aled Eames entitled **Ships and Seamen of Gwynedd** (Gwynedd Archives Service, County Offices, Caernarfon LL55 1SH, £1). There are photographs of sailing ships, boatyards, ships' logs and a fine portrait gallery of captains, their crews and sometimes their families.

Aled Eames, Lewis Lloyd, Bryn Parry and John Stubbs are the editors of an ambitious new journal, **Maritime Wales** (Gwynedd Archives Service, price £1.25), the aim of which is to bring together articles, notes and news reflecting the current interest in maritime historical studies in Wales. Among an impressive list of contributions to the first number of the journal is a paper entitled 'The Statutory Ship Registers of the Welsh Ports' by Grahame Farr, who needs no introduction to lifeboat people.—J.D.

● Among other books received are two with very different approaches to essentially the same basic theme: the quality of command at sea. One, **Command at Sea** (Cassell, £4.95) is by the late Oliver Warner and looks at great fighting admirals from Hawke to Nimitz. The other, **Deep as the Sea** (Eyre Methuen, £4.95) is a biography of Admiral H. A. 'Bertie' Packer by his wife, Joy; a story of one naval officer's career and his family's life, dedicated to their four grandsons.—J.D.

Lifeboat Services

(*from page 190*)

Enterprise dinghy *Spirtle* with one man on board, at 1648. The Pentland Firth Yacht Club's guard boat, *The Mendicant*, was still in attendance but was unable to make headway in the prevailing conditions.

The Three Sisters took the dinghy in tow and escorted *The Mendicant* to Scrabster, where they arrived at 1740. The lifeboat then returned to her station and was re-housed at 1800.

Ireland Division

From South Rock

COASTGUARD ORLOCH informed Cloughey/Portavogie lifeboat station at 1135 on Monday, February 2, that the captain of South Rock Lightvessel had had a heart attack. As it proved impossible to get a doctor to the harbour quickly, it was decided at 1204 to launch without a doctor, and the 41′ Watson lifeboat *Glencoe, Glasgow* cleared Portavogie Harbour at 1205. The lifeboat arrived at South Rock at 1245, where the weather conditions were rough. The sick man was eventually taken on board and brought back to Portavogie where, at 1330, he was landed into the care of an ambulance.

Scotland South Division

Hospital run

THE LOCAL DOCTOR asked Barra Island lifeboat to convey an urgent maternity case from Tangasdale to Lochboisdale, South Uist. It was 0425 on Monday, March 8. With good visibility, a fresh east-south-easterly breeze and a choppy sea, the 52′ Barnett lifeboat *Thomas Forehead and Mary Rowse*, on temporary relief duty at Barra Island, left her moorings at 0505 and, with the woman on board, ran at full speed to Lochboisdale, where the woman was taken to hospital.

The lifeboat returned to her station and was on her moorings at 1030.

South Eastern Division

Search in dense fog

A FLARE IN CHAPMAN'S POOL was reported to the deputy launching authority of Swanage lifeboat station at 2130 on Monday, June 14. Visibility was clear at the Coastguard lookout but there was a dense fog bank at sea level. Swanage lifeboat, the 37′ 6″ Rother *J. Reginald Corah* was placed on alert while the Coastguard made further enquiries. At 2137 the emergency was confirmed. *J. Reginald Corah* launched at 2147 and drove into the spring flood tide. She was off St Aldhelm's Head at 2230 and found a dense fog bank in Chapman's Pool. With the aid of her radar and echo sounder she began a search and at 2247 found the 35′ motor cruiser *Forrester*, with three people on board, 40 yards south of Freshwater Steps. Visibility was about 50 yards but lifted a little shortly after *Forrester* was sighted.

As *Forrester* was not damaged and could use one engine *J. Reginald Corah* escorted her through the rock ledges to open water and then to St Aldhelm's Head where Anvil Point Lighthouse could be seen.

Forrester's crew reported hearing an explosion to the south east some time after 2100 and so, having seen her safely on her way, the lifeboat started to search to the south east. Nothing could be found and it was concluded that the explosions heard were the lifeboat maroons; the search was called off at 0013 on Tuesday, June 15. *J. Reginald Corah* returned to station and was re-housed at 0130.

Eastern Division

Fishing vessel sinking

ORANGE SMOKE observed one mile east of Chapel Point and six miles north of the lifeboat station was reported to Skegness honorary secretary at 1557 on Tuesday, June 29.

In good visibility and with a light east-north-easterly breeze, a slight sea and the tide at two hours flood, the Skegness ILB launched at 1604. Thirty minutes later she came up with the casualty, the fishing vessel *Dolphin* of Kings Lynn. Her engine had failed, she was taking water and sinking. The crew of the ILB boarded her and began baling but, realising they were fighting a losing battle, asked for further help. *Lady Lynn* from Chapel launched with pumps on board which were put into use until Skegness lifeboat, the 37′ Oakley *Charles Fred Grantham* arrived and took up the tow. The crew of the ILB remained on board *Dolphin* and continued pumping and baling out throughout the passage. *Dolphin's* crew were exhausted having had little sleep the night before.

The ILB returned to her station and was re-housed at 2140 having seen *Dolphin* safely moored.

Services by Offshore Lifeboats March, April and May, 1976

Aberdeen, Grampian
March 12.
Aith, Highland
May 11.
Angle, Dyfed
March 31 and April 11.
Anstruther, Tayside
May 8.
Arklow, Co. Wicklow
April 17.
Baltimore, Co. Cork
May 7.
Barmouth, Gwynedd
April 12 and May 2.
Barra Island, Western Isles
March 8, April 21, May 3, 16 and 22.
Barry Dock, South Glamorgan
March 12, May 3, 5, 14, 20 and 31 (3 times).
Bembridge, Isle of Wight
May 6.
Bridlington, Humberside
March 12, 20 and May 29.
Calshot, Hampshire
March 14, 28, April 29 and May 15 (twice).
Campbeltown, Strathclyde
April 27.
Clacton-on-Sea, Essex
March 12.
Clovelly, North Devon
May 30.
Douglas, Isle of Man
May 2 and 10.
Dover, Kent
April 5 and 18 (twice).
Dungeness, Kent
April 4, May 22 and 31.
Dun Laoghaire, Co. Dublin
May 15 and 25.
Eastbourne, East Sussex
March 20 and April 30.
Falmouth, Cornwall
April 26.
Filey, North Yorkshire
March 5.
Fishguard, Dyfed
May 23 and 26.
Flamborough, Humberside
May 9.
Fleetwood, Lancashire
March 17 and May 13.
Galway Bay, Co. Galway
April 19, 30 and May 28.
Girvan, Strathclyde
April 10.
Great Yarmouth and Gorleston, Norfolk
March 5, April 23 and May 26.
Harwich, Essex
April 15, 23 and May 4.
Hastings, East Sussex
May 1 and 18.
Holyhead, Gwynedd
May 13 and 24.
Howth, Co. Dublin
April 4 and May 11.
Humber, Humberside
March 7, April 1 and 21.
Kilmore, Co. Wexford
March 24.
Kirkcudbright, Dumfries and Galloway
May 16.
Kirkwall, Highland
March 5 and April 23.
Lerwick, Highland
March 11 and April 6.
Llandudno, Gwynedd
May 17.
Longhope, Highland
May 12.
Lowestoft, Suffolk
March 28, April 15, 24 and May 16.
Lytham-St Anne's, Lancashire
March 29.
Macduff, Grampian
May 5.
Mallaig, Highland
March 22 and May 18.
Margate, Kent
March 21 and April 16 (twice).
Moelfre, Gwynedd
March 21 and 30.
Montrose, Tayside
May 24.
Newcastle, Co. Down
March 10.
Padstow, Cornwall
March 12, 15 and April 9.

Penlee, Cornwall
May 1.
Peterhead, Grampian
April 20 and May 17.
Poole, Dorset
April 18 (twice), and 26.
Porthdinllaen, Gwynedd
May 2 and 16.
Port St Mary, Isle-of-Man
March 27.
Ramsey, Isle-of-Man
May 20.
Ramsgate, Kent
March 3, April 17, 18 and May 21.
Redcar, Cleveland
May 23 and 25.
Rhyl, Clwyd
May 20.
St David's, Dyfed
March 5.
St Ives, Cornwall
March 18, 25, April 17, 21, May 11 and 12.
St Mary's, Isles of Scilly
March 14.
St Peter Port, Guernsey
March 22, 23, April 10 and May 18.
Salcombe, South Devon
March 7 (twice).
Selsey, West Sussex
May 3 and 30.
Sennen Cove, Cornwall
May 25.
Sheerness, Kent
April 5, 16, 17, 20, 21, 22, 28, May 1, 15, 20, 22 and 29.
Sheringham, Norfolk
April 3.
Shoreham Harbour, West Sussex
May 28.
Skegness, Lincolnshire
April 7.
Stornoway, Western Isles
May 2.
Stromness, Highland
March 5.
Sunderland, Tyne and Wear
May 29.
Swanage, Dorset
April 4, 16, 18 (twice), 22, May 2 and 3.
Teesmouth, Cleveland
May 30.
Tenby, Dyfed
May 11.
Thurso, Highland
March 14 and May 21.
Torbay, South Devon
April 17, 18 and May 24.
Troon, Strathclyde
April 12, 25 and May 1.
Tynemouth, Tyne and Wear
May 16.
Walmer, Kent
March 28, April 1, May 18 and 31 (twice).
Weymouth, Dorset
March 5, 7, 10, 31, April 4 and 12.
Whitby, North Yorkshire
March 12, 21 and 24.
On Passage ON 1049
March 2.

Services by Inshore Lifeboats March, April and May, 1976

Aberdovey, Gwynedd
March 21, 24, April 17, 19 and 23.
Abersoch, Gwynedd
April 13.
Aberystwyth, Dyfed
April 27 (twice).
Arran, Strathclyde
May 29.
Atlantic College, South Glamorgan
March 17 and 28.
Bangor, Co. Down
May 27.
Barmouth, Gwynedd
May 30.
Barrow, Cumbria
April 16 (twice), 22 and May 5.
Beaumaris, Gwynedd
March 19, April 17, 21, May 1, 15, 16 and 22.
Berwick-upon-Tweed, Northumberland
April 17.
Blackpool, Lancashire
March 13.
Blyth, Northumberland
April 25.
Borth, Dyfed
April 19, 27 and May 23.
Bridlington, Humberside
April 3, 24 and May 13.
Broughty Ferry, Tayside
April 17 and May 8 (twice).
Burnham-on-Crouch, Essex
April 24 and 28.
Burry Port, Dyfed
May 12 and 16.
Cardigan, Dyfed
May 30.
Clacton-on-Sea, Essex
April 11, 19 and May 16.
Conway, Gwynedd
April 3 and 4.
Criccieth, Gwynedd
April 21.
Eastbourne, East Sussex
April 11.
Eastney, Hampshire
March 14, 28, April 17 (twice), 25, May 2, 15 (twice), 17, 23, 30 and 31.
Eastney (D 530), Hampshire
March 28, May 15, 17, 23 (twice), 25, 29, 30 (twice) and 31.
Exmouth, South Devon
April 18 (twice), 22, May 12 and 30.
Filey, North Yorkshire
April 4.
Fleetwood, Lancashire
April 17 and May 29.
Flint, Clwyd
April 26, May 2 and 13.
Great Yarmouth and Gorleston, Norfolk
March 21, April 4 and 7.
Hartlepool, Cleveland
March 3, April 17, 25 (twice) and 30.
Harwich, Essex
April 1, 2, 11, 18 and May 16.
Hastings, East Sussex
April 8, 13, 19 (3 times), May 1 and 9.
Hayling Island, Hampshire
May 14 (4 times) and 29.
Helensburgh, Strathclyde
March 10, April 28 and May 16 (twice).
Horton and Port Eynon, West Glamorgan
April 19 and May 9.
Howth, Dublin
April 7 and May 8.
Kinghorn, Forth
May 4 (twice) and 31.
Kippford, Dumfries and Galloway
April 18 and 19.
Largs, Strathclyde
March 27, April 18, 19, 21, May 2, 12 and 21 (twice).
Littlehampton, West Sussex
April 12, 20, 30, May 1 and 30.
Llandudno, Gwynedd
May 8 and 17.
Lyme Regis, Dorset
April 3, 21, May 2 and 30.
Margate, Kent
April 6, May 2, 11, 15 (twice) and 16.
Minehead, Somerset
May 20 (3 times).
Moelfre, Gwynedd
April 17, May 15 and 30 (twice).
Morecambe, Lancashire
May 2.
Mudeford, Dorset
March 22, April 10 and 16.
The Mumbles, West Glamorgan
April 13.
New Brighton, Merseyside
April 25, 27 and May 2.
New Quay, Dyfed
April 22, May 2, 16 and 31.
Newquay, Cornwall
April 15 and 16.
North Sunderland, Northumberland
April 18.
Oban, Strathclyde
April 5, 15 and May 20.
Poole, Dorset
March 7, April 11, 18 (twice), 22, May 19, 26 and 30.
Porthcawl, Mid Glamorgan
May 30.
Port Isaac, Cornwall
April 19 and 30 (twice).
Port Talbot, West Glamorgan
May 28.
Queensferry, Forth
March 2, 23, May 2, 4, and 23.
Ramsgate, Kent
April 14, 18, 28 and May 28.
Red Bay, Co. Antrim
May 27.
Redcar, Cleveland
April 9, 18 and 19.
Rye Harbour, East Sussex
April 19 and May 11.
St Abbs, Borders
May 17.
St Agnes, Cornwall
April 13 and 20.
St Ives, Cornwall
April 19 (twice), May 9 and 29.
Selsey, West Sussex
April 14, 19, May 3 and 29.
Shoreham Harbour, West Sussex
April 9, 24 (twice), 25 May 19, and 30.
Silloth, Cumbria
May 26.
Skegness, Lincolnshire
April 21, May 16 and 30 (3 times)
Southwold, Suffolk
April 16, May 3 and 20.
Stranraer, Dumfries and Galloway
April 16, May 19 and 24.
Sunderland, Tyne and Wear
May 5 and 11.
Tenby, Dyfed
April 19, 20, May 12, 16, 23 and 30 (4 times).
Torbay, South Devon
April 13, 19, 21, May 8, 15, 23 and 25.
Tramore, Co. Waterford
May 14.
Trearddur Bay, Gwynedd
April 19 and 21.
Tynemouth, Tyne and Wear
April 24 and May 16 (4 times).
Walmer, Kent
April 19 and May 16.
Wells, Norfolk
April 18.
West Kirby, Merseyside
March 28, May 16 and 26.
West Mersea, Essex
April 5, 16, 18, 23, 24 (3 times), 29, May 11, 15 (4 times), 16, 19, 23 and 29.
Weston-super-Mare, Avon
April 9, 14 (twice), 15 (twice) and 31.
Whitstable, Kent
April 24.

Index to Advertisers

CLASSIFIEDS

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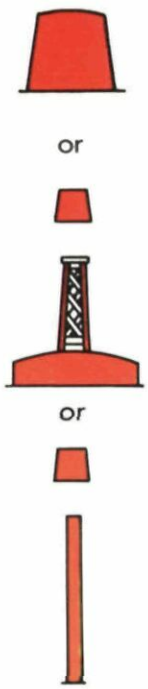
INTERNATIONAL ASSOCIATION OF LIGHTHOUSE AUTHORITIES

Maritime Buoyage System A

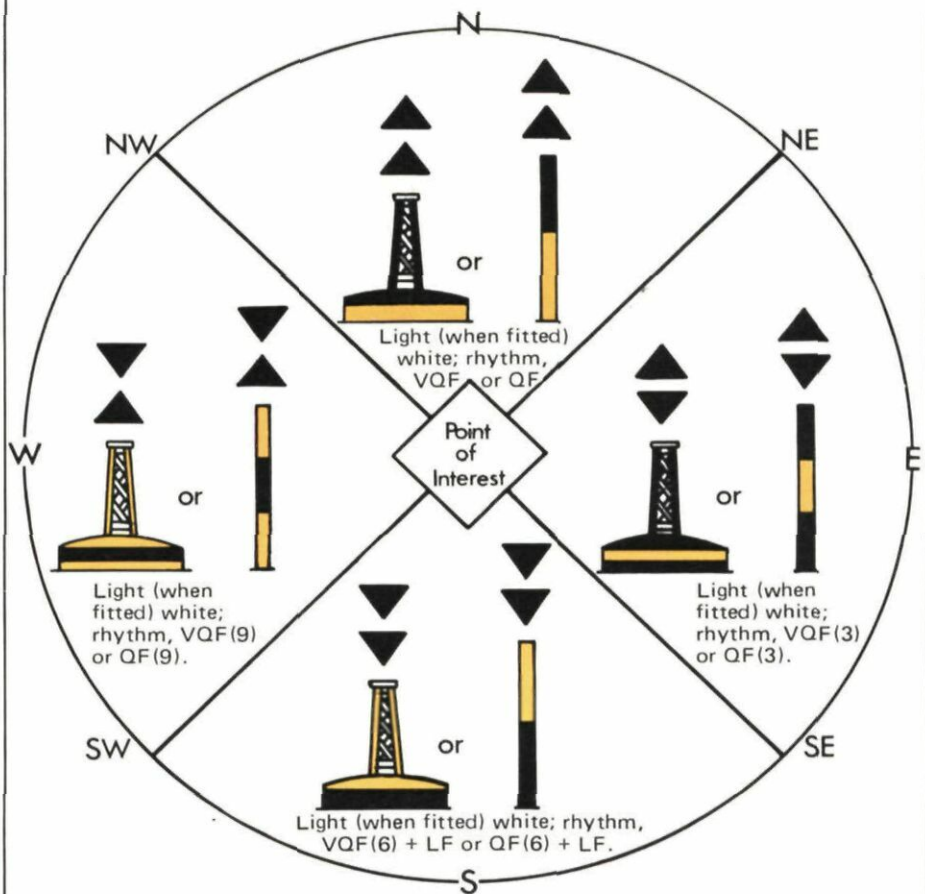
To be introduced in N.W.Europe & many other waters by stages starting in April 1977
(For explanation see page 200)

LATERAL MARKS PORT HAND



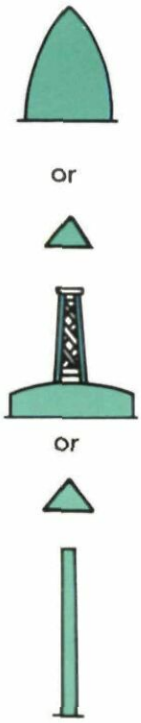
Top mark (if any) single red can.
Light (when fitted) red, any rhythm.

CARDINAL MARKS



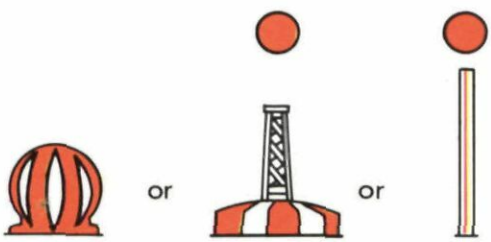
VQF: very quick flashing. QF: quick flashing. LF: long flash.

LATERAL MARKS STARBOARD HAN



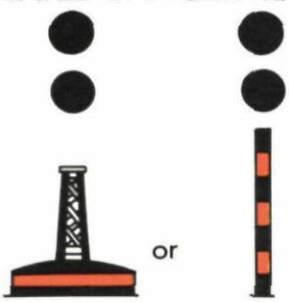
Top mark (if any) single green cone, point up
Light (when fitted) green, any rhythm.

SAFE WATER MARKS



Top mark (if any) single red sphere.
Light (when fitted) white; rhythm, isophase, occulting or long flashing.

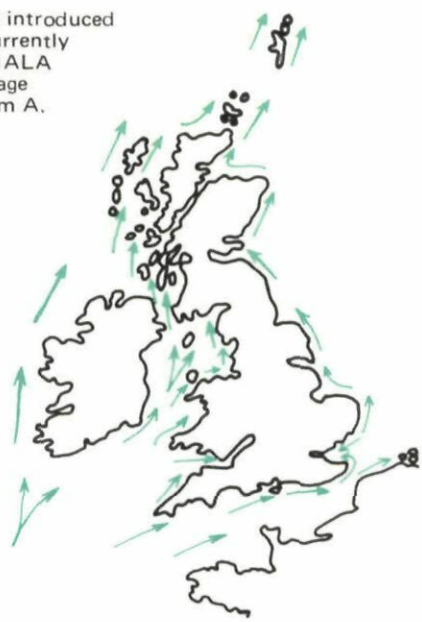
ISOLATED DANGER MARKS



Light (when fitted) white; rhythm, group flashing(2).

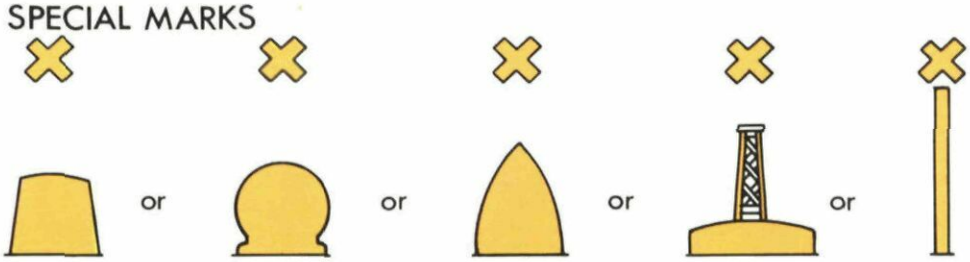
CONVENTIONAL BUOYAGE DIRECTION

To be introduced concurrently with IALA Buoyage System A.



Direction of buoyage in rivers and estuaries will continue to be from seaward inwards.

SPECIAL MARKS



Top mark (if any) single yellow X shape.
Light (when fitted) yellow; rhythm, any, other than those used for Cardinal, Isolated Danger or Safe Water Marks.

Shape, optional but not conflicting with navigational marks.