

THE LIFEBOAT

THE JOURNAL OF THE RNLI



Volume XLIV Number 459 Spring 1977

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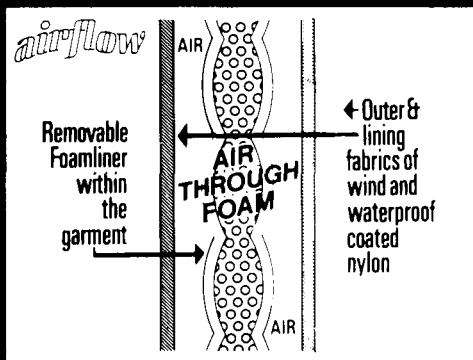
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THE LIFEBOAT

Spring 1977

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Number 459

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COVER PICTURE

Return from exercise: Portrush's 46' 9" Watson lifeboat Lady Scott (Civil Service No. 4) returns to harbour. A housed slipway boat built in 1949, she has, since going on station, launched on service 127 times and rescued 69 lives. The photograph was taken by Colin Watson.

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

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

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

Subscription: A year's subscription of four issues costs £1.40, including postage, but those who are entitled to receive THE LIFEBOAT free of charge will continue to do so. Overseas subscriptions depend on the cost of postage to the country concerned.

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NOTES OF THE QUARTER

by Patrick Howarth

A LIFEBOAT DISASTER may have been narrowly averted last December. Soon after the Padstow lifeboat had launched late in the evening of December 7, she was struck by three exceptionally heavy seas. A considerable weight of water dropped almost vertically on to the canopy forward of the wheelhouse smashing the windscreen glass. The coxswain, Anthony Warnock, was concussioned and temporarily blinded from a head wound, but the second coxswain,

Trevor England, was able to take control and bring the lifeboat safely back.

In his official report on the incident Commander Bruce Cairns, Chief of Operations, wrote: 'By the grace of God no one was lost overboard although all the circumstances were present for this to happen'. He added that the incident emphasized again that 'lifeboat work is a very dangerous occupation, regardless of modern development in lifeboat construction'. The conclusion he reached was that in lifeboat design and construction any tendency 'to subordinate strength to speed, and perhaps economy in some cases' must be avoided.

From the description of the service on page 259 it will be seen that the crew, with great faith in their boat, would have launched again before repairs had been made, and that in fact temporary repairs and extra strengthening were completed on the slipway in less than 24 hours. A full and urgent investigation is in progress into the possible need for further strengthening.

Further success of the Arun lifeboat

That the RNLI has succeeded in combining greater speed both with the strength and stability which are required, was effectively shown in a service carried out nearly two months earlier.

After an intense cyclone with winds of hurricane force had been moving steadily up the south coast of England the night before, the Arun class lifeboat stationed at Weymouth had launched on the afternoon of October 14. Second Coxswain Victor Pitman, who was in command, later described the seas as

the worst in his 28 years of experience as a lifeboatman. Force 12 winds were encountered and more than once the lifeboat rolled heavily over almost on to her beam ends. An estimate of the worst roll experienced was that it reached 70 degrees. Nevertheless the lifeboat succeeded in taking a yacht in tow and thus rescuing eight people, one of them the daughter of the well-known actress Moira Lister.

Some of the Weymouth crew had felt apprehensive about the possible behaviour of the Arun lifeboat in the conditions which prevailed. They returned, in the words of the inspector who investigated the service, Lieut.-Commander Roy Portchmouth, with 'the conviction on the part of every Weymouth crew member that the Arun has proved herself completely'.

Detailed descriptions of the Weymouth service appear on page 258.

Queen's Silver Jubilee

In the Silver Jubilee year HM The Queen will honour the RNLI by naming the new Hartlepool lifeboat on July 14. This is the Waveney lifeboat which the Scout Association provided through 'Operation Lifeboat' which was launched in 1974 to mark the RNLI's 150th anniversary.

HM The Queen, who is Patron of the Civil Service and Post Office Lifeboat Fund, has graciously agreed that, to celebrate her 25 years on the throne, the new Rother class lifeboat being donated to the RNLI by the Fund shall be named *Silver Jubilee*. This lifeboat is *Civil Service No. 38* and will be stationed at Margate; she was on the RNLI stand at the recent Boat Show, where she was visited by a large number of people.

The RNLI has itself decided to celebrate the Queen's Silver Jubilee by naming a lifeboat in honour of its President, the Duke of Kent. In reaching this decision the RNLI's Committee of Management have expressed the wish that this lifeboat 'should be a symbol of their appreciation for the work of lifeboat crews and for the voluntary support given to them by station and financial branches and by ladies' lifeboat guilds.' A number of branches have already planned special events this year to raise additional funds to help pay for the new lifeboat.

Among the national celebrations of the Queen's Jubilee in which the RNLI will participate, will be the River Thames Pageant on June 9 and the Fleet Review at Spithead on June 28. New lifeboats will take part in both these events.

American view

Speaking at the Mansion House in London on December 1 last year at a reception held to launch the American/British Lifeboat Appeal, Mrs Anne Armstrong, the United States Ambassador, said:

'The appeal which we observe and honour this evening has the official



37' Oakley lifeboat James and Catherine Macfarlane, back in Padstow after her service of December 7. (l. to r.) Second Coxswain Trevor England, DI (SW) Lt.-Cdr. R. S. Portchmouth, Coxswain Anthony Warnock and Honorary Secretary Harry Lobb inspect damaged windscreen central stiffener; it was replaced by two upright strengthening bars spaced either side of the centreline.

photograph by courtesy of Robert Roskrow

On January 25 (l. to r.), Major-General Ralph Farrant, Chairman of the Committee of Management, received on behalf of the Institution from Mr Stavros C. Roussos, the Greek Ambassador, a gold medal and certificate to commemorate the 150th anniversary of the RNLI in 1974. Also present at the reception were Coxswain Arthur Liddon from Dover and Coxswain Peter Burwood from Harwich.



Mrs Anne Armstrong, United States Ambassador, was guest of honour at the reception at the Mansion House in the City of London on December 1 which launched the American/British lifeboat appeal. With her are seen (r. to l.) the Lord Mayor and Lady Mayoress of London, Sir Robin and Lady Gillett, Alderman Alan Lanboll, a Sheriff of London, Miss P. Awbery and John Atterton, Deputy Director of the RNLI.

blessings of the US Bicentennial Commission. That's nice, but just as important, even more important, is that it has the support of an important segment of the American community here and across the Atlantic. So it should have. For the Institution doesn't ask a person's nationality when he is in trouble.

'It's too early to say yet whether the drive for the new Waveney lifeboat will go over the top. But if I know my Americans, if I know what touches them (and opens their pockets and purses) it is a voluntary cause and a good cause.

'Britain has many friends and well-wishers in America—more, I think, than you realise. And with this appeal, it gives us an opportunity to demonstrate our friendship and support in a rather different fashion.'



The growing support which the RNLI is receiving from American citizens both in this country and in the United States

encourages us to believe that the Ambassador's hope, so happily expressed, will be fulfilled.

ANNUAL GENERAL MEETING: The AGM of the Institution will be on Tuesday, May 17, at the Royal Festival Hall, London. Principal speaker at the Presentation of Awards in the afternoon will be Lord Inchcape, President of the General Council of British Shipping.

* * *

Raymond Pope, district organising secretary (City of London), has been appointed a Deputy Lieutenant of Greater London.

* * *

Portpatrick lifeboat station has been awarded a centenary vellum on the occasion of the 100th anniversary of its establishment in 1877. North Sunderland has been awarded a vellum on the 150th anniversary of the establishment of this station in 1827.



When Major-General and Mrs Farrant visited South Wales at the end of November, Mrs Farrant presented a ship's bell to Coxswain Edward Powell and the crew of the Barry 52' lifeboat Arun. It was to commemorate the first visit she made to this lifeboat after performing the naming ceremony in 1972. The committees of Barry branch and ladies' guild were also present. On extreme right, Glyn Williams, district organising secretary (Wales).

Pangbourne branch is affiliated to Weymouth lifeboat station, and a framed colour photograph of the 54' Arun Tony Vandervell, presented by Weymouth crew, was unveiled at the Swan Inn, Pangbourne, on December 8 by Chantal d'Orthez, daughter of Moira Lister. With Miss d'Orthez are (l. to r.) Lieut.-Colonel Godfrey Pease, Pangbourne chairman, Emergency Mechanic Eric Pavey and Coxswain Alfred Pavey of Weymouth, and Lord Alastair Gordon, Pangbourne president.

Four Elder Brethren of Trinity House visited RNLI HQ and Poole lifeboat on December 6. With members of Poole crew are (l. to r.) Lieut.-Commander K. S. Pattison, honorary secretary, Major-General Farrant, Captain I. R. C. Saunders, Captain David Smith, Captain D. J. Cloke, Captain J. A. Bezan, and Mr William Bishop, a member of the Committee of Management.

photograph by courtesy of Bournemouth Evening Echo



LIFEBOAT SERVICES

North Western Division

Storm

A YACHT IN DISTRESS 23 nautical miles south west of Skerries Lighthouse was reported to the honorary secretary of Holyhead lifeboat station by HM Coastguard at 1310 on Saturday, September 11, 1976. The bulk carrier *Sugar Producer* was standing by.

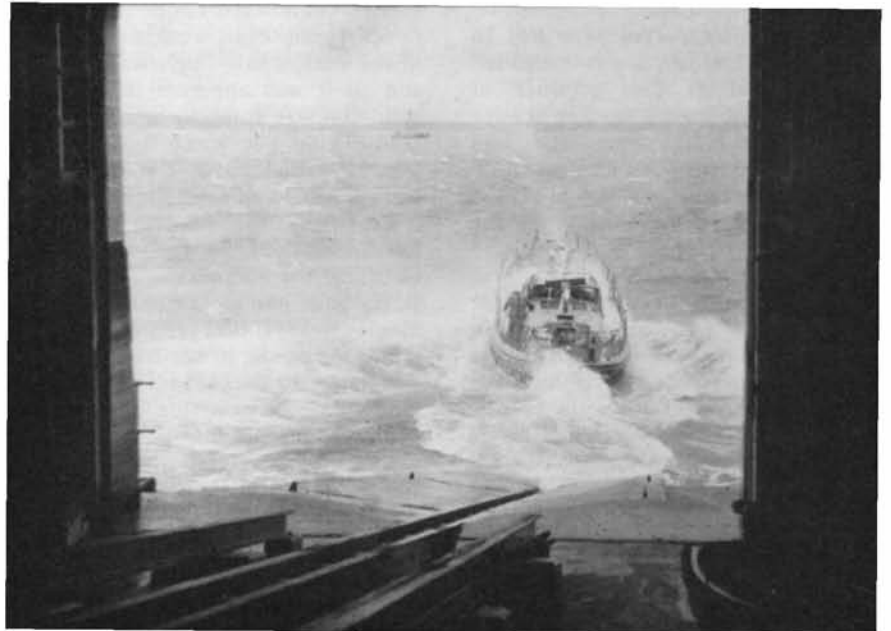
Maroons were fired and the 52' Barnett lifeboat *St Cybi* (Civil Service No. 9) launched at 1329. The wind was blowing force 9 to 10 from the north east and the sea was very rough. The sky was overcast with heavy rain, the visibility about two miles. It was almost one hour after high water and the tidal stream was beginning to set southward.

At full speed *St Cybi* set course to give North Stack a good offing; on clearing it, course was altered towards the casualty. Very high and confused seas were encountered off South Stack but, once clear, they assumed a more regular pattern with the lifeboat running before a very heavy swell from the north east.

At about 1500 a radar contact, assumed to be *Sugar Producer* standing by the casualty, was picked up at a distance of 10 miles. Shortly after 1530 VHF radio contact was made with *Sugar Producer*. The merchant ship said that she had tried to get a line aboard the yacht without success, had made two attempts to take the people off but had been prevented from doing so by the severe seas. She had succeeded in floating an inflatable liferaft down to the yacht, and it was secured to her starboard quarter, but the master thought the casualty's crew were exhausted.

Sugar Producer was eventually sighted at 1545. The casualty, *Pastime*, a 28' Nobby Class sailing yacht, was sighted at about 1600 when one mile off; she could be seen lying beam on to the sea with bows south east. Her sails were blown out, she was without power and battened down; the liferaft was made fast to her starboard quarter. The merchant ship was half a mile to her south east.

The wind, still from the north east, was storm force 10 gusting force 11, the seas were estimated to be in excess of 30' at times. Visibility was about two miles, with low scudding clouds and



St Cybi (Civil Service No. 9), Holyhead, launches in storm force winds on Saturday, September 11, 1976
photograph by courtesy of J. Cave

heavy rain. The ebbing tidal stream was flowing south at about 2 knots.

Coxswain William Jones made a downwind approach to the yacht, hove-to 10 yards off and used the hooter and loudhailer to attract attention; it was 1605. After about five minutes someone appeared from the cabin and shouted 'Give me five minutes'. This was taken to mean that that was the time needed to prepare for abandoning the yacht.

St Cybi was being manoeuvred upwind clear of the casualty when the port engine stopped. It was discovered that the port propeller had become fouled by a line, out of sight below the sea's surface, streamed from the stern of the yacht, which was now being towed stern first by the lifeboat. The yacht was asked to cut the rope, but by the time this had been done she had been turned through 180° and was lying bows northwest.

By now four people wearing lifejackets could be seen on deck. Coxswain Jones, seeing that, the cabin hatch being open, the yacht was in danger of being overwhelmed by the heavy seas and sinking, decided that he must take off her crew as soon as possible and prepared to make a downwind approach on to the casualty's starboard side. Instructions were passed to the yacht to clear the liferaft; it was cut adrift.

Some of the lifeboat's crew were working through the port propeller scuttle, still trying to clear the line from the fouled propeller, so Coxswain Jones began his approach with only the starboard engine in use and a line trailing from the port propeller. Oil was pumped into the sea in an effort to reduce the amount of breaking water around the yacht.

With fenders rigged on the port side, the lifeboat was laid alongside the casualty and the crew, holding on to the yacht's rigging and guardrails, kept together the two boats, ranging heavily

alongside each other, while the two men and two women were lifted on board the lifeboat and taken into the after cabin. They were wrapped in blankets and given food and drink.

It was decided conditions were too bad to tow the yacht, so *Sugar Producer* was asked to relay to Holyhead Coastguard that the survivors were safely on board the lifeboat and the yacht abandoned. The liferaft was recovered, partially deflated and lashed on deck. Then the return passage to Holyhead was begun at slow speed with the lifeboat heading into the storm.

By 1630 the crew had managed to clear the port propeller, but on starting the port engine the port throttle cable was found to be broken. Acting Motor Mechanic Graham Drinkwater, who was in charge of machinery, made a temporary repair by securing a piece of boat lacing from the throttle arm to the engine room hatch. The port engine was brought into use, but the boat could only make slow speed because of the weather.

Sugar Producer, having made sure that she could be of no further assistance, continued on her passage to Liverpool but maintained radio communication with the lifeboat.

At about 1800 the flood tidal stream began to flow to the north, aggravating the already very rough seas. At 2045, when about three miles south west of South Stack, a red flare was sighted to the east. Holyhead Coastguard was informed and Coxswain Jones altered course to search close inshore as far south as Rhoscolyn Point. The search was continued for one and a half hours but nothing found. Having satisfied himself that the area was clear of further casualties and being concerned for the welfare of the survivors already on board, the coxswain advised Holyhead Coastguard that he was returning to

station and would make a last search close inshore from Trearddur Bay to South Stack. The search was completed by 2220, and *St Cybi* returned to station at 2230, having been at sea for nine hours in storm force winds and high seas. The survivors were taken by ambulance to Stanley Hospital, Holyhead. The lifeboat was secured in the inner harbour, the weather being too bad for her to be rehoused.

For this service the silver medal for gallantry was awarded to Coxswain William J. Jones. The thanks of the Institution inscribed on vellum were accorded to Second Coxswain Francis Ward, Acting Motor Mechanic David Graham Drinkwater, Acting Assistant Mechanic Jack Sharpe, and Crew Members Richard Griffiths, David Barry and Gareth Ogwen-Jones.

South Western Division

Hurricane tow

AT ABOUT 1515 on Thursday, October 14, 1976, HM Coastguard informed the honorary secretary of Weymouth lifeboat station that the 52-ton yacht *Latifa* had requested assistance off Portland Bill. She had damaged sails, a shattered main boom, split mast and jammed halyards. HMS *Ariadne*, a Leander class frigate, was in the vicinity and making for the yacht's position. The honorary secretary placed the lifeboat crew on stand-by in the boathouse.

An intense cyclone, with winds of hurricane force, had been moving steadily up the coast all night and throughout the day. All Channel Island ferry sailings had been cancelled and, even at the lifeboat house in Weymouth harbour, in the lee of the south-west wind, it was plain that it was now at least storm force 10. There was a

delayed but now strong ebb tide running directly against this wind, as the sequel to an unexpectedly high water earlier, and so it was apparent that the sea condition was going to be much worse than anything to which this first glass fibre 54' Arun lifeboat, *Tony Vandervell*, had been exposed since she was built.

Eventually the honorary secretary learned that *Ariadne* had succeeded in escorting the yacht clear of Portland Race, and that the casualty was now making steady if slow progress eastwards under the power of her own engine. It was naturally assumed by all concerned that she would now turn north for the shelter of the Bill and Weymouth. The crew were, therefore, stood down and two of them returned to their individual duties elsewhere. It was now about 1630.

Soon after this, the commanding officer of *Ariadne*, who was in touch with *Latifa* on VHF, received a request from the yacht, which had a crew of four men, to take off the four women who were on board as the skipper intended to continue heading downwind for the Needles. He also asked *Ariadne* to escort him there. To this the captain replied that he could not manoeuvre close enough to take anyone off; he could not even pass them a tow under those conditions and he strongly advised them to enter Weymouth.

At about 1710, the Coastguard informed the honorary secretary that the yacht had now reported running short of fuel and that the escorting frigate had suggested that Weymouth lifeboat should be asked to attempt to take the yacht in tow for Weymouth; the honorary secretary decided to launch while there was still some daylight left.

Second Coxswain Victor Pitman, the coxswain being away on leave, hurriedly mustered his crew again, this time with two local fishermen (not crew members) to replace the two who had had to depart

earlier, and to keep his total number up to the seven he was sure he was going to need. Vic Pitman took the lifeboat away from her moorings at 1728. It was his second time in command of her.

Acting Coxswain Pitman knew he would have no communication with the crew on the after deck once they were exposed to the shrieking wind and he had already made up his mind that the only possibility would be to tow the yacht to safety. So he put Crew Member Bertie Legge in charge on deck while he concentrated his entire attention on controlling and manoeuvring the lifeboat from the upper conning position. Motor Mechanic Derek Sargent was to do all the navigating by radar and Signaller Lionel Hellier manned the radio, while Emergency Mechanic Eric Pavey acted as intercom between the coxswain and the towing party and helped in all departments. Newcomers John Kellegher and Bernard Wills completed Bertie Legge's deck party.

Tony Vandervell headed south towards an expected rendezvous near West Shambles Buoy. On approaching Grove Point, however, *Ariadne* indicated a position further to the east and requested rendezvous to be made at the East Shambles Buoy. Acting Coxswain Pitman now had to alter course south east with the prospect of the sea in its worst potential position, on his quarter. Full speed was maintained until, when about a mile from the rendezvous and no sign of the frigate and her charge could be seen, the lifeboat slowed to about 14 knots.

The wind was now west south west hurricane force 12, blowing on the lifeboat's starboard quarter, directly against an ebb tide of about 3 knots. The seas were consequently phenomenal and more than once hurled the lifeboat over almost on to her beam ends. An estimate of the worst roll experienced was that it reached 70 degrees. The East Shambles Buoy was sighted lying flat on the water under the weight of the wind and the course was altered southwards to meet the casualty.

It was at about this time that the metal cover on the compass in the wheelhouse was torn from its pivots by a particularly violent pitch, lifted itself clear, then flew horizontally aft, striking the bulkhead by the doorway, beside a crew member's head.

HMS *Ariadne*'s lights were eventually sighted, and the casualty was met about 1.5 miles south of the East Shambles Buoy at about 1815. It was now dark.

On the southerly course, the lifeboat rolled heavily as the crew began the hazardous job of preparing the towline. It had to be brought up from its stowage in the tiller flat and flaked out in the after cabin as it would have been impossible to work along the side decks and the ropes would have been washed overboard.

The yacht's skipper once more asked for the women passengers to be taken

Second Coxswain Victor Pitman of Weymouth (centre), with the crew who sailed with him on Thursday, October 14, 1976: (l. to r.) Emergency Mechanic Eric Pavey, Crew Members Bertie Legge and Bernard Wills, Motor Mechanic Derek Sargent, and Crew Members John Kellegher and Lionel Hellier.



off and for the lifeboat to escort him to the *Needles*. The coxswain replied that this was not possible and *Ariadne's* captain explained that he could not even manoeuvre enough to give a lee for such an operation. The lifeboat's signalman then informed the yacht's master that his only hope was to accept a tow to Weymouth.

The lifeboat's dinghy, on the after deck, although under lashings, was blown out of her chocks by the force of the wind, until it pressed against the towing bollard. Lionel Hellier braced himself to fire a rocket line as Acting Coxswain Pitman made his first approach into the wind, the yacht's skipper having altered course for the purpose. As he glimpsed the yacht's lights between the waves and squeezed the trigger, a sudden lurch sent him sprawling across the dinghy, the rocket line tumbling out of its canister and the rocket away from its target. He decided to make the next shot lying across the dinghy and the second line was prepared while the lifeboat was turned through 360 degrees for another approach. Aim was difficult, the yacht's lights only being briefly visible between waves. Even Acting Coxswain Pitman on the upper conning position lost sight of her several times, although she had a 90' mast and her masthead light was burning.

A consensus of wave height estimates at this point places them between 40 and 50 feet and the captain of *Ariadne* says they were as steep as anything he has seen.

The second shot fell right across the rigging of the yacht, but her crew were unable to reach it.

Once more a line was prepared and once more Vic Pitman took the lifeboat in a complete circle for yet another approach. The crew were full of praise for his handling of the boat, especially during this most difficult phase.

For his third shot, Lionel Hellier decided to get maximum visibility by standing again. It was impossible, however, to stand without support on that deck and so John Kellegher pinned him against the after guardrail, with his arms around both sides of him, while he fired. Both men were in a very hazardous situation by the after boarding position at that moment, with the lifeboat pitching heavily. The shot was a bull's eye, straight between the yacht's rigging and into the crew's hands.

About 60 fathoms of nylon tow line was veered out as Acting Coxswain Pitman, with a masterly display of seamanship, manoeuvred his lifeboat to take the strain gently and begin the tow with a turn to starboard towards Weymouth. About 4 knots was made good.

Derek Sargent had been manning the radio during Lionel Hellier's absence, and he now returned to his navigating duties. No buoys could be sighted on the return passage due to the seas and

the driving rain and spray and his blind pilotage was all-important.

The lifeboat safely entered harbour with her tow at 2055.

The leadership and determination of Acting Coxswain Vic Pitman on only his second time in command of this lifeboat, and under such daunting circumstances, were inspiring and courageous to a very high degree. He also accomplished a great feat of seamanship.

His crew, their average age 50, were no less praiseworthy in their respective roles including the two who are not normally crew members but whose presence and seamanship on this occasion were invaluable.

The results were the rescuing of eight lives under the worst conditions any of the participants can remember, and a conviction on the part of every Weymouth crew member that the *Arun* had proved herself completely.

For this service the silver medal for gallantry has been awarded to Acting Coxswain Victor J. Pitman. The thanks of the Institution inscribed on vellum have been accorded to Motor Mechanic Derek J. Sargent, Emergency Mechanic Eric L. Pavey and Crew Members Bertie A. C. Legge, Lionel F. Hellier, Bernard Wills and John Kellegher.

Eastern Division

Capsized tug

PILOT CUTTER COXSWAIN Michael Knott was in *Lowestoft* Bridge Control station when, at 0825 on Monday, August 16, 1976, a radio message was heard on Channel 16 VHF that the harbour tug *Barkis* had overturned.

Knowing that the tug had left harbour to attend the cargo vessel *Jupiter*, Michael Knott ran across the harbour bridge to his cutter; on the south quay, by the lifeboat crew room, he passed his father, Thomas Knott, *Lowestoft* lifeboat station coxswain/mechanic. Although Thomas Knott did not hear the full message shouted by his son, he realised that there was an emergency and joined him as crew member aboard the cutter. He had spoken with his second coxswain and two lifeboat crew members only minutes earlier and knew that if the maroons were fired enough men were available to crew the lifeboat; the immediate and most urgent task was to get the 16 knot pilot cutter to sea and try to effect a rescue.

Clearing the moorings at about 0830 Michael Knott called *Jupiter* and was told that she was near Ness Buoy, one mile north east of the harbour, and that the four members of the tug's crew were in the water.

The wind was north east, force 2 to 3, with a slight sea and swell; it was the last hour of the ebb.

At about 0840 the pilot cutter reached the first survivor (a member of the lifeboat crew) and he was hauled aboard in an exhausted state. Within a minute a

second survivor was sighted, face down in the water and, as Michael Knott manoeuvred the cutter alongside, his father entered the water, turned the man over and supported him to the cutter's port side. Never having been to sea in this particular boat before, Thomas Knott's knowledge of gear stowage was limited to what was readily in view; consequently he had been unable to find a lifejacket or even a piece of line with which to attach himself to the boat before going over the side.

After one unsuccessful attempt to lift the second survivor over the three foot freeboard of the cutter, Michael Knott passed a line to his father but, lying on the side deck, was unable to reach long enough to help secure it, and his father could only partly lift the survivor.

Another attempt was made but Thomas Knott was weakening and the survivor was covered in oil; after a third attempt he slipped from Thomas Knott's grasp and sank under the cutter's quarter. Michael Knott then realised his father's condition and heaved him aboard, where he lay on deck regaining strength.

A third survivor, in a stronger condition, was then approached and taken aboard before the cutter moved towards the upturned tug hull where a fourth man was clinging. Thomas Knott cast a line to him with a lifejacket secured to it, and though the man slipped from the hull as he grasped it, he managed to put on the lifejacket in a manner which allowed him to be dragged to the cutter and brought aboard.

The three survivors were adjudged to be recovering sufficiently to allow the pilot cutter to resume her search for the missing man. Twenty minutes later, at about 0920, the cutter returned to harbour as *Lowestoft* lifeboat, *Great Yarmouth* and *Gorleston Atlantic 21* and an RAF helicopter arrived on the scene. The survivors were landed at the harbour wall and Thomas Knott remained on shore until the lifeboat returned at 1230. He then took her to sea again, continuing the search until 1830, but no trace of the missing man was found.

For this service a bar to his bronze medal for gallantry has been awarded to Coxswain/Mechanic Thomas V. Knott and a framed letter of thanks signed by the Chairman of the Institution, Major General Ralph Farrant, has been presented to Michael Knott.

South Western Division

Damage on service

PADSTOW LIFEBOAT, a 48' 6" *Oakley*, with midship steering, *James and Catherine Macfarlane*, launched on service at 2256 on Tuesday, December 7, to investigate a report of red flares.

The wind was west north west near gale force 7 gusting to force 8, with a very rough, steep, breaking sea over a



Scarborough lifeboat, the 37' Oakley J. G. Graves of Sheffield, launched at 1945 on September 21, 1976, with a pump and three firemen on board, to help trawler Anmara (with crew of three) under tow of trawler Carolanne and in danger of sinking. Having transferred pump and firemen, the lifeboat stood by until all was under control, then escorted both boats into Scarborough Harbour, arriving at 0030. photograph by courtesy of Scarborough Evening News

heavy onshore swell; it was 5 hours ebb, so that the tide was setting against the wind at a rate of about 0.2 knots. Visibility was good.

Shortly after launching, while on a west south west course towards Trevoze Head, the lifeboat encountered two particularly heavy seas fine on the starboard bow. Coxswain Anthony Warnock reduced speed and the next sea, estimated to be 25' high, broke heavily on the starboard bow falling on to an almost stationary boat. A considerable weight of water dropped almost vertically on to the canopy forward of the wheelhouse smashing the windscreen and damaging the wheelhouse.

The coxswain, second coxswain and three crew members sustained injuries. Four of them suffered cuts from the broken glass to the head, face and hands, two requiring stitches. The fifth man had damage to the ribs and the other crew members were unhurt.

Coxswain Warnock received a bad cut over his right eye which temporarily blinded him, and some concussion. He was moved to the after cabin for first aid treatment and Second Coxswain/Assistant Mechanic Trevor England took over command. By good judgement and seamanship he brought the boat back to station at 2335 and successfully rehoused her at 0002 on December 8 in order to land the injured men.

Although it was unnecessary for the lifeboat to launch again, Second Coxswain England said that he could have mustered a crew who would have been prepared to take the boat to sea before the repairs were completed, should an urgent call have come, and the honorary secretary wrote, 'All the crew have great

faith in their lifeboat and were prepared to go to sea again without windscreen or wheelhouse doors'.

With the help of Mashford's Yard, Cremyll, and the RNLI depot, repairs were immediately put in hand and carried out on the slipway. *James Catherine Macfarlane* was available for service throughout, if an urgent call had come, and was back on full service, with repairs completed, late on the same evening, Wednesday, December 8.

A framed certificate inscribed on vellum has been presented to Coxswain Anthony Warnock, Second Coxswain Trevor England, Acting Motor Mechanic A. Prosser, Acting Assistant Mechanic A. May and Crew Members R. Tummon, A. House and R. Norfolk.

Western Division

Trapped on cliff

FOLLOWING A 999 CALL, HM Coastguard informed Coxswain Griffith Jones of *Porthdinllaen* lifeboat station at 2253 on Tuesday, August 31, 1976, that a boy was trapped under a rock at Porth-y-Nant. The coxswain informed his honorary secretary and the maroons were fired. At 2315 the 46' 9" Watson lifeboat, *Charles Henry Ashley* launched. She took in tow the 14' clinker built boarding boat, which is fitted with a 20 hp Johnson outboard engine.

The wind was northerly force 2, with sea calm at launch. The tide was just starting to flood towards the east. Visibility was good.

Charles Henry Ashley set off on an easterly course and, on arrival at the position of the reported casualty, fired flares. Under the command of Second Coxswain John Scott and Crew Member

Glyn Roberts, the boarding boat was despatched inshore through an 8' ground swell raised by the young flood setting easterly at 1½ to 2 knots. The shore was peppered with medium sized rocks.

Going inshore, Second Coxswain Scott saw a flashlight on the beach. He found a channel between the rocks and held the boat while Glyn Roberts jumped ashore. On the beach were two policemen, a camper and a boy, who had got there by climbing round the base of the cliff. The policemen told Glyn Roberts that another boy was trapped up the cliff; the camper had tried to climb the cliff but he had found it impossible.

While Second Coxswain Scott took the boarding boat back to the lifeboat to keep Coxswain Jones up to date with what was happening ashore, Glyn Roberts took off his boots and socks and started to climb. The cliff is about 170' high, vertical in places, sloping to 10 degrees off the vertical in others. As, until 1958, it was used as a tip for unwanted granite from a nearby quarry, its face is covered in loose granite of varying size and shape. The boy was in a cleft about 80' up.

It was not possible to anchor the lifeboat because of foul ground, so, stemming the flood, Coxswain Jones kept the searchlight trained on the boy; in its glare Glyn Roberts could be seen climbing. The boarding boat remained lying off to help with illumination.

Upon reaching the boy, Glyn Roberts found him rigid with fear and trembling violently. After climbing higher he decided that the only way to rescue the boy was to descend, and after much coaxing, the boy agreed to follow him down the cliff. When about 30' from the bottom, Glyn Roberts fell to the beach, but he climbed up again and successfully brought the boy down. It had taken him, in all, three quarters of an hour.

Second Coxswain Scott took the boarding boat back in shore to pick up Glyn Roberts and the two boys. His original channel was now covered and he used the ground swell to 'rock hop' on to the beach. Both boys had to be dressed in lifejackets and carried to the boarding boat; they were not fit to attempt a climb along the foreshore accompanied by the police.

Now Second Coxswain Scott had to try to use the swell to 'rock hop' into clear water with the added responsibility of having two exhausted 14-year-old boys in his care. A mistake, and the boat would have crashed back on to the rocks. However, the lifeboat was reached successfully, the boys got aboard, taken down into the after cabin and given hot soup.

At 0214 on September 1, *Charles Henry Ashley* returned to station, where the two boys and Glyn Roberts, who had sustained many bruises and cuts, were treated by Dr D. G. Hughes-Thomas, honorary medical adviser.

For this service the bronze medal for gallantry was awarded to Crew Member

Glyn Roberts and the thanks of the Institution inscribed on vellum accorded to Second Coxswain John E. Scott. Medal service certificates were presented to Coxswain Griffith J. Jones, Motor Mechanic Kenneth Fitzpatrick, Assistant Mechanic Ifor H. Griffiths and Crew Members Owen Roberts, James P. Bentley and John I. Griffiths.

South Western Division

Stranded under cliffs

BRIXHAM COASTGUARD informed the deputy launching authority of Torbay lifeboat station at 1431 on Monday, August 23, 1976, that survivors from a wrecked speedboat were stranded on a beach at Forest Cove under overhanging cliffs.

The 52' Barnett class lifeboat, *Princess Alexandra of Kent*, on temporary duty at Torbay, was launched ten minutes later with Second Coxswain Keith Bower in command and headed for Forest Cove, some ten miles south towards the northern end of Start Bay.

Princess Alexandra of Kent arrived off the beach at 1600. High water would be at about 1730, but it was little more than a neap tide and the survivors were in no immediate danger; the upper reaches of the beach would obviously be above high water level. However, there were children among them and it was probable that they would be suffering from shock and some degree of exposure.

There was a moderate to fresh breeze, force 4 to 5, blowing into the cove from the east, accompanied by a moderate swell, producing rough seas and surf of about 4 to 5 feet. The lifeboat was anchored and veered down to within about 50 yards of the beach but could not get closer because of surrounding rocks. In the prevailing drought it was considered unwise to fire a rocket line ashore because of the danger of starting a cliff fire, nor did there appear to be anywhere for those on shore to secure the tail block.

John Dew, a professional diver who acts as a crew member whenever he is home on leave from Nigeria, volunteered to swim ashore with a veering line. Removing his seaboots and protective trousers, but wearing his protective jacket and lifejacket, he did so and then hauled the breeches buoy ashore as it was veered out from the lifeboat on the other veering line.

Lifejackets were sent inshore with the breeches buoy, and John Dew put them on survivors before lifting them into the breeches buoy. There were six adults, eight children and an Alsatian dog to be brought off. John Dew paired one adult with one child in the breeches buoy, as far as possible, and then swam alongside to escort them to the lifeboat, making seven round trips in all; the veering line ashore was tended by the strongest man of the survivors' party.

It was 1710 before the rescue from the beach was completed and, although the temperature was reasonably warm, John Dew was obviously working hard for an hour under very difficult conditions; the protective jacket kept him warm but made swimming harder and every time he tried to wade ashore the pockets, heavy with water, made it more difficult to get through the surf. By the time the last survivor (and the dog) were safely aboard the lifeboat, John Dew, a big man of strong physique, was exhausted.

The survivors were landed at Dartmouth and taken to hospital and the lifeboat returned to her moorings at 2010.



Crew Member John Dew, Torbay.
photograph by courtesy of Torbay Herald
Express

For this service the bronze medal for gallantry has been awarded to Crew Member John Dew. Medal service certificates have been presented to Acting Coxswain Keith W. Bower, Deputy Coxswain Arthur L. V. Curnow, Motor Mechanic Stephen J. Bower, Emergency Mechanic Brian W. Caunter and Crew Members Michael Kingston, Richard R. Brown and Michael B. Smith.

Ireland Division

Open fishing boat on rocks

FISHING IN AN OPEN BOAT at about 0200 on Friday, July 9, 1976, Paul Power saw an 18' open boat go on the rocks near Falskirt Rock, 52° 08'N 7° 02'W, but, the area being filled with lobster pots and nets, was unable to approach the casualty in the dark. Instead he went round Falskirt Rock to seek help from the MFV *Lone Ranger*, fishing to the east of the rock.

Lone Ranger passed the information to Dunmore East Pilot Station by VHF at about 0245. The message was passed by telephone to Coxswain/Mechanic Stephen Whittle of Dunmore East lifeboat station, who immediately informed the deputy launching authority. Maroons were fired and the 44' Waveney lifeboat *St Patrick* cleared the harbour at 0305.

Two extra crew were carried as Coxswain Whittle knew that extra look-outs and a strong party for hauling

survivors from the water very quickly would be needed.

The station informed the Marine Rescue Co-ordination Centre, Shannon, of the situation at 0300 and HM Coastguard, Fishguard, at 0323.

The weather had been fair but with a heavy swell from the south south west. At about 0200 the wind increased to force 5 from the south veering south west and moderating to force 3 at about 0400. It was very dark with frequent heavy rain squalls.

Falskirt Rock lies about 2 cables south of Swines Head. Running about north east from the rock is a reef extending about one cable. Immediately north of this reef is a channel one third to a half cable wide, while north of the channel there are other rocks very near the cliffs of Swines Head. This channel, known as the Sound, can be used by small boats at any state of the tide. Inside the rocks near Swines Head is another very narrow channel which can only be used by small boats in good weather at high water, and this is known as the Inner Channel. The cliffs are over 100' high and there is no possible landing place within reach.

At Falskirt Rock at 0315 a fresh breeze, force 5, was blowing from the south; there were frequent heavy rain squalls and a heavy swell from the south west giving heavy surf on shore and suction on to the rock. High water at Dunmore East was 0352 and it was slack water at Falskirt Rock.

After discussion with the crew of *Lone Ranger*, which could not approach the Sound in the prevailing conditions because of the shallow water and the large number of nets and lobster pots, *St Patrick* approached from the east, illuminating the area with parachute flares, searchlight and Aldis lamp. Finding the Sound blocked by salmon nets and after consideration of the state of the tide and wind, Coxswain Whittle decided that the casualty had not hit Falskirt Rock but one of the rocks north of the Sound. The whole area was infested with salmon nets and lobster pot buoys but their positions were unknown.

As the Sound was blocked *St Patrick* went south of Falskirt Rock and approached Swines Head from the south west, illuminating as before. At this time the survivor could see the lifeboat and was shouting, but he could not be seen or heard from the lifeboat. However, a crowd gathered at the top of the cliffs managed to make themselves heard in *St Patrick*. The message was that the casualty was ahead.

Coxswain Whittle brought his boat slowly into the entrance of the Inner Channel, when he could see the casualty. The depth of water at this position could not be more than 15 to 20 feet with the bottom covered with large boulders. The survivor was thrown a buoy on a line and managed to swim to it. He was hauled alongside and pulled quickly into the lifeboat, which then had to go astern very fast as she was only about 20' from



Fire at sea: Both St Helier and St Peter Port lifeboats, the 44' Waveney Thomas James King and the 52' Arun Sir William Arnold, launched on service on September 17, 1976, to go to the help of fishing vessel Mako, on fire 16 miles west of La Corbière Light, Jersey. The sole occupant of Mako had, however, been picked up by the hydrofoil Condor 5.

the rocks at the foot of Swines Head on which a heavy swell was breaking.

Having recovered the survivor *St Patrick's* crew lost sight of the wrecked boat, which had been washed clear when the lifeboat went astern; but Coxswain Whittle had the position fixed (there was a buoy for a lobster pot within half a boat's length at that spot) and once *St Patrick* was clear of the rocks he returned to search for another man who had been in the boat's crew. There was, however, no sign of boat or man. The lifeboat again backed off and the search was continued, with a break to land the survivor at 0500, until 1140, when it was abandoned.

This was a service which could only have been carried out by a man with a thorough knowledge of the area, outstanding seamanship and great courage.

For this service a bar to his bronze medal for gallantry has been awarded to Coxswain/Mechanic Stephen Whittle. Medal service certificates have been presented to Second Coxswain John Walsh, Motor Mechanic Joseph Murphy, Assistant Mechanic Brendan Glody and Crew Members Stanley Power, Jnr., Kieran O'Dwyer and Louis O'Dwyer.

Eastern Division Tidal alert

DURING THE AFTERNOON of Saturday, September 25, 1976, tidal alerts were issued for the east coast of England, forecasting danger levels on the pm tide; this was three days after the height of spring tides.

Two men, father and son, from the inland village of Walsingham decided to spend the evening duck shooting on the marshes north of the village of **Stiffkey**. They had verified the predicted high water times, but no check had been made of possible adverse local weather or tidal conditions. High water for the Stiffkey area was predicted at 2057; wind east south east, strong force 6.

At 1800 father and son arrived by car at the seaward end of Greenway Lane, walked down the shingle track across the marshes to the footbridge spanning a deep creek and crossed the open marsh northwards. The area is divided by innumerable creek tributaries

varying from one to ten feet deep and running irregularly over the whole length of the marshes.

The two men walked towards the sea defence mound, reaching it just before darkness fell. A comfortable hide was found to await the appearance of duck, but at about 1900 visibility deteriorated to some 25 yards in drifting fog and the father decided they should retrace their steps towards the land. With no references visible, sense of direction was soon lost and as they tried to find their way the men fell into creeks and found less and less 'dry' ground above the rising tide, which was soon to overflow the creek banks.

Eventually they decided to stay where they were, and as the fog lifted clear of the water, began flashing SOS on their torch and firing their shotgun to attract attention. The water was at chest level where they stood.

At about 1945, holidaymakers, parked in their car in Greenway Lane, saw and heard the signals and drove to the village for help; they were directed to the house of Joseph Jordan, a warden on the Nature Reserve section of the marshes.

Mr Jordan had lived all his life in Stiffkey and has an intimate knowledge of the marshes, spending much of his working life there as a fisherman. Wearing oilskins and waders and carrying a staff, torch, oars and rowlocks, he immediately walked to the car park and saw other cars shining their lights north by east towards a small flashing light. He was aware of the tidal alert, and observing that the water level was already some two feet above the shingle path, he 'felt' his way to the footbridge with his staff and located a small dinghy moored on the edge of the large 12' deep creek; to board it from land already submerged to a depth of four feet was extremely dangerous for an elderly non-swimmer.

By about 2030 Mr Jordan reached the 11' dinghy, awash in the bottom boards, and cutting the moorings he boarded and began pulling across the top of the marsh toward the flashing light. Shouts were exchanged between Mr Jordan and the survivors and at about 2055 he reached them—only realising there were two men when within 20 yards of their

position. While the son held the dinghy his father was helped aboard in a state of extreme cold and near exhaustion and Mr Jordan ordered him to start bailing to force him to use his limbs; the son then acted as lookout with the torch. With some difficulty, after about 25 minutes rowing, Mr Jordan found the footbridge again.

It was now about 2140, the spring tide had begun to ebb from a height of 5' above prediction, and Mr Jordan decided not to risk grounding the dinghy; he abandoned the boat at the bridge and waded back along the shingle road with the two men, having to use his staff in the same way as on the outward trip as water still covered the track to a depth of 2' and deep gullies border the track.

On arrival at the car park at 2155 coffee was brought to the men by a holidaymaker from the nearby caravan site, and they soon recovered enough for the father to drive his son home, taking Mr Jordan for further refreshment and returning him later to Stiffkey.

For this service, Joseph Robert Jordan has been awarded the bronze medal for gallantry.

Ireland Division Yacht aground

WHILE A RACE FROM ABERSOCH was being timed into **Howth** Harbour at about 2330 on Saturday, August 28, 1976, the yacht *Sulabassana* of Holyhead, a 32' Nicholson, attempted to pass inside the buoys marking the rocks off the end of Howth East Pier and grounded heavily.

Mr Boyle at the lighthouse immediately informed Frank Hendy, who is the boatman of Howth Yacht Club and retired motor mechanic of the Howth lifeboat. The honorary secretary of the lifeboat station was also informed.

Frank Hendy, who was in bed, dressed immediately, and taking Tony Brown who was on the pier and who, as his father owns a 32' Nicholson, is familiar with the design and her gear, went out in Howth YC 18' clinker-built launch to help.

The weather was fine with good visibility but a strong breeze, force 6, was blowing from the east giving a very heavy and confused sea on the rocks at the end of the east pier. It was two hours before high water.

Frank Hendy took the launch close in along the east pier, turning to starboard as soon as he was clear of the rocks at its end. He went alongside the starboard side of *Sulabassana*, starboard side to, and Tony Brown jumped aboard the yacht. Frank Hendy then told Tony Brown to hoist the sails, which the crew had got in, and bring the sheets right aft to lay the boat over and reduce her draught. The yacht was bumping badly on the rocks and the launch touched the rocks hard two or three times with both her hull and outboard.

The launch then took a line from the

yacht to try to tow her clear. Once her sails were hoisted and sheeted in, the yacht, lifted by seas which were increasing as the east-going tide started, began to move. Towed by the launch she finally came clear. Tony Brown immediately lowered the sails and Frank Hendy towed the yacht into the harbour and up to shallow water at its head; he thought the yacht would probably have been damaged and might sink. In fact practically no damage was done.

During the few minutes this service took, the lifeboat crew were being assembled, but by the time they reached the boathouse the yacht was off the rocks and in harbour.

For this service the bronze medal for gallantry was awarded to Frank Hendy and the thanks of the Institution inscribed on vellum were accorded to Tony Brown.

Western Division

Weather deteriorated

ON THE EVENING of Wednesday, September 8, 1976, the yacht *Up Spirits* anchored in New Quay Bay. Her owner and one member of the crew remained on board while the other slept ashore. During the night the weather deteriorated and on the morning of September 9 the wind was north east by north gale force 8, sea state 5, with the ebb across the wind. The sky was overcast and driving rain, at times, reduced visibility to poor.

The Coastguard, who described conditions in the bay as the worst that he had seen during his eight years at the station, went to the house of New Quay lifeboat station honorary secretary at 1050 and told him that *Up Spirits* was rolling and pitching heavily with no shelter at her anchorage. The honorary secretary went to the beach and decided to launch the D class ILB, choosing her rather than the lifeboat because he thought her more suitable to work in the shallow water on a lee shore.

The crew were already assembled at the boathouse and the ILB was launched at 1100 with four men in the crew to give additional weight. Mervyn Thomas, the most experienced ILB helmsman at the station, was in command, with Winston Evans, Richard Davies and Morlais Davies as crew.

On a north-easterly course, the ILB made her way slowly through the rough sea to *Up Spirits*, and advised her crew

to beach her in a sheltered part of the harbour. Instead, while the ILB stood by to give help, they started up the engine and weighed anchor intending to pick up a mooring in the harbour. This they tried to do, but without success, by anchoring up wind of the mooring and allowing themselves to be blown down on to the mooring.

At about 1200 the crew of the yacht indicated that their anchor was dragging and that they were abandoning *Up Spirits*. As she was rolling heavily, her mast frequently lying flat on the sea, it was too dangerous to attempt an alongside rescue. Mervyn Thomas therefore told the two men to jump into the sea one at a time while he waited astern of the yacht to pick them up.

The ILB returned to station, landed the two men, and was rehoisted and ready for service at 1300.

Up Spirits was blown on to the beach at 1300, and was eventually recovered and taken to Pembroke for repair. Her owner subsequently made a donation to the Institution through New Quay's honorary secretary.

For this service the thanks of the Institution inscribed on vellum have been accorded to Helmsman Mervyn L. Thomas. Vellum service certificates have been presented to Coxswain David Winston Evans and Crew Members Richard L. Davies and Morlais H. Davies.

South Western Division

Eleven rescued

ON THE MORNING of Monday, November 1, 1976, the USS *Sellers*, a guided missile destroyer, arrived in Jersey waters to pay a courtesy visit. It was originally intended that she should anchor in St Aubin's Bay but as the wind was freshening from the south west she was diverted to Bouley Bay on the north coast of the island. *Sellers* had only one serviceable ship's boat, a 25' whaleboat, so the States of Jersey fast launch, the 40' *Duchess of Normandy*, was chartered to help ferry libertymen to and from the jetty at Bouley Bay during her visit.

On the evening of Tuesday, November 2, *Duchess of Normandy* crewed by Graeme Mercier, her coxswain, Graeme Marett and Jean Rivoallen, began ferrying libertymen back to the ship at 2300. There was a moderate to fresh westerly breeze and a swell.

On the second trip the wind had

veered to west by north and strengthened to force 6 to 7, near gale. The coxswain therefore decided that this would be his last trip, as he considered that it was dangerous to try to put libertymen on the ship in these conditions. He returned to the shelter of the jetty at Bouley Bay and picked up a mooring, intending to go ashore.

In the meanwhile the ship's whaleboat was continuing to ferry the libertymen back to the ship, so Graeme Mercier decided he and his crew had better remain aboard; he was not happy about the conditions in which the whaleboat was working. He also took into consideration the safety of *Duchess of Normandy*; it was not unknown for moorings to part in Bouley Bay.

At 0204, November 3, USS *Sellers* radioed *Duchess of Normandy* asking for help as her whaleboat had been swamped close to the ship and a number of men were in the water. Graeme Mercier immediately called Jersey radio and asked for the lifeboat and any other possible assistance to go to the ship in Bouley Bay. At the same time he cast off and went back to *Sellers*.

When he reached the ship he found several men holding on to ropes hanging from the stern. He got one aboard, but was assured by *Sellers* that they could look after the remaining men on the ropes and he was asked to go to the rescue of more men who were with the whaleboat, which was drifting fast to leeward.

Graeme Mercier set off to search for the whaleboat and, on his way, found a lone man clutching a lifejacket. He was got on board the *Duchess* in a state of exhaustion. After further search the whaleboat was spotted; she was completely waterlogged but upright. Nine men were standing in the well. All were embarked on *Duchess of Normandy* but in the process one man was injured.

Graeme Mercier subsequently learnt that eight men had scrambled up the side of the destroyer and there were thus a total of 19 survivors. However, the coxswain of the whaleboat thought there had been 20 men aboard in all.

By 0218 *Duchess of Normandy* had returned to the jetty at Bouley Bay and landed the 11 survivors, several of whom needed medical treatment; an ambulance had been called.

A few minutes later, having cast off from the jetty, Graeme Mercier located

(continued on page 285)

SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1976 to December 31, 1976: Services 2,813; lives saved 1,027

THE STATION FLEET

(as at 31/12/76)

132 offshore lifeboats

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

LIVES RESCUED 102,047

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

Revision of the International Regulations for Preventing Collisions at Sea

Coming into force 1200 zone time, July 15, 1977

AN INTRODUCTION TO AN INTRODUCTION

by Leslie J. Vipond

Inspector, Mobile Training Unit

AS A YOUNG MAN, determined to follow the sea as a career, I grew up to fear the 'Articles'. The International Regulations for Preventing Collisions at Sea were the cross borne by every aspiring second mate's examination candidate. Longer than anyone could be expected to learn word perfect, they were more daunting than the mate, even less compromising than the bosun and, if the third mate was to be believed, the barrier thrown up the, then, Board of Trade (now Department of Trade and Industry) examiners which only a very select few were ever allowed to penetrate to achieve that exalted state: a 'ticket' holder.

Only later, having come to terms with BOT examiners and other hazards, and faced with the prospect of training other seamen in the interpretation of these great mysteries, was I able to take a calm look at the Regulations.

These Regulations must be truly international, and independent of language problems. Apart from a system of lights and sound signals, there is usually no communication between two vessels involved in a potential collision situation. Only by knowing and obeying the Regulations will collisions be avoided. Only by possessing a deep knowledge of the Regulations can any seaman deal with a situation involving several vessels, possibly in poor visibility, and perhaps even with areas of shallow water close at hand.

When a lifeboat goes to sea on service the coxswain and crew may have to deal with just such situations, probably in extreme weather, and, in addition, conduct a search and rescue. How well they need to know the 'Articles'!

The 'Articles' have been revised again as the result of an international conference held in October 1972. On publication, great interest was shown by everyone involved in the practical application of the Regulations, but as time passed and a starting date stretched into the future, interest waned. By agreement, the new Regulations were to come into force one year from the date upon which a specified majority of maritime nations became signatories to the conference. This has now taken place and the appointed time for the revised Regulations to come into force is **1200 on July 15, 1977**.

I have some words of comfort for those who, like myself, may consider themselves rather long in the seaboot to start learning new tricks. No radical changes are at hand, but the Rules have been modified to deal with the evolution taking place at sea in, for instance, the increase in speed of many ships—including lifeboats—and increase in draught.

The Regulations have been rearranged, but they now have a more logical sequence. Technical material has been moved into annexes and it is hoped that even if the requirements contained in these annexes may have to be adjusted from time to time, the application of the Rules themselves will be with us for the foreseeable future.

Certain aspects of good basic seamanship, like the importance of keeping a good lookout, have been emphasized, and the Rules contain points to be considered when choosing a 'safe' speed.

The old maxims upon which the Rules have always been based still hold true. Vessels in trouble can expect the assistance of every other vessel to hand, and vessels best able to manoeuvre will continue to keep clear of those less advantageously placed. In taking action we must act early and significantly.

Merchant Shipping Notice No. M.761, which follows,

points out the changes being made, but it is up to all seamen to get hold of a copy of the International Regulations for Preventing Collisions at Sea, 1972 (they can be found, by the way, in 'Reed's Nautical Almanac') and study them carefully, in full.

In becoming lifeboatmen, we are following our humane instincts. Being lifeboatmen, we must follow certain rules, so from the beginning: *These Rules shall apply to all vessels upon the high seas. . . .*

MERCHANT SHIPPING NOTICE NO. M.761

Notice to Owners, Masters, Skippers and Seamen of Merchant Ships, Fishing Vessels and Yachts

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An International Conference was held in London from 4 October to 20 October 1972 for the purpose of revising the International Regulations for Preventing Collisions at Sea 1960. The Conference determined revised regulations which will come into force internationally at 1200 hours zone time on 15 July 1977. In the United Kingdom it is intended that the Collision Regulations (Ships and Seaplanes on the Water) and Signals of Distress (Ships) Order 1965 should then be revoked and it is expected that a new Order in Council will be made.

The Final Act of the International Conference on Revision of the International Regulations for Preventing Collisions at Sea, 1972 has been published in a White Paper (Cmnd 5471, November 1973, HMSO, 50p net).

It is considered desirable that at this stage the attention of all concerned should be drawn to the main differences between the current Regulations and the Regulations agreed in 1972. The revised Collision Regulations comprise 38 Rules and 4 Annexes; as compared with the current Regulations they have been extensively rewritten, extended in scope and completely rearranged. The essentials behind the detailed requirements remain as in the present (and indeed previous) Regulations but there are a number of ways in which the new Rules develop those now in force, and there are therefore many differences of detail. Their appearance is also quite different, for the Rules have now been arranged so that the Steering and Sailing Rules immediately follow the Introductory section while extensive Annexes have been introduced which contain and greatly expand much of the detail as to lights and sound signals. Distress signals also previously in the Rules have now been moved to an Annex. The use of these Annexes means that the Rules themselves are appreciably more concise than the current Regulations.

Because of the rearrangement direct comparison with the existing regulations rule by rule is not possible; instead consideration of the changes which have been brought in can best be made by looking at each Part of the new Rules in turn.

Part A (Rules 1-3) covers application, responsibility of owner, master and crew and general definitions. (Other definitions are in Rules 21 and 32 and Annex 1, paragraph 1.) Broadly this part replaces Rules 1, 13, 27, 29 and 30 of the present Rules.

(continued on page 280)

Head Protection

FOR LIFEBOAT CREWS

by Stuart Welford, BTech MIMechE MRINA

Research and Development Officer, RNLI

IMAGINE A JANUARY AFTERNOON. Not much wind, but a cold front forecast; the light will fade in a couple of hours; wind and sea will be getting up and the temperature is dropping all the time. Not ideal conditions for a winter inshore lifeboat service, but there's no time to think about that: the maroons have just gone up. A boat is reported in trouble close inshore about eight miles down the coast. So, on with the waterproof gear, and lifejackets, and off goes Atlantic 21 and crew; but with wind and spray, faces and eyes are going to take a lot of punishment.

Lifejackets have been a symbol of lifeboat crews for well over a hundred years. The present lifejackets are the result of an intensive development programme in the 1960s (see 'Medical Arrangements in the RNLI' by Geoffrey Hale, *THE LIFEBOAT*, volume XLIV, number 454) and are now capable of self righting an unconscious wearer. Protective clothing has changed considerably from the original stiff oilskins and sou-wester, although with modern materials and design the choice is so wide that finding a single off-the-shelf product which suits all ILB crews has not so far been possible.

Thigh boots and waterproof gloves are available to crew members, but again personal tastes vary considerably, so not all are satisfied. Since most waterproof suits have hoods, the face is the only part of the body not provided for; this was a problem which had to be tackled because, apart from any other consideration, one fifth of total body heat loss is via the head.

A recent programme of initial research, followed by tests and development trials, has resulted in the adoption of a special RNLI visor mounted on a motorcycle type helmet. Armed with this headgear it is intended that the wearer will be able to see better, keep warmer and remain drier in the sort of conditions likely in the hypothetical service referred to above. Bonuses of head protection when working alongside the casualty or in a capsized among rocks, and ease of being seen, are also intended.

In an actual service under such conditions the first problem would have been the cold, with occasional bursts of spray aggravated by a chill factor due

to the speed of air over the face. If travelling at 30 knots boat speed into gale force winds this would result in a relative wind speed of over 60 knots. While some might be able to take this treatment for half an hour or possibly more, most would have frozen faces and running eyes and it might be essential, for safe and efficient navigation, to ease the speed. Balaclavas, hoods or lower face masks help but are not the total solution.

If, in the hypothetical service, it was then to start raining, the droplets would sting the face and especially the eyes. Rain is generally reckoned to be more aggravating to crew than spray, presumably because, being sporadic, spray can be seen coming and the head can be ducked. The worst treatment the bare face can receive in an ILB is driving hail; the crew just cannot see ahead and speed has to be reduced, for safety, to a few knots.

Soon after the ILB was an established part of the lifeboat scene, faster offshore lifeboats were introduced, the first being the 44' Waveney self righting class, to an initial US Coast Guard design. With their greater power and speed compared with conventional boats it was soon found that, at speed in rough water, the crew had to be aware of the lively motions due to wave impact if injury was to be avoided. Fairly soon a suggestion that helmets be issued for use in these boats was accepted; the USCG already used helmets in their own 44' boats. A one size helmet with an adjustable headband and chin bridle incorporating cut-outs to enable crews to hear one another was eventually selected. These helmets were made available for all other self-righting lifeboats since it was felt that the violence of capsize and self righting in enclosed cabins and wheelhouses could result in severe injury to the head. When used with the optional press-studded peak, this helmet also gave slight face protection to inshore lifeboatmen who had no windscreen or wheelhouse for shelter.

In 1974 the National Research and Development Corporation (NRDC) offered help to the RNLI in the blanket form of 'encouraging technical innovation'. No specific field of aid had been suggested but, during the following



The author wearing RNLI visor and helmet in the working section of the wind tunnel. During these tests, with wind and spray travelling at 50 knots and the ambient temperature down near freezing, conditions were unpleasant even with the best protection. They were intolerable after a minute or two with a bare head.

year, a wide range of possible subjects was narrowed down to 'clear vision in adverse conditions'. By the end of 1975 a good deal of preliminary work had been completed and an agreement drawn up between NRDC, the RNLI and the Marine Technology Support Unit (MATSU) at Harwell, specifically 'to develop improved goggles or visors for use in lifeboats'.

Initially it was thought that windscreen wipers and clear vision screens should also be investigated, but after discussion it was agreed that if research were limited to the individual visor/goggle problem, less hardware and experimental testing would be involved, making for economy. Any knowledge gained about materials, coatings and possibly shapes might well be of use, later, to help in solving the through-windscreen visibility problem. In addition it was hoped that if the visor/goggle vision was improved, a potential market might be opened up in the powerboat field, high-speed yachting, motor cycling and in the Services.

Once it was established that visors were to be developed the work went ahead in three broad stages:

1. Initial investigations and trials

Inshore lifeboatmen who had obtained their own headgear were consulted and an assessment made of their selections and of other commercially available helmets and visors. MATSU undertook a literature survey of materials, water-repellent coatings and water-shedding devices. NRDC investigated patents and reviewed the potential market. Trials were arranged in an Atlantic 21 for MATSU staff accompanied by RNLI technical and operational staff. About a dozen combinations of commercial products and a number of specially developed RNLI-produced visors were tried out.

2. Tests, reports and patents

MATSU arranged for a series of studies and some laboratory tests,

(continued on page 267)



OUTBOARD

Watertight

Keeping the sea out of Atlantic 21 engines when inverted

SINCE HER INTRODUCTION to the RNLI fleet in 1971, the Atlantic 21 inshore lifeboat has not only proved her worth on service, but has also shown herself to be a thoroughbred among boats. With her speed, range, manoeuvrability and seaworthiness she has opened up a whole new line of thought on small boat design.

Being a thoroughbred, she must be handled like one. Crew training is essential if the Atlantic 21 is to give of her best, and one of the first things the crew have to learn is that whereas the natural reaction in the face of danger is to slow down, which indeed may be the seamanlike action to take, in the Atlantic 21 there are occasions when a better answer is to use the boat's power and manoeuvrability to get out of trouble. For one thing, the Atlantic 21's stability is, to a certain extent, increased with increased speed.

In bad weather the Atlantic 21 is extremely safe running, because she has enough speed (30 knots) to get away from unstable seas in shallow water. Similarly, going to windward, she has the speed to be steered round breaking crests; or, when necessary, getting off the beach, she can turn her bow directly into the breaking wave and use her power to drive through. The boat can continue at a good speed in a beam sea; if in danger from a breaking top, she can turn her quarter to the sea and run clear.

However, although unlikely, a capsize could happen. In that event the crew, in the water, would attach themselves

to the boat, which cannot blow away while upside-down; the sea anchor streams automatically when she goes over. When everyone is accounted for, the crew pull the activating cord which releases gas to fill the buoyancy bag housed on the roll bar aft, and within seconds the boat rights herself. But there is far more to it than just righting the boat if the objective—the completion of the service, *not* the creation of a second casualty—is to be achieved. The boat must right and the crew re-board her; the engines must start; and she must be able to complete the rescue with all equipment, including the radio, in working order.

Quite a challenge to the RNLI technical departments.

First and foremost, the engines must be in good shape to re-start on righting; so they must have remained water-

Positions of the three gravity valves designed at the RNLI depot, East Cowes; when the engine is inverted, they will keep it watertight.

Photograph above was taken during capsize and righting exercise. The crew, clear of the Atlantic 21 but attached to her by lifeline, have pulled the activating cord, gas has been released into buoyancy bag and the boat is righting. Note motor cover non-return valves and also the hooded scoops of air intake valves (swung through 180°) on after end of outboard engines.

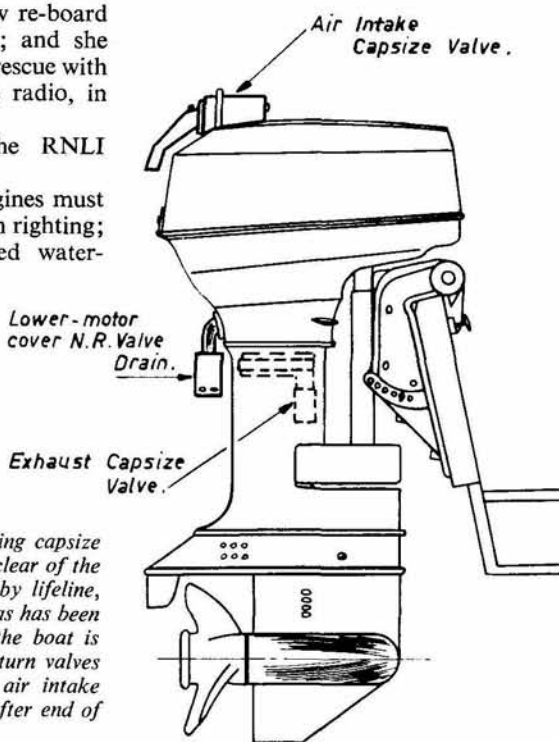
tight during the time the boat was capsized.

Watertighting, when the engines are inverted, has been achieved by the introduction of three gravity valves, with minimum mechanical movement, designed at the RNLI depot, Cowes (patents have been applied for), used in conjunction with flexible sealants.

1. Air intake valve: Housed in a casing on top of the motor cover is a horizontal tubular valve attached to a hooded air intake scoop in such a way that both are free to pivot together through 360°. The scoop slopes down aft to the motor cover and acts as a pendulum. In normal running, air is sucked up through the scoop into the end of the tubular valve and out again through a port in its top, to make its way to the engine. Should the boat capsize, the pendulum hoods swings through 180°, turning the valve so that its port is closed and water cannot penetrate. A secondary function of the valve, but still important, is the protection of the air intake from spray, should the boat come upright stern to breaking seas.

If excessive swing of the air intake scoop were to build up while the boat is underway, the valve might, intermittently, be partially closed, thus interrupting the normal, and necessary, flow of air to the engine. To prevent this happening, a second pendulum has been added inside the scoop. It is rather like a bell clapper (though neoprene bushes on the scoop sides prevent it from sounding like one!), and its weight and independent movement dampen down swing and discourage any over-liveliness.

2. Exhaust capsize valve: Normally exhaust gases are discharged through the propeller, but when the motor is



idling the exhaust gases cannot overcome the water pressure and so idling holes are drilled at the top of the exhaust housing by the motor manufacturer. The exhaust then leaves the exhaust housing through these holes and escapes through two slots in the motor casing. In the event of a capsize, water would reach the cylinders via these holes. This problem has been overcome by blanking off the normal holes and replacing them with holes of equal area leading into a horizontal manifold on the side of the exhaust housing inside the casing. The exhaust then goes into an exhaust valve: a perpendicular tube round the top of which are five outlet holes.

Resting at the base of the tube, beneath these holes, is a ball valve. As the engine is inverted in a capsize, the ball immediately falls into the seat, thus preventing water inside the casing from entering the cylinders, while a weighted sleeve on a spindle falls down outside the tube to complete the seal.

3. Motor cover non-return valve drain:

The motor cover drain at the after end of the engine has been modified with the addition of a simple gravity ball valve which falls to close the apertures when the engine is inverted. An extension contains a buoyant ball valve: if the water builds up when

going astern, this ball will float up and close the valve.

All joints in the engine casing are meticulously sealed with flexible sealants and vibration reduced to the minimum by stiffening resilient mountings. To complete the picture, there are non-return valves in fuel vents; engines are cut out on capsize by a mercury switch in the control panel; batteries are non-spill. All motor instruments and wiring must, of course, be 100 per cent watertight.

After coming upright from capsize, it is only a matter of minutes before the engines will be running again.—J.D.

Head Protection *(continued from page 265)*

including wind tunnel work; as a result an RNLI designed wrap around visor (see photograph, page 265) was found to offer the best combination of desirable optical properties and protection. NRDC has applied for patents for this visor and also for a separate optical system for obtaining clear vision. The RNLI has a 25 per cent stake in any royalties on both these patents.

3. Production and supply to ILB stations

The RNLI visor has been licensed and is now being made by the Psychiatric Rehabilitation Association (PRA), thereby providing them with satisfying work and the RNLI with a reasonably priced article. NRDC and MATSU meanwhile are offering production rights on the optical patent to appropriate manufacturers.

The production visor consists of a shape punched out of a sheet of 1 mm unbreakable clear plastic, with two adjustable position fixing studs at the lower outboard ends, and locating lugs which tuck under the peak. The side profile of the visor presents a downward rearward slope from peak-tip to the nose. This means that the deflected air flow acts in the same direction as gravity to clear most of the water impinging on it. Any droplets remaining are, due to the visor shape, well inside the eye's focal length and one can thus see quite easily through them. Most commercial visors, due to their forward slope in way of the eyes, do not so easily clear droplets since gravity and air flow oppose each other.

The lower edge of the visor is about 10° below horizontal (the eye's normal line of vision in relaxed posture) and this enables the wearer to see with totally unobstructed vision simply by tilting the head up about 10°, or to see through rain, spray and hail, by tilting the head down.

Extending the visor downward to protect the lower part of the face and including slots had also been investigated, but other problems such as the concentration of liquid, turbulent

air or misting terminated those lines of development.

To guide NRDC, MATSU and the RNLI in the various stages of progress, a steering committee was set up by Mr K. Grossfield of NRDC which was fortunate in having as members, in addition to representatives of the three organisations concerned, three experts in their own fields: Surgeon Captain J. D. Walters, Institute of Naval Medicine; Mr J. D. Booker, Royal Aircraft Establishment; and Mr P. Davison, Transport and Road Research Laboratory.

The advice and experience of these men were most welcome, and it is gratifying that both Captain Walters, on behalf of the Navy, and Mr Davison for road users, are still pursuing their own investigations on the helmet/visor combination which the RNLI has selected. One particular bonus brought out by Mr Davison's investigations is that glare caused by wet visors when lights are shone at them can straightway be eliminated simply by tilting the head; conventional visors would need to be retracted or removed.

So, after initial use by the RNLI at sea, perhaps the visor will become popular with motorcyclists. Our manufacturers, PRA, hope to place it on the motorcycle market and since it is designed to fit all sizes of four of the major types of helmet, it is hoped it will suit most others.

While not a first aim of the project, it has always been the RNLI's intention to select a helmet finished in a bright, clear colour. The finish of the original one-size helmet selected some years ago was Dayglo orange, but it has become faded due to exposure to ultra violet light and chipped with age. A number of firms have co-operated in producing fluorescent painted helmet samples, but after six months of use, or even non-use, deficiencies in painted versions have emerged. Gloss finished painted surfaces seem to chip away from the plastic shell easily and matt sur-

faces coatings pick up dirt, although providing a better night target in a beam of light. The latest British Standard for motorcycling helmets (BS 5361) has highlighted our problem by specifying that 'the shell should have a finish that affords good conspicuity'.

The Institution is currently faced with the option of: (a) re-painting helmets about every two years; (b) awaiting the development of suitable durable bright paints; or (c) turning to self-adhesive fluorescent/reflective panels to be added to the crown of the helmet.

In the short term, a number of painted Dayglo helmets are still being evaluated and as an interim measure, to get the visors in service, white helmets have been purchased and issued. These were found to be more easily seen at dusk and in a beam of light at night at several hundred yards than any other standard colour available. The Dayglo-fluorescent and retro-reflective finishes were, of course, better in all visual respects, but until they can withstand the rigours of use and abuse for, say, two to three years, they will continue to be experimental only.

The RNLI hopes to offer lightweight, bright and comfortable helmets and visors first to Atlantic 21 and eventually to all ILB crews. The helmet without visor will also be of use for offshore lifeboat crews. In some Waveney class boats they have been found to filter out the noise in the wheelhouse and yet permit the spoken word to be heard.

In the future, with the development of radio equipment capable of working in a very wet environment, the incorporation of earphones and a microphone attached to a lightweight personal radio may be feasible.

To sum up, the basis now exists for head protection from damage, cold, wet and, to a limited extent, fire. The main objective of the project, ease of vision in adverse conditions, has been achieved. Further, crew now have a better chance of being seen—and there may be still further improvement in this field—and finally there is the possibility of a new mode of communication. All these features have already emerged from an interesting and continuing project.

Sea Beat

POLICEMEN AND THE LIFEBOAT SERVICE

by Joan Davies

'COME ON, BEN,' and as Bridlington lifeboat prepares to launch on service Police Constable Usher quickly boards as seventh man; 'I'll come with you,' and at Douglas Chief Inspector Robin Corrin (later Deputy Chief Constable) helps make up a scratch crew—the maroons had gone up while the fishing fleet, and so most of the crew, were at sea; or at Blyth Superintendent Gladstone, now of Whitley Bay, goes out with the lifeboat as signaller—the crew was short . . . Dramatic pierhead jumps, maybe, but they illustrate how close are the bonds in many coastal areas between the police force and lifeboat service.

It is not surprising that the police should be there, on the spot, in an emergency. The police station may well have been the first to hear that someone is in difficulty at sea. On one occasion at Blyth, when a call came through, the police officer on the desk immediately handed over to a colleague and within minutes was chest-deep in the surf helping to launch the ILB. It is far from unusual for a service report to start like this one:

'Torquay Police informed Brixham Coastguard at 1537 on October 5, 1973, that a girl was in the water off Meadfoot Beach and asked for the help of the ILB . . .'

For that service, Motor Mechanic Barry Pike, an ex-policeman, was awarded the Institution's silver medal for gallantry, as well as the Ralph

Barry Pike, an ex-policeman, was Motor Mechanic at Torbay when he was awarded the silver medal for gallantry and the Ralph Glister award for a service on October 5, 1973.



Glister Award for the most meritorious service of the year performed by the crew of an inshore lifeboat. He had leapt from the ILB in a dangerously rocky area among masses of loose seaweed in an attempt to save the girl and, although washed ashore exhausted, had doggedly gone back into the sea again and again. It had been a police constable on top of the sea wall who had directed the boat to the position of the casualty, and who managed to grab Barry Pike and pull him out, barely conscious as, after being thrown on the shore by the waves, he was sucked back by the undertow. He opened his eyes to see the silver braid of a superintendent leaning over him, asking if he was all right.

Hartlepool ILB crew remember a call that came from the police station on Christmas Eve, 1974. It was 2330. 'We want your boat—Merry Christmas . . .'

On station

The police force is well represented in lifeboat crews, particularly for inshore work; about a quarter of the ILB stations have a police officer or two on their crew lists, although, as one man is posted elsewhere or another volunteer comes forward, the names may change; Aberdeen and Sunderland have a particularly good representation. And it is not really surprising, either, that policemen should make good lifeboatmen. The characteristics demanded by the one way of life are, after all, those which would be looked for in the other; perhaps most important, the ability to take initiative combined with that sense of discipline which makes a man a reliable member of a team. Policemen would also, automatically be trained in first aid and swimming—and, of course, having radio communication, they are easy to alert when a call comes.

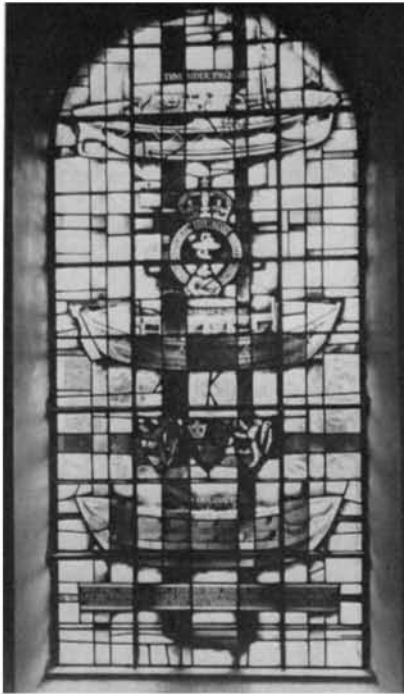
It goes even deeper than that, for in many parts of the country police officers have positive encouragement to participate in lifeboat work: it starts at the top. Nowhere is this more true than on the north east coast of England. In that area, when the maroons go up, it is more than likely that panda cars will be out helping to rush crews to the lifeboat-house; or, where a carriage boat has to be hauled by her tractor across the road for a beach launch, as at Redcar, the police will be there to control traffic. Policemen may well be used as spotters, particularly when there are bathers in trouble: from a cliff, or any vantage point giving a little height, they will probably have a better view over the sea than the ILB crew low down on the

water in an inflatable boat, searching through a swell; with their radios, they can quickly pass directions to be relayed by the Coastguard to the boat.

In most areas of the north east, a young police officer volunteering to join a lifeboat crew has the active backing of his senior officers, as he would have were he to choose to take part in any other community service in his free time. He will get practical help; if, for instance, a change is needed in his duty rota to free him at a certain time for lifeboat work, his request will receive sympathetic consideration. That makes a great deal of difference. And then, the senior officers themselves may well be serving on station branch committees.

Chief Superintendent George Cameron, following in the footsteps of Chief Superintendent Frank Burge as a member of Hartlepool station branch committee, himself comes from a Boulmer and Alnmouth lifeboat family. His grandfather and uncle, William and Robert Stephenson, were both coxswains, spanning the years 1898 to 1929 between them. William Stephenson was awarded the silver medal for gallantry in 1913 for the rescue of 25 French fishermen from the trawler *Tadorne*, wrecked in fog while outward bound from Boulogne to the Iceland fishing grounds. Chief Superintendent Cameron's father, John, was motor mechanic at Boulmer from 1931 to 1952, and tractor driver before that. He knows from first hand the concern which will take a lifeboatman down to the boathouse every night of the winter to trim paraffin lamps and make sure the engines will be ready if needed; as a boy he used to walk down with his father.

Fund raising? There are sure to be members of the force joining in, too. There is PC Arthur Sykes, for instance (now a sergeant back at Bridlington), who, while at Flamborough, gave tremendous support in every way to the branch and guild—social activities, fund raising, flag days. Last autumn, even though, several years ago, he had been transferred to an inland town, he set off with PC John Myhill on a sponsored walk from Fleetwood to Flamborough in aid of the RNLI. They walked 152 miles in five days, raising £1,260—and what a welcome awaited them in Flamborough! Then the North Humberside Police Military Band and Male Voice Choir have given two concerts at Withernsea in aid of the RNLI, the first organised by the Lions Club. Crew members at Hartlepool,



To commemorate Tynemouth lifeboat station's centenary, in 1962, a stained glass window was dedicated in Christ Church, North Shields. It depicts the Original, 1789, Constance, on station in 1862, and Tynesider. photograph by courtesy of R. W. Ridley

including several policemen, are sturdy fund raisers, and, in that town, WPC Dodd has her own 'beat' in guild work.

Going, just for a moment, further south down the east coast, the first woman all-round Chief Inspector in the Essex police force, Lorna Brooks, appointed last October at Basildon, is a keen and hard working member of Canvey Island branch.

Throughout the north east, a thread of constabulary blue runs through the cloth, but let us see how the pattern appears at just two of the stations: Tynemouth and Withernsea.

Tynemouth

Watching over the approaches to a port, on the north bank of the Tyne, close by the fish quay, Tynemouth lifeboat station is part of a busy shipping river; part of its present life and of its history. It was the Tyne, back in the late eighteenth century, that saw much of the earliest pioneering of lifeboat design, when from despair at the helplessness of those on shore to save drowning seamen within their sight there emerged determination to find some solution. 'The Gentlemen of the Lawe House' and the prize they offered for the best design for a boat to save life at sea; William Wouldhave of South Shields and his model of a boat which would right herself; the *Original*, built by Greathead and launched at South Shields in 1789 which, manned by Tyne pilots, rescued hundreds of people without the loss of one of her own crew. Thirty more boats were built to the same design and sent to different parts of the country.

Pioneering again, it was at Tynemouth, established as an RNLI lifeboat station in 1862, that the first motor powered lifeboat, *J. McConnell Hussey*, was placed in 1905, under the supervision of Lieutenant (later Major) H. E. Burton, a Royal Engineer member of the Newcastle and Tynemouth branch. As local seamen, used to sail and oar, were reluctant at first to accept the petrol engine, Lieut. Burton manned the boat with his own sappers until, eight months later, a crew of local men was built up.

Lieut. Burton, at their request, remained as honorary superintendent of Tynemouth lifeboat, and, with Coxswain Robert Smith, was in the crew of *Henry Vernon* (which replaced the first experimental motor boat in 1911) on the service to ss *Dunelm* in 1913 and the service to HM hospital ship *Rohilla* in 1914; *Henry Vernon* took off the last 50 survivors from *Rohilla* after steaming 45 miles by night along an unlit coast against the gale—and then had to struggle back into Whitby Harbour through terrific seas. For the former service both men were awarded the silver medal for gallantry, for the latter the gold. Those were days of close association between army and lifeboat service.

The pioneering tradition has continued, for, in the 1960s, Tynemouth was one of the places chosen by Professor Pask and his working party for sea trials of available lifejackets (watched, Dr Geoffrey Hale who served on the working party remembers, by inquisitive seals). As a result of these and other trials and much experimental work, the present RNLI lifejacket was evolved. That was in the days when Robert Brunton, DSM, was coxswain.

Robert 'Bobbie' Brunton took over as coxswain in 1963 from P. Denham Christie, vice-chairman of the branch and coxswain for 9½ years, during which

time Bobbie Brunton had served as second coxswain; he had joined the crew in 1949, just two years after *Tynesider*, Tynemouth's present 46' 9" housed slipway Watson lifeboat, first went on station. Mr Denham Christie, who was managing director of the Swan Hunter Group and is now their adviser on training and safety, has been a member of the Committee of Management since 1962 and, not counting Sir William Hillary, is only the second coxswain to serve on that committee. He is now chairman of Tynemouth branch.

When Bobbie Brunton reached the time for retirement last November, he was succeeded as coxswain by Captain John Hogg, master mariner and a Tyne River pilot. There are 19 in the Tynemouth crew, eight of whom are eligible, by age, to form the crew of the D class ILB which came on station in 1965. Some of the crew are seamen; foyboatmen, like Assistant Mechanic Frederick Arkley (who, with Trevor Fryer, a joiner by trade, won the bronze medal in 1974 for an ILB service to the tug *Northsider*, driven ashore in a gale while trying to help a grounded oil exploration vessel) and master mariner H. L. Park. Other ways of life are also represented, and that includes the police.

'Close by the fish quay' . . . those are perhaps the relevant words. Chief Inspector Robert Rutherford has been in the crew now for nearly 25 years; but when he became a crew member he was PC33, his beat on the fish quay. He was at hand to get to know the lifeboat, get to know lifeboat people, to help them—then to join them. Sergeant John Norris, who has served as assistant winchman and is a 'founder member' of the ILB crew, came by the same route—a beat on the fish quay.

The first time PC Robert Rutherford, as he then was, went out in *Tynesider* it was on the longest service the Tyne-

Night launch for Tynesider, Tynemouth's 46' 9" Watson lifeboat.

photograph by courtesy of Newcastle Journal



mouth lifeboat has ever done. She went out to a German motor vessel, *Hans Hoth*, listing and in difficulties some 88 miles north north east of the Tyne, and stood by until a tug arrived and took over. *Tynesider* was at sea for 33 hours; when she got back to station, her crew remember well, she had three gallons of diesel fuel in one tank: the other was empty.

PC Rutherford was awarded the Royal Humane Society's testimonial on parchment for his part in the rescue of a 73-year-old man in January, 1959. While on his beat, he was told that a man was in the water near the jetty's edge. He immediately jumped in and for 27 minutes supported the elderly man until a boat came to the rescue. It was that same year, 1959, that he became assistant motor mechanic of Tynemouth station, an appointment he held until 1969 when, his own responsibilities increasing, he became emergency motor mechanic. He is never troubled by seasickness, so, on a long service, it is always he who makes the soup! Now his son, another Robert, has joined the ILB crew.

John Richardson, a police sergeant and later a court official, is head launcher for *Tynesider*, and has served in that capacity and as a launcher for a dozen years or so. He is also a member of St John Ambulance Association and Brigade and helps with first aid training.

Withernsea

If Tynemouth is old in lifeboat work, Withernsea, at least in its present life, is young. A former station, dating from 1862, was closed in 1913.

When Withernsea was re-opened as an ILB station in 1974, the main initiative for its formation came, in fact, from a policeman: PC Ben Usher. He had come to the town with experience out of the common run. He was a swimmer, holding a formidable array of lifesaving awards; he had sailed while in the army in Hong Kong; when he joined the police in 1966 he was posted to Bridlington where he became an ILB crew member and occasionally went out as seventh man in the lifeboat—he was in the crew for the service on the night of September 13, 1970, for which Crew Member Fred Walkington, now coxswain of Bridlington lifeboat, was accorded the thanks of the Institution on vellum . . . *'It was a rough night. That was when Fred jumped off the lifeboat on to the foredeck of a little glass fibre boat. He was lying on the foredeck holding the rope on to the cleat which was simply bolted to the glass fibre deck—we expected it to splinter and come adrift at any time. But he did a good job that night, jumping on to that foredeck. . . .'*

One thing leads to another . . . In the winter of 1970 a BBC film team, with Richard Robinson as producer and Paul Berriff as cameraman, came to make a film of Bridlington lifeboat. When, the next spring, this same team was preparing to make a documentary film of an

expedition through almost unknown waterways in western Canada, led by Captain Sir Ranulph Twistleton-Wykeham-Fiennes, Ben was invited to go with them in charge of their boat: an inflatable of the type used by the RNLI.

With four months leave of absence, Ben joined the Headless Valley expedition: from Fort Nelson against the current up the Fort Nelson River, the Lower Liard and South Nahani Rivers to the Virginia Falls—twice the height of Niagara. Back by the same way to Fort Nelson, then across land to the Yukon border, to take to the rivers again; down Hyland River, the Upper Liard, the Kechika, along Williston—a man-made lake—Parsnip River, Crooked River to a series of lakes—Kerry, Tudyah, Macleod and Summit, a portage across to the mighty Fraser River, down to Vancouver, out into the Georgia Straits and across to Point Roberts in the United States. About 2,000 miles, the length of British Columbia, through the Rocky Mountains. Fast-flowing waters, rapids to be shot, whirlpools, shallows: quite an education in boat handling.

Back in England, Ben Usher was posted to Withernsea, essentially a holiday resort with a population that increases ten fold in the summer months—or even more if caravan and chalet sites down the coast, empty in winter, are taken into account. And the people take to the sea. There is a boat club, well organised and well disciplined, but other than that there are bathers, small boats, fishing cobbles, tiny rubber dinghies, children on inflatable beds. Feeling that if help were needed by this community there would not be time for one of the flanking lifeboats to get there, Ben Usher called an open meeting with a view to applying for an ILB at Withernsea. The idea had already been mooted by other people and the meeting was well attended. A steering committee was formed and the RNLI approached.

After a great deal of background work on the part of the divisional

inspector of lifeboats, first Bob Walton and later Lieut.-Commander Harry Teare, an ILB station was established in 1974. Among other members of the branch committee was Chief Superintendent Dennis Harper, later to be followed by Chief Superintendent Duffill. From the first Ben Usher has been concerned with crew training, and he has usually had one or two policemen among other volunteers to join the crew.

There is terrific local pride in the ILB. As soon as the maroons go off people come down and line the sea wall to watch—and one or two interesting things are happening, as Ben explains: *'It is always a fairly spectacular launch off that beach. The sea rolls in in a pretty nasty fashion. People watch the boat going and perhaps begin to realise that the sea isn't quite such a placid lake as they thought it was.'* By watching, people are learning a lot about boat handling, too, and it is noticeable that they are putting into practice what they have learned when they themselves put to sea. Standards are rising, and that in itself is a very useful spin-off.

The first award for bravery for the new ILB station at Withernsea was for a service on August 30, 1974. PC Usher was just signing off duty on that afternoon when a call came through to the desk from the owner of a cafe by the shore to say that two children had come running in, in great distress. They had been bathing when, with the wind and waves, they had begun to get into difficulties. They had managed to struggle back to the beach but their two friends were drifting out to sea.

Ben Usher went immediately to the boathouse and, realising that the situation was critical, asked a colleague to inform the Coastguard and the honorary secretary that he and Terry Dawson, who was also at the boathouse, were launching the boat. So rough was the sea that eye witnesses were convinced that the ILB would not be able to get

(continued on page 287)

Senior Crew Member PC Ben Usher at Withernsea ILB station, in the establishment of which he played an important part. photograph by courtesy of Humberside Police



Some Ways of Raising Money

Bodmin Lower School (Comprehensive), which is particularly interested in Padstow lifeboat, arranged a sponsored tables contest—the $2 \times 2 = 4$ kind—in aid of the RNLI just before Christmas. Younger children had to learn tables up to 10×12 and older children up to 12×12 , plus the square of numbers 13 to 20. Each pupil was sponsored for correct answers up to 25 questions, selected by the headmaster, A. J. Harbinson. Lifeboat films were shown and questions about the service answered by two members of Bodmin and District branch. A splendid, progressive idea which increased knowledge of arithmetic and lifeboats—and RNLI funds by £75.08.

Fund-raisers in the Republic of Ireland improved their total by 29 per cent in 1976. Of Dublin's £24,250 (£1,650 more than in 1975), £10,000 resulted from the annual sale of work organised by Mrs Montague Kavanagh and her helpers together with the achievements of the Lifeboat Shop in Baggot Street. The cup for the best Dublin flag seller was won by Coxswain G. McLoughlin of Howth.

More than £30,000 has already been donated to Yarmouth lifeboat appeal, the money coming from far and near. Through the good offices of E. Lennie, landlord of the White Hart Inn, Havenstreet, Isle of Wight, the Rotary Club of Château du Loir, France, has donated Fr.65; branches in North West Wiltshire joined together for an Elizabethan Feste and Revels at Lacock Abbey on June 18, raising £700.59; North West Bournemouth branch's Christmas draw brought in another £159 . . . and so the story goes on. . . .



Burry Port ladies' guild put on a memorable performance of Snow White and the Seven Dwarfs last Christmas, produced by Janet Cross with a large cast of youngsters. With only a one-night stand, tickets were sold out weeks in advance and a profit of £270 was made for RNLI funds. So high was the standard of production that the public are already asking for more.

Mrs N. Richards, flag day organiser at Dolgellau and a member of Barmouth ladies' guild, starting with a float of £100 early in 1976, visited many sales purchasing job lots of bric-a-brac; she also obtained gifts of small antiques from her friends. In June she opened a shop in Dolgellau to sell these goods, and, as a result, was able to hand over a net profit of £460 to the guild.

Winchester branch has received £37.45 from a former committee member, Mrs Martineau. It was collected in a box by her private swimming pool.

At a commemorative dinner and dance which followed the presentation of the 150th anniversary vellum to Blyth lifeboat station by P. Denham Christie, a member of the Committee of Management, on September 16, 1976, the dance floor was cleared, a bottle of whisky placed upon it and guests invited to slide 10p pieces as close to the bottle as possible from a set mark, the nearest being the winner. £15 was raised in ten minutes.

Lymington took just one month to raise £760 to pay for a pair of propellers for the new Arun lifeboat being built for Yarmouth, Isle of Wight. On December 14, two cheques, each for £380, one from the branch and one from the ladies' guild, were taken to Yarmouth in the yacht Anahita III, owned by Derek Hobson, chairman of Lymington branch (extreme left). With him as his crew sailed officers of branch and guild (l. to r.) Wing-Commander Alan Roxburgh, Mrs Helen Tew, Bernard Foxen, Mrs Joan Fradd, Rex Reddrop, Mrs Sheila Veal, Mrs Ann Hornsby and Hugo Walford.



Marjorie is one of three Thames barges owned by Albert Groom, a vice-president of Canvey Island branch. Built in 1902 at Ipswich, in her working years she crossed regularly to the continent with cargoes of grain and flour. In 1965 she won the Blackwater barge match and, with members of Canvey Island branch on board, won her class in the barge match at the 1975 Port of London Authority Centenary Clipper Regatta. Between August and October 1976, Mr Groom welcomed 3,500 people aboard *Marjorie* and, helped by Bernard Griffith, branch honorary secretary, and committee member Sam Jeffries, showed them over the barge. A voluntary collection raised £320 for the RNLI.

With about 60 members, the social club of Lion Packing Works, Woking, has collected £250 in its RNLI box in less than three years. Its 1976 target, £100, was passed in ten months. All halfpenny change at the bar and all small change emptied out of pockets at the end of the evening are put into the



(Above) Of the £6,000 raised by Salcombe and Hope branch, no less than £2,066 resulted from the efforts of the lifeboat crew and their wives. Money was raised by dances and other functions, but a large proportion came from donations placed in a box outside Edward Hannaford's boatshed in Island Street. Throughout the season, Edward (centre), who is motor mechanic of Salcombe lifeboat, his wife Sheila, and their colleague, Crew Member Frank Smith (r.) maintain a supply of shells and magazines available to passing visitors in return for donations.

(Right) White Rock Bowls Club raised £45 for Hastings lifeboat in a new annual pairs competition for the Walden and Weeks cups last autumn. The two cups were presented by Coxswain Joe Martin (centre) to Mr Compary (l.) and Mr Abbott (r.). The Walden Cup was given by Joyce and Betty Walden in memory of their mother, who was a founder member of Hastings ladies' guild in 1921; Joyce Walden is the present honorary secretary. photograph by courtesy of Hastings Observer



(Above) Children from Coxheath Infants School raised £200 for Sheerness lifeboat station with a sponsored walk around their school field. When they visited the station they brought with them a painting of a lifeboat by six-year-old Matthew Wright to present to Coxswain Charles Bowry. photograph by courtesy of Kent Messenger

(Upper left) Mrs Winifred Waring, honorary secretary of Castleford ladies' guild and president of Castleford and Normanton International Soroptimist Club, together with Miss Betty Moisy, Divisional Union President for Yorkshire Soroptimists, presents a cheque for £250 to Kenneth Thirlwell, then DOS (North East). The money was raised by the Soroptimists for the RNLI by a number of social occasions in the homes of Mrs Waring and other members.

photograph by courtesy of The Yorkshire Post

box. Jack Grant, son of a lifeboatman, heads a small group of enthusiasts which fines all who are not wearing their club badges 10p. Raffles and sweeps are organised as well as a darts competition at 10p a throw.

Before Christmas, in just over a month, £71.05 was raised by Winton Junior School for lifeboat funds by means of a mechanical collecting box, selling souvenirs and the results of 30 school projects.

The Scout Association of Ireland (Cub Scout Section) celebrated its diamond jubilee by raising £2,000 to offset the cost of a new ILB. The cheque was presented to Philip Mahony, RNLI assistant national organiser, Ireland, by 10-year-old Hugh Butler at a dinner to mark the culmination of the Cub Scouts' jubilee year on November 27 in Dublin Sport Hotel.

Jim Mead, whose father and grandfather had both served on Appledore branch committee, wanted to carry on the family tradition in his own area of Molesey. With the help of Mrs Griffiths, flag day organiser, and other Molesey people a branch was formed and, with a wide variety of events and a vigorous Shoreline recruiting campaign, over £1,500 was raised in the first year.



A cheese and wine party organised by South London District Office together with Eltham ladies' guild at the Royal Naval College, Greenwich, last November, made a profit of £905. The photograph shows part of the abundant raffle and auction table, including a framed print of the Ben Maile lifeboat painting which raised £125.



Mrs Topsy Levan, honorary secretary of Kew branch, clad in oilskins and armed with a loudhailer, collects for the RNLI at the foot of Kew Pier, where countless holidaymakers disembark after trips up the Thames. Last summer she raised more than £1,000.

Between 1963 and 1975, the late Commander J. H. Bowen and his wife raised £3,265.24 for the lifeboat service by collecting coins in the well of 'Fleursec' at Corfe Castle in the Isle of Purbeck. Sadly, Cdr Bowen died in July 1975, but Mrs Bowen has continued the good work, and in 1976 handed over £301.15 to Swanage branch.

Michael Moore and Lawrence Deakin organised a marathon disco which lasted 34 hours. The profit, £126.83, was given to Newhaven lifeboat station.

Stars of a 'Going for a Song' evening arranged by Ashtead and Leatherhead branches last November were (l. to r.) Richard Baker as chairman with contestants Mollie Sugden and Bill Pertwee. Two experts, Brian Clarke and Alastair Dickenson, helped with true valuations, and an informative, amusing evening resulted in £500 for the RNLI.

Photograph by courtesy of Leatherhead Advertiser



St Marylebone branch raised £280 with a most enjoyable 'Any Questions?' evening at Seymour Hall last November. The distinguished panellists were (l. to r.) Raymond Baxter, Mrs Mattie Pritchard, Brian Johnston, Dr Richard Gordon and Ed Stewart.



(Left) Four dogs, including the Newfoundland in this photograph, helped Bristol Central branch on their flag day last October. Between them they collected £120.

At Reigate, Blackie (below, l.) races after coins thrown in the long bar at The Market Hotel and takes them to James Ware for the lifeboat box. Bobbie (r.) delivers papers to handicapped readers and earns 1p per head per day which his owner, Mrs Tribe, collects for Reigate and Redhill branch. Together their contributions are substantial.



Mrs E. D. M. Harkness of Coatbridge has a positive approach to forgetfulness. She teaches mathematics and any child who forgets such essentials as book, pencil or mathematical instruments pays 1p fine to borrow from her. When a reasonable amount has been collected, the money is sent to a charity of the children's choice. Mrs Harkness was delighted when they decided recently to send £8 to the RNLI.

After a procession through Cambridge arranged by Oliver Rix Garages and Cambridge Granta Round Table, Paul Holt, general manager of Oliver Rix Garages donated a cheque for £200 to the Round Table lifeboat appeal.

Three 10-year-old class mates of Willows Primary School, Timperley, Christopher Morgan, whose parents are members of the branch committee, Lisa Waterworth and Simon Ennion, raised £2.70 for branch funds carol singing one December evening.

Longridge and District branch combined fund raising with a much enjoyed evening last autumn when they arranged a dinner, whist and domino drive in the new village hall at Whitechapel. A four-course meal (soup, roast beef, country fresh cream trifles made by the ladies and, of course, Lancashire cheese and biscuits) was served to 130 people, who then settled down to play for some very acceptable prizes. £201 was raised for the RNLI.

Birmingham area's contributions to the RNLI increased by £5,813 in 1976. Readers of *Birmingham Evening Mail*, through an appeal by its assistant editor, Clem Lewis, donated £2,091 which will fund a new replacement ILB for Exmouth.

Terry Wiffen, one of the City of London's excellent young helpers, has raised £235.36 by selling waste paper. It has meant hours of hard work, picking up bundles all over the City and in his own home town of Upminster.

Four fishermen of Tottenham and Edmonton, Paul Allsey, Reg Laws and Frank and Martin Drury, raised more than £300 for the Institution with their sponsored 'Shark Hunt '76' off Padstow. Among their sponsors were Bing Crosby, Bruce Forsyth, Leslie Crowther, Jack Parnell and his band and the entire cast of ATV's General Hospital.

University of Bristol Rag Committee presented the RNLI with £490.86 in 1976.

Lochwinnoch ladies' guild held a 'Mad Hatter's Hop' last spring at which Tony Currie of Radio Clyde judged the 'mad' hats. Ten guild members had prepared the supper served during the evening and just over £700 was raised for the RNLI. Prior to that 34 guild members, in a 'double your money' project, were each given 50p and asked to make as much money as possible: the result, a profit of £146.94.

Stafford branch receives welcome help from the local Association of Wrens; as well as making an annual donation of £25, a good number of the association's members collect regularly for the RNLI on flag days. Stafford has also raised £30 from unwanted foreign coins collected in banks and travel agencies.

Mrs Lucy L. Jack, wife of ex-Coxswain James Jack of Anstruther, has raised £1,173 by dressing dolls for raffles; 60 dolls in all, some of them in full rig as lifeboatmen.

The 350 boys and girls of Yarner House, Audley Park School, Torquay, have adopted Torbay lifeboat. Last term they raised £50, mostly by selling hot Cornish pasties and soup at lunch time to other pupils, and they hope to do even better in the spring term. The Torquay Hotels Association has presented this lifeboat with a fire pump costing £875.

International Boat Show

Earls Court, London, January 6 to 16

A SHOP WINDOW FOR THE WORK OF THE RNLI

by Ray Kipling

Deputy Public Relations Officer, RNLI

A YEAR OF NATIONAL CELEBRATION for the 25 years of Her Majesty The Queen's reign began for lifeboat supporters in January at the 1977 International Boat Show in London. The RNLI's principal exhibit was Margate's new 37' 6" Rother class lifeboat, RNLB *Silver Jubilee* (Civil Service No. 38) provided by the Civil Service and Post Office Lifeboat Fund. The lifeboat filled most of the stand leaving two small corners for voluntary workers to sell souvenirs and enrol Shoreline members. Two Atlantic 21 inshore lifeboats, one on a ramp on the centre jetty and one in the pool, added a lifeboat flavour to the show's main feature: Brighton Marina.

The full programme of presentations and visits began on the opening day when Dick Hewitt, editor of *Motor Boat and Yachting*, presented a cheque for £50 to Major-General Ralph Farrant, Chairman of the Committee of Management, who in turn presented Ronny Hargreaves of the Department of Trade with a plaque to thank him for his co-operation with the RNLI over the years.

Clare Francis, the singlehanded transatlantic sailor and a very good friend of the lifeboat service, opened the show and met John Chapman, honorary secretary of the Civil Service and Post Office Lifeboat Fund, when she visited the RNLI stand.

The crowds and the money started pouring in and the flow became a torrent as branch workers donned lifeboat aprons and tee shirts and began selling in earnest. The Shoreline counter was busy, too, and enrolled 761 new members—more than ever before at a Boat Show.

Round Tablers arrived in force to present a giant lifeboat-shaped cheque for £110,000 to Major-General Farrant and Miss Great Britain, Dinah May, was there to add to the gaiety. Accepting the cheque General Farrant announced that the money would be used for Newhaven's new Waveney lifeboat which will bear the name *Louis Marchesi of Round Table*. Len Patten, who will be coxswain of the new lifeboat, was working on the stand and joined the Round Tablers and Miss Great Britain to try and pay the cheque into the Midland Bank, which kindly entertained the RNLI's guests.

The Manchester Unity of Oddfellows were the next visitors and they bore a cheque for £25,000, collected towards a replacement lifeboat at Sheringham when one is needed. Commander Ralph Swann accepted the

giant dummy cheque from Susan George, the actress, and Sheringham Coxswain Henry 'Joyful' West and members of his crew were there to thank the Oddfellows.

Protection might be needed with all this money around, so members of 'Dad's Army' cast came along on the first Sunday of the show. Arthur Lowe, otherwise Captain Mainwaring, had brought his trusty sergeant (John Le Mesurier), Corporal Jones (Clive Dunn) and air raid warden Bill Pertwee to receive a corporate public relations award for the outstanding work they have performed for the Institution. Lady Norton presented the Public Relations Awards and the other recipients were Mike McGiffen, news editor of the *Northern Echo*, and Wallace Lister Barber representing the Stockport crew of lifeboat auxiliaries. Clem Lewis, assistant editor of the *Bir-*

mingham Evening Mail, received his award at a ceremony at the Birmingham Boat Show in February. Lucas Marine presented a beautifully polished searchlight to Clare Francis who accepted it on behalf of the RNLI and the final presentation was from Miss Francis herself—over £40 raised by selling postcards of her boat *Robertson's Golly*.

It was a hectic show for the branch workers and lifeboat men on duty and financially it was a record year. Over £8,000 was taken from souvenir and raffle sales helped by the loyal support of Chelsea Pensioners, Topper and Joe, who collected over £600.

Equally important, old friendships were renewed and new friends made. The Boat Show provides a collection point to swell the funds of the RNLI and a shop window for its work. This year both objectives brought record returns—a cause for celebration indeed!

One of the first of many visitors to be shown over Rother class lifeboat Silver Jubilee (below) was Clare Francis (right). On her tour of the show, after performing the opening ceremony, she called at the RNLI stand where Major-General Farrant introduced her to John Chapman. With them were Patrick Howarth, public relations officer RNLI (l.), and Francis Prout (c.), President, Ship and Boat Builders National Federation. photographs by courtesy of Peter Hadfield





During the International Boat Show at Earls Court a giant lifeboat-shaped cheque for £110,000, towards Newhaven's future Waveney class lifeboat, was presented to the RNLI by the Round Table. (l. to r.) Dinah May, Miss Great Britain, Round Tabler Forbes Simpson, Major-General Farrant and Len Patten, coxswain/mechanic designate for the new lifeboat, which will be named Louis Marchesi of Round Table.

A giant dummy cheque for £25,000 towards a replacement lifeboat at Sheringham came from the Manchester Unity of Oddfellows. Commander Ralph Swann, a member and former Chairman of the Committee of Management (l.), accepted the 'cheque' from Susan George. With them, from Sheringham, were (l. to r.) Crew Member Chris Ayers, Coxswain Henry 'Joyful' West, Bowman Jacko West and Motor Mechanic Brian Pegg. photograph by courtesy of Eastern Daily Press



Lady Norton, a member of the Committee of Management, presented the RNLI 1977 public relations awards on the jetty of the central feature—Brighton Marina—on the first Sunday of the show. One was to members of that staunch band of lifeboat supporters, the cast of 'Dad's Army'. (l. to r.) Arthur Lowe (Captain Mainwaring), John le Mesurier (Sergeant Wilson), Lady Norton, Clive Dunn (Corporal Jones) and Bill Pertwee (Air Raid Warden Hodges).

The advent of the Boat Show means eleven happy days of reunions with old and introduction to new friends of the lifeboat service who come to the RNLI stand. Cilla Black was one of many welcome visitors, and to show her over Silver Jubilee were (l. to r.) Crew Member Colin Sedgewick of Southend, Coxswain Bruce Brown from Walmer, Crew Member Pat Kemp of Whitstable and Crew Member Roger Trigg from Southwold.



Here and There

BRISTOW HELICOPTERS have given to Aberdeen's 54' Arun *BP Forties* an AM VHF (air band) Pye Westminster radio, which allows direct communication between lifeboat and aircraft; the cheque for £350 was presented to Coxswain Albert Bird by John Odlin, general manager of Bristow Helicopters, last December. Bristows have close ties with the RNLI at Aberdeen, where one or two of their staff are active branch members.

* * *

A visit to the Grace Darling Museum at Bamburgh—indeed to Bamburgh itself—must surely be in the nature of a pilgrimage for all those interested in lifeboat history. The museum, funded by public subscription, was built in 1938 on land provided by Lord Armstrong. In it is preserved a remarkable collection of paintings, portraits, books, letters and all kinds of relics of the Darling family, with, as a central

exhibit, their coble. And all this in the shadow of Bamburgh Castle, looking out over the Farne Islands to the North Sea, with all its memories of the trust created in 1772 on the death of Nathaniel Crewe, Bishop of Durham, of trustee Dr John Sharp and of Lionel Lukin's coble converted for lifesaving in 1786.

The museum is cherished—that is the only word for it—by Fred Whitton, honorary curator, and his helpers, and some indication of the number of people who come to see it each year is given by the fact that in 1976 it raised more than £4,000 for the RNLI.

* * *

The Scottish Fisheries Museum at Anstruther has equipped its tea-room staff with RNLI pvc aprons; the design is appropriate and also forms an advertisement for the RNLI and for the souvenirs on sale at Anstruther lifeboat station, directly opposite.

* * *

Drumreagh Presbyterian Church was packed to capacity on the evening of

Sunday, November 21, for a lifeboat service organised by Coleraine branch ladies committee. Decorations were centred round a replica lifeboat and the lessons were read by Vice-Admiral Sir Arthur Hezlet, a member of the Committee of Management, and John Scott of Portrush lifeboat crew.

* * *

A new fund-raising branch formed last November has as its chairman John Lunch, CBE, VRD, the recently retired Director General of Port of London Authority; known as Manhood branch, it covers the area bounded by the villages of Itchenor, Birdham, East and West Wittering and Bracklesham, while Selsey and Siddlesham continue to be covered by Selsey station branch under the chairmanship of Mrs Graham Doggart.

Anyone in the area of these five villages who would like to help will be welcome; the honorary secretary is Macleod Wallace, Brevis, Roman Landing, West Wittering, Chichester, Sussex (telephone, West Wittering 2173).

Shoreline Section

ONCE AGAIN the Earls Court Boat Show has come and gone and what a success story we can relate! We signed on 761 new members: an all-time record. This is a fantastic achievement and I should like to thank the following people for all their hard work and support throughout the Boat Show: Jim Mead, honorary secretary of Molesey branch; David Parker; Ewart Myer; Richard Wilson and Ian Taylor, both of Twickenham branch; Jeff Needham, honorary secretary of Upper Thames branch; and Mrs Caller.

The money from these new members, who have boosted our membership to over 37,000, will be put towards our new Shoreline lifeboat, and I am pleased to say that the figure reached is now £40,000, so we are well on target. Building is progressing satisfactorily, too, as you can see opposite.

One of the great pleasures of being on the RNLI stand at a place like Earls Court is meeting Shoreline members; it is really brought home to you in just how high regard people, young and old, hold the lifeboat service.

We have also had support from the Royal Navy. HMS *Rothsay* became a life member and governor of the Institution with the formal presentation to the commanding officer, Commander Noel James, of the ship's hard-earned membership card. The frigate is the first naval ship to be granted such

membership under the RNLI Shoreline group scheme: she raised £90 through the efforts of CK Frankie Vaughn, RO1 Robbie Robinson and LWTR Fred Milne who together completed a sponsored marathon run from Bognor Regis to Portsmouth.

Many other clubs have asked about group membership and I am pleased to announce that we propose to bring in a scheme to cover firms and clubs.

Individual support for the future RNLB *Shoreline* is so lively it would need a whole journal to mention everyone who is helping by name. If I can only pick out one or two, in so doing let me say here and now that any event that our members run to swell our funds is greatly appreciated by us all. The other day we received a cheque for £128 from S. Toyer of Torbay, who ran a coffee evening and buffet dance at which the centrepiece was a beautiful Shoreline cake measuring 26" x 18" x 3" decorated in blue icing and inscribed RNLB *Shoreline*. Following the success of this event it is proposed to hold another dance at Easter. Well done, all concerned! From another part of the country we hear from Ewan S. Shaw,

mine host of the Kings Head Inn, Orford; in the gentlemen's 'loo' is an RNLI collecting box with a ditty, 'Spend a penny, then relax—forget about the income tax. But spend a thought—and pennies please—for those in peril on the seas!' To date this has swelled our funds by well over £300. Again, well done, gentlemen! Now I suggest, what about the ladies!

However, enough frivolity and to the serious things in hand. To encourage more people to join Shoreline, Alexander Duckhams have offered to supply our members with such items as anoraks, gloves and sports bags from their motor shop in West Wickham at roughly 20 per cent below list price. All orders would be dealt with direct by Duckhams, and we hope to be able to send you full details soon.

We have started the year off with a bang, so let us try to keep up the momentum by encouraging our friends and workmates to join.

To all our members everywhere—thank you for your support.—PETER HOLNESS, *membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).*



A governor of the Institution, 15-year-old Nigel Rankin, on board Whitby lifeboat. Nigel came to the RNLI stand at the Boat Show with over £10 he had saved from his pocket money to join Shoreline.



HMS Rothsay, first group life governor of the Institution. Gifford Rosling, ADOS (Southern), presents membership card and Shoreline flag to Commander Noel James, her commanding officer.

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

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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

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Shoreline Giro number is 294 7056

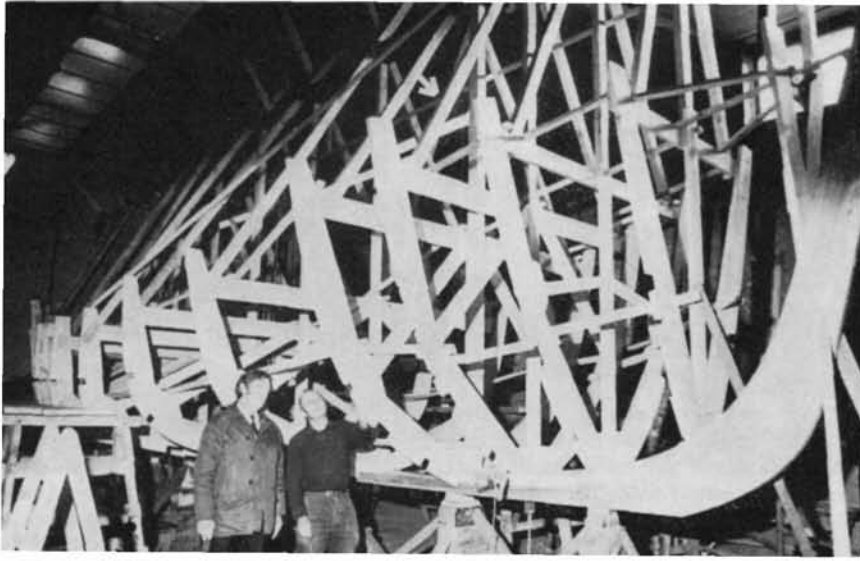
I enclose P.O./cheque/cash for £.....

NAME

ADDRESS

Date

Signature



Bob Silverson (r.), senior boatbuilder, shows Rother building at William Osbornes, Littlehampton, to Richard Belchamber, district surveyor of lifeboats (South East). Note slender building batten (arrowed) running the length of the boat between upper diagonal struts: on it are marked all fore and aft measurements needed in the building of the hull.

Building a Rother Class Lifeboat

PART III: IN FRAME

SO, THE KEEL IS LAID. A baulk of teak, shaped to match templates taken off the full size lines plans drawn out on the loft floor. It rests on blocks so set that they will bring the boat up to a convenient height for building. The keel slopes gently from aft forward at the designed depths measured down from the horizontal datum waterline, the line at which the boat is designed to float.

Now the rest of the boat's centreline structure can be assembled from the baulks and laminates, shaped and waiting. But first, a building batten is fixed in place in the rafters high above the boat. This is a batten running along the centreline, above the keel, the full length of the boat, on which is marked the exact position of stem and stern, each station, each bulkhead, each timber; in fact it carries every fore and aft measurement which will be needed in building. From it the boatbuilders, using a plumb line, will be able to determine the position of every transverse member as construction progresses.

Stemhead, stempost, stem apron, fore deadwood, keel (with the hog above it), after deadwood, stern knee and sternpost—all are bolted together, bedded down, to build up the backbone structure. Great strain will be placed on keel and hog during building, so they are held down from above by three vertical shores and from below by strainers bolted to the floor.

Next come the moulds round which the longitudinal members—stringers, deck shelf and gunwale—will be shaped. The moulds are temporary; after the hull is planked and they have done their work, they will be taken out.

There is a mould at each of the ten stations equidistant along the length of the boat. The first to be fitted into place is station 5, halfway down the boat; square to centreline and datum waterline, plumb upright and foursquare. Then the remaining moulds are set up; for those forward of station 5, the station position, established by plumb line from the building batten, is at the forward side of the mould; for those aft of station 5 the station point is at the aft side of the mould. Thus placed their square edges will not impede the curve of the hull.

This is another crucial stage of building, and measurements will be checked and counterchecked to make sure that each mould is accurately placed and square in both planes. On them depends the fair curve of the hull. Once in place they are braced with diagonal timbers to a beam in the roof of the building shed.

When building a lifeboat hull, rather than that of an ordinary motor vessel, there are the extra complications resulting from the propeller tunnels; towards the stern the planking is not continuous but is landed on the tunnel cant which forms the outboard edge of the tunnel. The forward part of the cant, a straight run, is made of solid mahogany, but at the after end it has to curve up and inboard to the stern; that part is built up of laminates glued and clamped together in position on the underside of the frames.

Notches are now cut out of the moulds to take the oak longitudinals, which will be steamed and bent round them to take up the fore and aft curve of the hull. Then come the oak timbers—the boat's



Measurements giving the fore and aft positions of all transverse members—moulds, bulkheads and timbers—are brought down from building batten to hog by plumb line.



The curved after end of the tunnel cant is built up, in position, of agba laminates scarphed on to solid mahogany for the straight run forward. The building batten can once again be seen at the top of the picture.

ribs—once again steamed to take up the transverse curve from hog to stringers, deck shelf and gunwale.

The skeleton of the hull is now ready to take the skin—the planking.

(To be continued)



Fitting out of the Institution's second mobile training unit caravan was undertaken by Peter Fulton (centre), honorary training consultant to the RNLI; while work progressed, the caravan was parked outside his home. Helping with the electrical/electronics installation are his 13-year-old son, Anthony (l.), and fellow radio enthusiast Ron Meredith (r.).

photograph by courtesy of South Wales Echo



Brixham Secondary School fifth formers (l. to r.) Jimmy Moore, Simon Foot and Steve Edwards, seen with Motor Mechanic Steve Bower, last term volunteered, as community work, to help clean Torbay lifeboat and boathouse every Friday afternoon: now others queue to help . . . School groups are encouraged to visit the station and its 54' Arun lifeboat Edward Bridges.

photograph by courtesy of Herald Express, Torquay

School project 1976

OUT OF THE MANY ENTRIES we have received the following school projects from 9 to 13 years old were judged the best:

First prize: A trip on one of Her Majesty's warships:

Richard Evans Clevedon Comprehensive School, Avon
 Laura Brown Stokesley Comprehensive School, North Yorkshire

Runners Up: Silver propelling pencil:
 Nathalie Ruta Abbeys Middle School, Milton Keynes

Gary Mold Abbeys Middle School, Milton Keynes

Jason Tomes Swanage Primary School

John Walters Bournemouth
 Lydney Brelsford Bournemouth

Caroline Bamber Macclesfield County High School

Jayne Fountain Macclesfield County High School

Julie Ventris Macclesfield High School

Andrew Bainbridge Kirby and Great Broughton CE School, Cleveland

Deborah Webb St Uny CE Primary School, St Ives, Cornwall

Two entries from pupils below this age group were so good that we have acknowledged these by the presentation of two anorak badges:

Laurence M. Moses Walhampton School, Lymington, Hampshire

Ian Hiscock Broadstone, Dorset



The first D class ILB to be funded from the stamp appeal organised by Barrie Smale, 17 Station Road, Okehampton, Devon, is stationed at Holyhead. She is seen here with crew members and shore helpers on the day a commemorative plaque was placed on the boathouse wall by Dr E. T. Lloyd (r.), branch chairman, and Tudor Roberts (second from r.), honorary secretary.

Foreign coins

IT IS ESTIMATED that there are some £20—£30 millions worth of foreign coins lying around this country. The banks are not interested, neither are the foreign exchange bureaux, in anything other than notes.

In 1977 it is proposed to convert as many of these foreign coins as possible



for the funds of the lifeboat service. The main difficulty has been to handle and sort foreign coin, owing to its bulk and weight. However, we have now found an outlet which will give us a fair rate of exchange provided the coins are all sorted into their countries of origin.

We are preparing packs of blank money envelopes, together with blocks of labels, each one marking a major foreign currency. These will be available through our district offices and if our supporters will label their foreign change appropriately and give it to their local RNLI branch, guild or organising secretary as and when a convenient opportunity occurs it is hoped that these coins will eventually end up at Poole, ready for encashment. It may take some time to fill up this pipeline initially but we believe that the results will be well worthwhile.

One of these labels will be marked 'miscellaneous' for those unidentifiable odd coins, and who knows what treasure may be discovered!

Crossword competition

WINNER OF THE WINTER journal crossword competition, compiled by Coxswain Arthur Liddon of Dover, is S. N. Perkins of Kingston-on-Thames; his was the first correct solution (shown on the right) to be drawn after the closing date, February 28.

BOOK REVIEWS

● The first edition of **The Small-Boat Skipper's Safety Book** by Denny Desoutter (Hollis and Carter, £1.95) was published in 1972. The revised second edition published this year is in the light, no doubt, of after thoughts; but it also takes account of statistics of incidents involving pleasure craft made available from the RNLI computerised records. Generous tribute is made to the RNLI in this respect; and my only, and minor, criticism is that, when so doing, Denny does not say that but for Professor W. W. Flexner of the USA the RNLI would not have a computerised record.

The coverage is comprehensive both as to types of craft and of types of hazard for which to be on the alert, before, during, and even after a trip. Explained in particular is the need not to relax concentration and care when closing the land where shallows, bars and tide rips may make for more turbulent conditions than those prevailing whence one has come. With respect to Monsarrat, the reviewer has never found it sensible to consider the sea as either 'cruel' or enemy. Even so, it is a fact that conditions in the approaches to a haven lie in wait for the unwary; *vide* the concentration of RNLI services to pleasure craft in such places.

'Safety Book' is not a title such as to make the average reader reach for it in search of interest and excitement. But the average reader would be mistaken; both are there; and the book is excellently written, and with a kindly humour when pointing out the egregious lack of forethought that can lead to discomfort or worse.—P.C.C.

● Yachtsmen who have seen, but have not been able to obtain, one of the rare copies of 'The English Channel Handbook' published in 1943 by the Hydrographic Department of the Admiralty, will welcome a new publication being prepared by R. M. Bowker, **The Channel Handbook**. The first volume in the series, Central Section, has recently been published. It is a loose-leaf book made up of 66 large scale charts showing about 100 anchorages within the areas Chichester to Portland, the Channel Islands and the French Coast from St Malo to Barfleur. There is a chart on the front of each detachable sheet, with

navigational notes and tidal data on its reverse. Well printed in two colours on thick paper, it is clear and easy to read, with plenty of room for personal notes.

Many of the charts included are not readily available elsewhere, some being based on large scale Admiralty charts no longer in print and some on French charts not normally found in this country, and the publishers will maintain a simple correction service so that the book need never go out of date; each year stockists will offer a package containing a list of corrections in the form of a page of the book, or new editions of charts, should that be necessary.

This first volume, which will surely step straight into the category of basic navigational reference books, is available from marine booksellers, price £12, or direct from the publishers (75p extra for postage), Bowker and Bertram Ltd, Whitewalls, Harbour Way, Old Bosham, West Sussex.—J.D.

● For naval historians, Patrick Stephens have recently published a useful book of reference, **British Vessels Lost at Sea 1939-45** (£3.95). Originally published by HMSO on behalf of the Admiralty in 1947 as two books, these have now been combined into one volume. Valuable data and statistics are given in concise tabular form, well-indexed.—J.D.

● Although we are apt to describe the British climate as comparatively equable, it takes no feat of memory to recall that during recent years the weather has on occasions caused much hardship, destruction and even death. Such dramatic events are the subject of **British Weather Disasters**, by Ingrid Holford (David and Charles, £4.95).

The book deals with every type of extreme weather conditions: storms over land and sea, floods, snow and ice, tidal surges, fog and even drought. The examples are mainly twentieth century ones, which are well documented, but some earlier disasters are examined, such as the Fire of London in 1666, and the *Royal Charter* storm of 1859.

It seems that some weather disasters are bound to visit us in the future. For example, much of eastern England is below sea level, and under constant threat from the North Sea. Defences

have been improved since the floods of 1953, but there is no guarantee that there will be no repetition; weather conditions in 1953 were actually not as bad as they might have been, and it is a disconcerting thought that the south east of England is sinking at about one foot per century.

Ingrid Holford has many words of sympathy for the forecasters of the Meteorological Office, who have often been blamed for not giving sufficient warning of trouble. There is a very thin dividing line between weather that is bad, and weather that is positively dangerous. The worst effects of a storm may be caused by tornadoes, which are quite unpredictable and highly localised. Flood water may pour off high ground, but damage will only result if rivers and drains become blocked by debris, thus building up a battering ram of thousands of tons of water, which is what happened at Lynmouth in 1952.

The book is well illustrated with photographs and weather maps, and the explanations of how the weather works to produce such unfortunate results are positively dramatic.—A.H.G.

● Why do they do it? What is it that calls people from the land and sends them off, alone, on long ocean voyages under sail? There are, of course, as many answers to that question as there are ocean voyagers; that is part of the fascination of the stories they have to tell. In **Adventure in Depth** (Nautical Publishing Co., £4.65), a book difficult to put down, Bill King tells of his single-handed circumnavigation in *Galway Blazer II*. Rounding all five capes—Good Hope of South Africa, Leeuwin of Western Australia, South Cape of Tasmania, South-East of Stewart Island off New Zealand, and the Horn—he allowed 'the absolute freedom, the violent beauty of battling above, not under the waves' to release springs wound tight by submarine warfare and still not really loosened after 23 years of peace.—J.D.

● In the introduction to **Famous Rescues at Sea** (Arthur Barker, £3.95) the author, Richard Garrett, speaks of his '*amazement that human beings could endure so much and still live; awe that the combined forces of wind and sea can create such excesses of violence.*'

His selection includes the stories, among others, of Grace Darling and *Forfarshire*, of Captain Carlsen of the *Flying Enterprise* and the recovery of an US Air Force H-bomb lost in the Mediterranean. The final chapter is a tribute to old lifeboats, giving the early history of lifesaving round our coasts.

One chapter records the first occasion on which a vessel in distress sought help with the aid of Marconi's discovery, wireless—in 1899. And there is a reminder, early in the book, that the first official weather forecasts were not produced until 1861.—J.D.

Revision of the International Regulations

(continued from page 264)

Part B (Rules 4-19—the Steering and Sailing Rules) replaces the present Rules 16-26 and the Annex. It will be seen that the importance of keeping a lookout is emphasized by being given a Rule (Rule 5) to itself, it being required that a proper lookout be kept by all appropriate means at all times. Rule 6—Safe speed—incorporates the principles in the old Moderate Speed Rule and the old Radar Annex; it spells out in more detail factors to be taken into account which were previously implied “by the ordinary practice of seamen” in old Rules 27 and 29. The two main changes are:

- (i) that it applies at all times, ie it is not confined to restricted visibility, and
- (ii) with a large number of variables to be taken into account it follows that a safe speed will vary as conditions change, viz, any change of any of the factors will require a fresh assessment.

Another new Rule (Rule 10) regulates the behaviour of vessels using traffic separation schemes.

In Rule 17 (Action by stand-on vessels—replacing Rule 21) an important point is laid down, that the stand-on vessel may “take action to avoid collision by her manoeuvre alone as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules”. In taking such action she should not, if possible, alter course to port for a vessel on her own port side. This permissive rule has been introduced to resolve difficulties which have been caused by the more restrictive present rule. (This does not preclude the prior use of at least 5 short and rapid blasts permitted by Rule 34(d).) However it was felt necessary to include a more definite clause to cater for cases where such early action is not taken and so the requirement in the present rule that if the stand-on vessel “finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she (also) shall take such action as will best aid to avoid collision”, is still incorporated in the new rule as a further sub-paragraph.

Other important points in the Steering and Sailing Rules include more detailed requirements on fairway navigation (Rule 9) and elucidation of responsibilities between different types of vessels (Rule 18). One point covered in Rule 18 is the position of a vessel constrained by her draught; such a vessel is given a degree of privilege provided she shows the proper signals laid down later in the Rules (Rule 28).

Part C (Lights and Shapes—Rules 20-31) replaces Rules 2-12 and 14 of the present Rules, except that details of positioning of the lights have been placed in an Annex. By and large lights are required to be rather more powerful—eg the masthead light for a large or moderate sized ship must now show for at least 6 miles; and an additional colour, yellow, has been introduced and is used for the flashing light for air cushioned vessels operating in the non-displacement mode (Rule 23) and for the new light to be shown above the stern light by vessels towing (Rule 24). Other changes include:

- (a) Two red lights or black balls and two green lights or black diamonds one above the other in each case to indicate dangerous and safe sides respectively of a vessel engaged in dredging or underwater operations (Rule 27(d)).
- (b) Three red lights in a vertical line or a cylinder to indicate a vessel constrained by her draught (Rule 28).
- (c) A sailing vessel of less than 12 metres in length may show her side lights and stern light in one combined lantern at the masthead (Rule 25(b)).
- (d) Minesweepers now show three black balls or green lights in a triangle indicating general warning (Rule 27(f)).
- (e) A vessel towing if so encumbered that she cannot deviate from her course shows the signals for a hampered vessel as well as her towing signals (Rule 27(c)).
- (f) If it is not possible to light a tow with side lights and stern light all possible measures must be taken to light it or at least indicate its presence (Rule 24(g)).

(g) A power-driven boat of less than 7 metres in length and with a maximum speed of less than 7 knots may use an all-round white light instead of separate mast-head and stern lights but she should still show side lights unless it is impracticable to do so (Rule 23(c)).

(h) All shapes are to be black (Rule 20 and Annex I).

Part D (Sound and Light Signalling—Rules 32-37) replaces Rules 15 and 28. In Rule 33, which specifies equipment for sound signals, the fog horn is no longer included. Rule 34 expands the signals for the use of vessels in sight of one another by including signals for vessels overtaking or being overtaken in a narrow channel. Flashing light signals to augment the whistle signal are described in sub-paragraphs (b) and (d) of this Rule; these remain optional, but it is no longer required that they only be used simultaneously with the whistle, ie these light signals may be repeated whilst the manoeuvre is being carried out. Rule 35 lays down the signals to be used in restricted visibility; there are no fundamental changes from the present Rule 15 (except that vessels under sail are to make the same signal as vessels not under command or otherwise hampered) but some periods are altered.

Part E (Exemption) consists of one Rule (Rule 38) which lays down conditions under which existing ships may be exempted from compliance with certain of the detailed provisions of the new rules.

Annexes. The Rules are followed by four Annexes. *Annex 1* gives positioning and technical details of lights and shapes. The requirements are much more comprehensive than those in the present Regulations. They include a formula from which the luminous intensity of lights needed to give the required ranges may be derived, specification for the colour of lights and details as to the sectors of lights. The relative position of the two masthead lights and the side lights are laid down in greater detail than before and there is a requirement that in all normal conditions of trim the main mast light will be seen over the foremast light at a distance of 1000 metres from the vessel's stern when viewed from sea level.

Annex 2 contains optional additional signals for vessels fishing in company.

Annex 3 gives technical details of frequency, intensity and directional properties of sound signals.

Annex 4 lists the distress signals (thus replacing Rule 31) and also contains a reference to MERSAR.

It is stressed that these notes do no more than draw attention to some points of comparison between the existing Regulations and those which will supersede them. It is emphasized that the full significance of the new Rules can only be obtained by studying their content and these notes are not intended to provide a substitute for such study; nor are they in any way an interpretation of the Rules.

The Coastguard Association

A VOLUNTARY national organisation to look after the interests of Coastguards is now in process of formation. Entitled ‘The Coastguard Association’, it will be open to all serving and retired regular and auxiliary Coastguards and to all ‘who have the interest of Coastguards at heart’. Its objects will be to promote, foster and retain the comradeship which exists among Coastguards, and to provide material assistance for any member suffering from hardship. Social events will be organised to keep in touch with retired Coastguards.

The first local branch of the Coastguard Association was formed in the Isle of Man in 1972 and other branches have been formed at Rhyl, Fleetwood, Spurn Point, Gorleston, Walton and Clacton, Formby and Bridlington. Others are being formed and it is hoped that more will follow in other parts of the country.

A national organisation with an executive committee has been elected to co-ordinate the activities of local branches on a national scale. The first national chairman is John Douglas, Chief Inspector, HM Coastguard, and the honorary secretary is Alan Scoltock, District Officer, Formby.

Letters...

Re-count . . .

The letter from the honorary secretary of Bodmin and District branch, published in the autumn 1976 issue of *THE LIFEBOAT*, amused us all here in Trowbridge because the report closely followed our own flag day when our organising secretary, Mrs Sheena Burnan, raised £6.46½ in box no. 10 in the town centre streets during the morning. In the afternoon her husband, Commander Gerald C. Burnan, also collected from the very same streets. Yes, you've guessed it—his box contained £6.46½, no more, no less: three re-counts!

So we believe it here right enough—without a doubt.—JOHN HORNBY, *chairman, Trowbridge Branch, Ashbrook, 17 Blind Lane, Southwick, Trowbridge, Wiltshire.*

Scrapbook

I am compiling a scrapbook entitled 'Lifeboats of Britain' in which I collect photographs of lifeboats taken under any circumstances. I have lent the book to various fund-raising schemes for the Institution.

It is my ambition to have a photograph of every lifeboat stationed around the British coast. May I, therefore, appeal to readers of *THE LIFEBOAT*, should they have photographs of their local lifeboats which I could add to my collection, to forward them to me at the address given below? I can assure them that they will be put to good use.—D. EVANS, *1A Maes Brith, Dolgellau, Gwynedd.*

First lifejacket?

We came across the following quotation from a book on the life of Leonardo da Vinci: it would appear probably to be the first description of a lifejacket:

'A Way of Saving Oneself in a Tempest or Shipwreck at Sea

'It is necessary to have a coat made of leather with a double hem over the breast of the width of a finger, and double also from the girdle to the knee, and let the leather of which it is made to be airtight. And when you are obliged to jump into the sea, blow out the lappets of the coat through the hems of the breast, and then jump into the sea. And let yourself be carried by the waves, if there is no shore near at hand and you do not know the sea. And always keep in your mouth the end of the tube through which the air passes into the garment; and if once or twice it should become necessary for you to take a breath when the foam prevents you, draw it through the mouth of the tube from the air within the coat.'

A. R. 'BOB' DICKINSON, *Rose Cottage, 33 Sion Hill, Bath, Avon.*

New anchor for old

Please find enclosed a cheque for lifeboat funds to the value of £5—and you may be interested to hear how it was raised.

Nurse Lee of Dreadnought Seamen's Hospital, Greenwich, is also a yacht owner. Early in 1976, when on passage, she was forced by deteriorating weather to anchor off Dymchurch. While at anchor, despite efforts to warn an approaching fishing vessel of her position by handlamp, she was struck. In the turmoil that followed, her anchor and warp became entangled with the fishing boat, her warp being cut, and the fishing boat sailing on leaving Nurse Lee in her yacht, adrift.

Upon reaching a safe berth, Nurse Lee wrote to the port master, Folkestone, Reg Wood, asking if he could get her anchor returned by the boat. This he tried to do but without success.

Now Reg Wood is a personal friend of Captain Stratford, master, and myself, chief engineer officer, of the Sealink vessel *Horsa*, and, in conversation, he told us of the incident. Captain Stratford had undergone major eye surgery at Dreadnought, and he suggested we present Nurse Lee with a replacement anchor. Frank Marklew, berthing master at Folkestone, was also consulted as he, too, had been at Dreadnought.

By chance, I had a CQR anchor of the right size I did not need, so I 'sold' it to Captain Stratford, Reg Wood and Frank Marklew, giving the money I received, £5, to the RNLI. I am a Shoreline member.

Nurse Lee visited Folkestone, was shown round the harbour and *MV Horsa*, and given her anchor. It was, she said, 'just right'.—P. D. PHILPOTT, *9 Castle Avenue, Dover, Kent.*

Lifeboat wives

Two women sat on the sea wall in the heat of the afternoon sun, watching lifeboat and ILB, and deploring the fact that the men had all the excitement while all the wives could do was sit at home and wait. But we could have a bit of fun . . . how about a group of lifeboat wives entering a float in the local carnival? That was the forerunner of our fund-raising group.

The lifeboat wives were enthusiastic and, with only two weeks before the carnival, we really had to throw ourselves into the swing of it. We took as our theme the name of each lifeboat that had been stationed in Selsey over the past 100 years, and dressed a wife or child to suit the name and the year of

the boat. And we won first prize: £5!

What should we do with it? It would only be a drop in the ocean of RNLI funds. Someone suggested starting a bank account and forming a fund-raising group. That was over a year ago. There are 18 of us, all crew wives, girl friends or committee wives and, with the blessing of the RNLI, we are having the time of our lives. We have called ourselves the Selsey Lifeboat Crew Association and although we work hard, we are now feeling we belong!

Our first deposit of £5 grew over the first year to nearly £400. We have had laughs, and nearly tears sometimes, raising the money. Hidden talents have come to light and we discover we have members who can make beautiful models in wood, professional-looking toys and delectable things to eat. We organise dances, pottery parties, sponsored slims, pantomime parties for lifeboat children—you name it, we do it. Our most spectacular successes have been to raise £100 on our 'home-made' stall on carnival day and nearly £100 on birdman rally day, selling teas from the inshore lifeboathouse.

So it really is all worth while. Apart from feeling we are aiding our menfolk, and they really do encourage us, the station is better off by having flood-lighting along the slipway and a new block and winch rope for the ILB. Branch funds are nearly £200 better off so far, and we have made many friends.—JEAN BRYANT, *honorary secretary Selsey Lifeboat Crew Association, 118 Kingsway, Selsey, Sussex.*

Clyde CC Sailing Directions

Thank you once again for giving space to review our Sailing Directions. Large scale Admiralty charts usually give linear scales of both sea miles (and cables) and metres—and feet meanwhile. As there is not room for both scales on our small plans I felt the use of either was permissible—that is cables or metres—one must be familiar with both.

Your reviewer is, however, incorrect in his definitions. Firstly the UK nautical mile was abandoned in 1970 in favour of the *International nautical mile of 1852m*. Secondly the cable is defined as one tenth of a *sea mile* which is the length of one minute of arc measured along the meridian in the latitude of the position and its length of course varies with the latitude due to the shape of the earth. Anyway anyone who can judge distance from the deck of a small boat within 10 per cent is a genius! GODFREY VINYCOMB, *Church Field, Colintrave, Argyll.*

When you have finished with your copy of THE LIFEBOAT PLEASE PASS IT ON . . . to a friend, library, club . . .

Awards

to Coxswains, Crews and Shore Helpers

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

Anstruther

A. B. Hughes Tractor Driver 9 years
Tractor Driver Helper 21 years.

Ballycotton

W. Sliney Motor Mechanic 27 years
Assistant Mechanic 13½ years
Crew Member 5 years
Bronze Medal 1936
Bar to Bronze Medal 1943.

Beaumaris

J. Williams Head Launcher 2 years
Shore Helper 8 years
Crew Member 1 year.

Bembridge

S. Gould Second Coxswain 19¼ years
Bowman 1½ years
Crew Member 10 years.

Berwick upon Tweed

H. Crombie Coxswain 8 years
Second Coxswain 10 years
Bowman 7 years
Crew Member 5 years.
A. Ferguson Second Coxswain 3¼ years
Crew Member 12 years.
S. Thompson Coxswain 4 months
Crew Member 12 years.
J. Patterson Second Coxswain 4 months
Crew Member 30 years.
R. J. Bell Crew Member 20 years.
G. Wood Shore Helper 13 years
Winchman 30 years.

Clacton on Sea

C. Marshall Motor Mechanic 10¼ years
Assistant Mechanic 12½ years
Crew Member 10 years.

Cromer

H. T. Davies Coxswain 29 years
Bowman 3 years
Crew Member 13 years
Bronze Medal 1941.

Donaghadee

J. S. Armstrong Motor Mechanic 24½ years.

Douglas

J. E. Griffiths Coxswain 2 years
Second Coxswain 2¼ years
Crew Member 24 years.
W. P. Stowell Crew Member 27 years.

Exmouth

D. C. Were Assistant Mechanic 4 years
Crew Member 11 years.

Fleetwood

R. S. Mitchinson Coxswain 6½ years
Assistant Mechanic 1¼ years
Crew Member 1 year.
R. N. Bird Second Coxswain 10 years
Bowman 3 years
Crew Member 7 years.

J. P. McDonough Crew Member 20 years.
N. Pendlebury Crew Member 10 years.

Galway Bay

C. Hennon Coxswain 15 years
Second Coxswain 9 years
Bowman 1 year
Bronze Medal 1962.

Great Yarmouth and Gorleston

J. Bryan Coxswain/Mechanic 9 years
Motor Mechanic 6 years
Reserve Mechanic 4½ years
Bronze Medal 1970
Bar to Bronze Medal 1974.

Howth

F. Hendy Motor Mechanic 12½ years
Crew Member 14 years.

E. McLoughlin

Bowman 16¼ years
Crew Member 18 years.

Islay

W. McEachern Motor Mechanic 25½ years
Crew Member 15 years.

Lizard-Cadgwith

M. C. Legg Coxswain 9 years
Second Coxswain 6 years
Second Coxswain (The Lizard) 9 years
Crew Member (The Lizard) 19 years.

Penlee

E. F. Wallis Second Coxswain 6 years
Crew Member 20 years.

Peterhead

J. Buyers Second Coxswain 2½ years
Crew Member 10 years.

Port Erin

J. Crebbin Crew Member 13 years
Head Launcher 8 years
Shore Helper 30 years.

Porthdinllaen

D. Williams Winchman 15 years.

Ramsgate

R. N. Cannon Motor Mechanic 17½ years
Assistant Motor Mechanic 5 years
Crew Member 3 years.
H. W. Goldfinch Coxswain 1½ years
Second Coxswain 7½ years
Crew Member 18 years.
T. A. Pettit Assistant Motor Mechanic 17½ years
Crew Member 13 years.

Runswick

I. Clark Winchman 34 years
Shore Helper 5 years
Crew Member 20 years.

St Ives

M. Peters Second Coxswain 8½ years
Motor Mechanic 5 years
Tractor Driver 3¼ years
Crew Member 4 years
Silver Medal 1958.
J. D. Hosking Motor Mechanic 15 years.

St Peter Port

W. J. Savident Second Coxswain 27½ years
Crew Member 2 years.
W. Ogier Crew Member 19 years.

Seaham

A. Farrington Coxswain 7 years
Second Coxswain 4 years
Assistant Mechanic 7 years
Crew Member 2 years
Bronze Medal 1973.

(Continued on next page)

Shoreham Harbour

J. A. Fox
(Posthumous) Coxswain 7½ years
Second Coxswain 4½ years
Crew Member 17 years
Bronze Medal 1971
Bar to Bronze Medal 1973.

A. Sharman
Crew Member 17 years
Winchman 13 years
Shore Helper 9 years.

Skegness

F. Miller Shore Helper 25 years.

Southend-on-Sea

P. G. Gilson Coxswain 20 years
Second Coxswain 1 year
Bowman 2 years
Crew Member 7 years.

T. G. Thornton Second Coxswain 8½ years
Crew Member 30 years.

A. F. Martin Bowman 21¼ years.

Thurso

S. S. Sinclair Second Coxswain 9 years
Crew Member 22 years.

Torbay

K. E. Gibbs Coxswain and Coxswain/Mechanic 4 years
Second Coxswain 2 years
Crew Member 9 years
Bronze Medal 1973.

Tynemouth

R. Brunton Coxswain 14 years
Second Coxswain 10 years
Crew Member 5 years.
Winchman 22 years
Shore Helper 4 years.

J. Brunton

Walton and Frinton

B. Ward Motor Mechanic 1½ years
Crew Member 8 years.

Wick

A. Murray Motor Mechanic 16 years.

Wicklow

C. Byrne Coxswain 8 years
Second Coxswain 15 years
Assistant Mechanic 3 years
Crew Member 21 years.



To mark the retirement of Willie McEachern, motor mechanic at Islay for 25 years and a lifeboatman of 40 years service, he and his wife were guests of honour at a carnival dance in December—a gathering of friends and colleagues. During the interval, Branch Chairman A. C. Macrae (l.) presented Mr McEachern with a pair of binoculars.
photograph by courtesy of Fraser McArthur

(Below) To celebrate his 65th birthday and 50 years of lifeboat service, a special cake and presentations for Alfred Payne, Weston-super-Mare's coxswain from 1948 to 1970. Mr Payne had been second coxswain before that and since retirement has helped train the ILB crew. With him are Councillor and Mrs Horler, Mayor and Mayoress of Weston-super-Mare, and Crew Member Julian Morris.
photograph by courtesy of Bristol Evening Post



Lifeboat people

Dewi Rowlands, a launcher at St David's from 1942 and head launcher since 1963, is the third generation of his family to serve this lifeboat station. When he retired in January, they had, between them, spanned the 97 years since 1880. His great uncle, Henry Rowland, and father, Francis Rowland, were both crew members, and both were in the pulling lifeboat *Gem* when, in 1910, she was wrecked on service. Francis survived but Henry was one of the three crew members lost; three seamen were rescued from the *Democrat*.

* * *

It is with deep regret that we announce the following deaths:
January 1977

Mrs Dorris Hall, hard-working and efficient honorary secretary of Street branch. It was typical that mourners were asked, instead of flowers, to send



Coxswain Albert Bird (r.), Aberdeen, entertains Skipper John Thomas, former assistant mechanic at Dungeness and the man who saved his life when Dungeness lifeboat rescued six men from Teeswood in the great Channel gale of 1956; a service for which Coxswain George Tart was awarded the bronze medal. Mr Thomas's son, Peter, is now assistant mechanic at Dungeness and was awarded the bronze medal for his part in the service to Merc Texco in 1974.

photograph by courtesy of Aberdeen News and PR Services

donations to the RNLI. Over £100 was received.

Horace James Lawrence, a member of Selsey lifeboat crew from 1928 to 1966. He was bowman from 1952 to 1960 and second coxswain from 1961 to 1966.



When Isabel Morison, north region co-ordinator, retired last December she was presented with a Coalport plate by Clifford M. Kershaw (l.) chairman of Bradford branch on behalf of lifeboat people of Bradford. Councillor Tom Hall, president of the branch and a former Lord Mayor, was with them. Miss Morison had served with the RNLI for 26 years.

photograph by courtesy of Bradford Telegraph and Argus

(Below) Ex-Coxswain Robert 'Bobbie' Brunton retired in 1976 after 29 years as a member of Tynemouth lifeboat crew; he was second coxswain from 1953 to 1963, coxswain from 1963 to 1976. At Tynemouth's annual Christmas dinner the crew presented him with a ship's clock and there was a fine bowl of cyclamen for his wife, Florence.

photograph by courtesy of W. Burlison

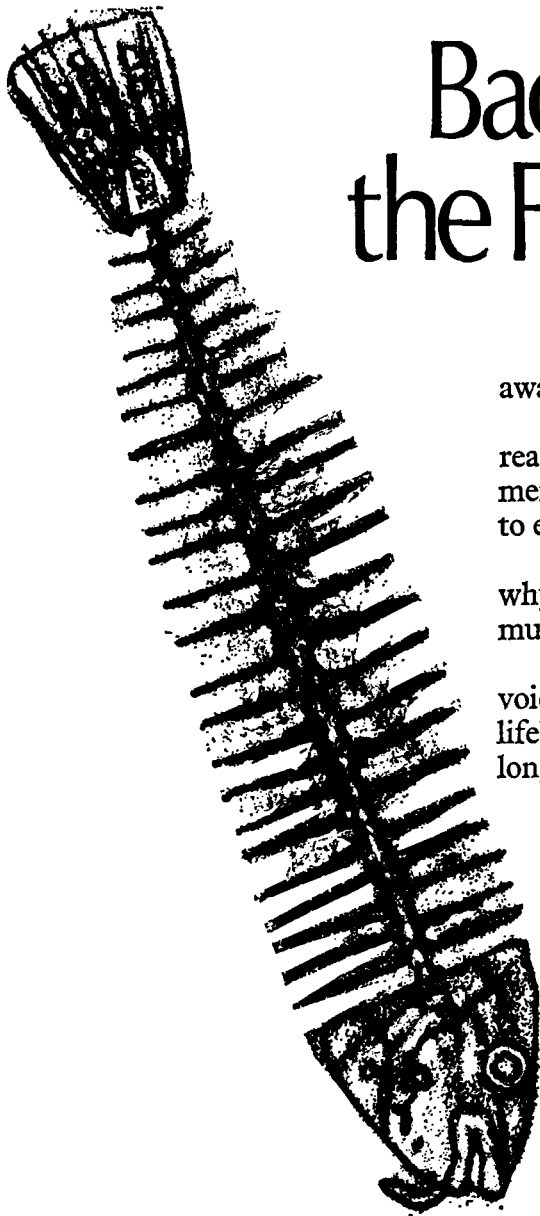


Backbone of the Fishing Trade.

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.



Lifeboat Services

(from page 263)

the whaleboat which had drifted further to leeward to within about 100' from the cliffs near the Côte du Nord hotel. His crew managed to get a grapnel into the whaleboat and they towed her clear of the cliffs and back to the shelter of Bouley Bay to check inside the hull for the possible missing American sailor: there was no one on board, so *Duchess of Normandy* continued to search along the cliff face.

As some of the libertymen had been given leave until 0630 it was not possible to check the entire ship's complement until the muster at 0700. By 0730 it was confirmed that there was no missing man.

During the night both the Jersey and Guernsey lifeboats, the St Catherines ILB, the States of Jersey Fire Service inshore boat and two privately owned boats had been searching for the missing man. The search was called off at 0735.

In addition to the search and rescue operations, Graeme Mercier also acted as a radio link between USS *Sellers* and Jersey radio.

For this service the thanks of the Institution inscribed on vellum have been accorded to Graeme Mercier and vellum service certificates have been presented to Graeme Marett and Jean Rivoallen.

North Eastern Division Cruiser in difficulties

A CABIN CRUISER off Skinningrove which appeared to be in difficulties and was being kept under observation, was reported to **Redcar** lifeboat station by HM Coastguard at 1910 on Sunday, September 26, 1976.

At 1938 the cruiser fired a red flare and at 1950 the 37' Oakley lifeboat *Sir James Knott* was launched and started a search for the casualty. Visibility was down to 50 yards and deteriorating, but with the aid of parachute flares, the cruiser, a 25' ex-naval cutter with two people on board, was sighted 1½ miles north of Skinningrove Jetty. At 2103 the lifeboat was alongside and a towline was passed. Because of heavy swell, the lifeboat and her tow made for the River Tees, arriving, with the help of Tees Harbour Radar, at 2306.

At 2405, again helped by Tees Harbour Radar, the lifeboat started on her passage back to station, where she arrived at 0152 and was rehoused at 0248.

Scotland North Division Fishing boat missing

A SMALL FISHING BOAT missing, believed to be in the Loch Shell area, was reported to the honorary secretary of **Stornoway**

lifeboat station at 0010 on Thursday, September 9, 1976.

The weather was cloudy with poor visibility. It was blowing a strong gale from the north north east and the sea was very rough when, at 0055, the 48' 6" Solent lifeboat *Hugh William Viscount Gough* was launched and set off at full speed. At 0325 she reported having sighted a small boat, which proved to be the missing craft, south of Eialan Uchard. The sole crew was holding on to a string of lobster creels to keep himself from being swept on to the island. He was taken aboard the lifeboat which, with the fishing boat in tow, made for Lemreway where another boat was waiting to take the survivor and his boat ashore.

The transfer was made at 0430, after which the lifeboat set course for her station. Arriving at 0635, she was refuelled and rehoused at 0703.

Services by Offshore Lifeboats, September, October and November, 1976

Aberdeen, Grampian

October 1.

Angle, Dyfed

November 22 and 26.

Arklow, Co. Wicklow

September 11.

Arranmore, Co. Donegal

September 20 and November 23.

Barmouth, Gwynedd

November 1.

Barrow, Cumbria

September 20, November 14 and 18.

Barry Dock, South Glamorgan

September 26, October 24 and November 5.

Bembridge, Isle of Wight

September 18, 25, October 4 and November 19.

Bridlington, Humberside

September 3, October 2 (twice), 20, 21 and 25.

Buckie, Grampian

October 18, 30 and November 1.

Calshot, Hampshire

September 3, 4, 26, October 18, 19 and 21.

Campbeltown, Strathclyde

September 9.

Clacton-on-Sea, Essex

November 14.

Clogher Head, Co. Louth

September 2.

Cloughy-Portavogie, Co. Down

October 22 and November 22.

Clovelly, North Devon

October 19.

Courtmacsherry Harbour, Co. Cork

September 15.

Dover, Kent

October 12, 14, 24, November 7, 17 and 29.

Dunbar, Forth

September 23.

Dungeness, Kent

September 19, 21 and October 14.

Dun Laoghaire, Co. Dublin

September 4 and 20.

Dunmore East, Co. Waterford

September 5, 17 and October 3.

Exmouth, South Devon

September 10 and October 3.

Eyemouth, Borders

September 29.

Filey, North Yorkshire

October 25 and November 7.

Fishguard, Dyfed

September 9 and 11.

Flamborough, Humberside

September 9 and October 20.

Fleetwood, Lancashire

September 18, October 4 and 9.

Fowey, Cornwall

November 14.

Great Yarmouth and Gorleston, Norfolk

September 5, 19, October 18, 20 and November 19.

Harwich, Essex

September 2, 8, October 24, November 7, 9 and 16.

Hastings, East Sussex

September 5.

Holyhead, Gwynedd

September 4, 11 and October 14.

Howth, Co. Dublin

October 10, November 25 and 28.

Humber, Humberside

September 12, 20, October 1, 10, 21 and November 14.

Ifracombe, North Devon

October 6.

Kirkwall, Orkney

September 9, October 7 and 22.

Lerwick, Shetland

September 4, October 23 and November 1.

The Lizard-Cadgwith, Cornwall

October 22 and 30

Llandudno, Gwynedd

September 16 and November 6.

Lowestoft, Suffolk

September 1, 7 (twice), 9, October 10, 25, November 11 and 17.

Mallaig, Highland

September 9 (twice) and 10.

Margate, Kent

September 5 and November 25.

Newbiggin, Northumberland

September 8.

Newcastle, Co. Down

September 1 and 5.

North Sunderland, Northumberland

October 6 and 19.

Penlee, Cornwall

October 17, 21, November 8 and 16.

Peterhead, Grampian

October 23.

Plymouth, South Devon

November 6 and 21.

Poole, Dorset

September 29, October 11, 22, 26 and November 4.

Port Erin, Isle of Man

September 18 and October 17.

Porthdinllaen, Gwynedd

September 2.

Portrush, Co. Antrim

September 15 and October 11.

Port St Mary, Isle of Man

September 9 and 10.

Pwllheli, Gwynedd

September 15 and 23.

Ramsey, Isle of Man

November 23.

Ramsgate, Kent

September 24, October 19 and November 15.

Redcar, Cleveland

September 8 and 26.

Rosslare Harbour, Co. Wexford

September 9.

St David's, Dyfed

September 1 and 13 (twice).

St Helier, Jersey

September 17, October 5, 11, 31 and November 3.

St Ives, Cornwall
September 2, 11 and 17.

St Mary's, Isles of Scilly
September 11, 29, October 12, November 15, 20 and 30.

St Peter Port, Guernsey
September 17, October 2, 17, 18, 22, November 1, 3, 23 and 28.

Salcombe, South Devon
September 4, 7, 9 and 17.

Scarborough, North Yorkshire
September 2, 21, 24, October 13 and 14.

Seaham, Co. Durham
September 11, October 22, November 10 and 22.

Selsey, West Sussex
October 2, 14 and 28.

Sennen Cove, Cornwall
September 12.

Sheerness, Kent
September 9, 14, October 10, 14, 20, 23, 25, 30, November 10, 12 and 15.

Sheringham, Norfolk
September 4, 26 and November 14.

Shoreham Harbour, West Sussex
September 6, October 10 and November 14.

Skegness, Lincolnshire
October 14 and 25.

Stornoway, Western Isles
September 9.

Sunderland, Tyne and Wear
November 22.

Swanage, Dorset
September 5, 9, 15, 24, October 14, 24, 27 and November 20.

Teesmouth, Cleveland
October 9.

Tenby, Dyfed
October 5.

Thurso, Highland
October 8.

Torbay, South Devon
September 15, November 13, 19, 23 and 26.

Troon, Strathclyde
September 19 and October 15.

Tynemouth, Tyne and Wear
October 10, 11 and November 7.

Walmer, Kent
September 1, October 21 and November 20.

Walton and Frinton, Essex
November 14.

Wells, Norfolk
September 26.

Weymouth, Dorset
September 3, 8, October 11, 14 and November 28.

Whitby, North Yorkshire
September 2, 11, 21 and 30.

Wicklow, Co. Wicklow
September 2 and October 16.

Workington, Cumbria
September 15, October 3 and November 6.

Yarmouth, Isle of Wight
October 5, 14, 21, 27 and November 6.

Youghal, Co. Cork
October 22 and November 12.

Services by Inshore Lifeboats, September, October and November, 1976

Aberdovey, Gwynedd
September 12, 27 and November 11.

Abersoch, Gwynedd
September 15 and November 14.

Aberystwyth, Dyfed
September 5 and October 27.

Arbroath, Tayside
October 26.

Atlantic College, South Glamorgan
September 16.

Bangor, Co. Down
September 8 and 19.

Barmouth, Gwynedd
September 27 and October 10.

Barrow, Cumbria
September 28.

Baumaris, Gwynedd
September 4 and October 23.

Bembridge, Isle of Wight
September 18.

Blackpool, Lancashire
September 5 (twice).

Borth, Dyfed
September 2, 15 and 18.

Bridlington, Humberside
September 7 (twice).

Broughty Ferry, Tayside
September 22, 24, 26, October 14 and 23.

Burnham-on-Crouch, Essex
September 29.

Burry Port, Dyfed
September 27 and October 5.

Clacton-on-Sea, Essex
September 3, 6, October 24 and November 3.

Coverack, Cornwall
September 2 and 7.

Craster, Northumberland
September 5.

Criccieth, Gwynedd
September 5 and 23.

Eastbourne, East Sussex
September 26 and October 24.

Eastney (B.530), Hampshire
September 4, 16, 25, 26, October 3 and November 1.

Eastney (D.184), Hampshire
September 4, 11, 16, 25, October 3 (twice), 5, 16, 23, 24, 28 and November 1.

Exmouth, South Devon
September 11, 12 and 15.

Flint, Clwyd
October 23.

Great Yarmouth and Gorleston, Norfolk
September 1, 3, 6, 7, 10, 15, October 28 (twice), 29, November 1, 11 (twice), 16 and 18.

Hartlepool, Cleveland
October 22, 24, November 13 and 28.

Harwich, Essex
September 10, October 3, 22, November 7 and 24.

Hastings, East Sussex
September 2, 12, 17 and 21.

Hayling Island, Hampshire
September 4, 10, 26, October 9, 21, 23, 14, November 1 and 14.

Helensburgh, Strathclyde
September 3, 19, October 30, November 6, 21 and 25.

Horton and Port Eynon, West Glamorgan
September 11.

Howth, Co. Dublin
September 18.

Humbermouth, Humberside
September 12.

Kinghorn, Forth
September 7.

Largs, Strathclyde
September 9, 17 and November 7.

Littlehampton, West Sussex
September 2, 19 (twice), 27, October 16 and 24 (twice).

Littlestone-on-Sea, Kent
September 1, 26, October 13 and 17.

Llandudno, Gwynedd
September 16.

Lyme Regis, Dorset
September 5, 27, October 7, 23 and November 11.

Lymington, Hampshire
October 21 and November 27.

Lytham-St Anne's, Lancashire
September 26 and October 24.

Margate, Kent
September 8 and 18.

Morecambe, Lancashire
September 24 and November 28.

Mudford, Dorset
September 6, 11, 24 (twice), October 22 and 23.

New Brighton, Merseyside
September 21, 28, October 10, 17 and 23.

New Quay, Dyfed
September 8 and 27.

Newquay, Cornwall
September 22.

Oban, Strathclyde
October 6.

Peel, Isle of Man
September 10.

Poole, Dorset
September 10 and October 1.

Port Isaac, Cornwall
September 10.

Pwllheli, Gwynedd
September 12.

Queensferry, Forth
September 3, October 24 and November 14.

Ramsgate, Kent
September 12.

Redcar, Cleveland
September 5, 8 and 13.

Rhyl, Clwyd
September 2 and 26.

Rye Harbour, East Sussex
September 24 and October 3 (twice).

St Abbs, Borders
September 9.

St Catherines, Jersey
November 3.

St Ives, Cornwall
September 3 and 12.

Sheerness, Kent
September 7, 26 (twice) and October 24.

Shoreham Harbour, West Sussex
September 5 (twice), 25 and November 7.

Skegness, Lincolnshire
September 12.

Southend-on-Sea (D.150), Essex
September 3, 26, November 13, 15 and 28.

Southend-on-Sea (B.527), Essex
September 6, 26, October 10, 12, 25, 29 and November 15.

Southwold, Suffolk
September 26 and October 7.

Stranraer, Dumfries and Galloway
September 1 and 22.

Tenby, Dyfed
September 2, 5, 22 and October 16.

Torbay, South Devon
October 24.

Trearddur Bay, Gwynedd
September 1 and 7.

Tynemouth, Tyne and Wear
October 11, 17, 24 and November 14.

Walmer, Kent
September 1 and October 11.

Wells, Norfolk
September 5 and 9.

West Mersea, Essex
September 2 (twice), 17, 25, 30, October 5 (twice), 14, November 7 and 12.

Weston-Super-Mare, Avon
September 19, 20, 25 (twice), October 24 (twice) and November 5.

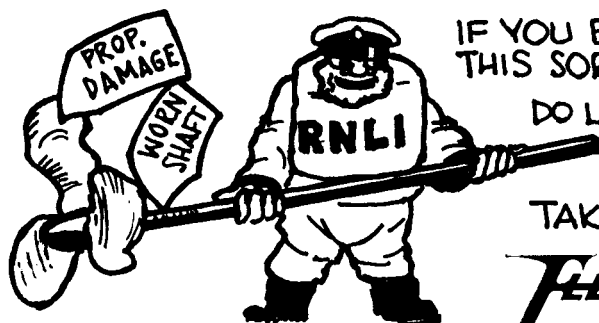
Whitby, North Yorkshire
September 5, 8, 13, 30 and October 10.

Whitstable, Kent
September 16 (twice), October 8, 14, 22 and 23.

Yarmouth, Isle of Wight
September 24.

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Please mention 'The Lifeboat' when answering advertisements

Sea Beat

(continued from page 270)

away and, on the first attempt to launch through the heavy surf, the boat was thrown back broadside on to the beach. With perseverance, however, the crew managed to get through the surf and then set course through 8 to 9 foot breaking seas to search the area a mile down the coast to the south.

Handling the ILB with great skill, Ben Usher was conducting a saw-tooth search, running in with the surf at an angle of 45 degrees and coming away

from the shore directly into the seas, when a police officer on shore sighted a child and indicated that the boat should search further south and to seaward. After another short search the crew saw the girl—she was about ten years old—rise on the crest of a wave and slide into a trough, but, as they approached her the boat was thrown away by a sea. As she looked in pretty poor shape, Terry Dawson jumped over the side and supported her while the ILB made a second approach. She was lifted inboard, given artificial respiration, Terry Dawson was helped back and the ILB returned to the shore with the child safe. The fourth child had

not drifted so far off shore and had been recovered by men wading in from the beach.

For their part in this rescue Ben Usher and Terry Dawson were awarded the thanks of the Institution inscribed on vellum.

But that is not the end of the story. The little girl's grandmother was the chairman of a ladies' guild in Hull, and Ben and Terry received wonderful letters from her. Full circle. The lifeboat service helping the people who in turn give it their loyal support. It is part of the community, as is the police force. No wonder the bonds between the two bodies are close.

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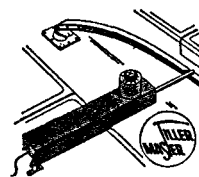
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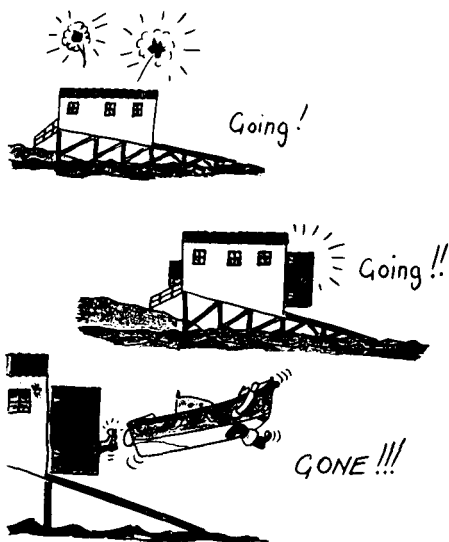
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Copy dates:	1st May	Summer issue
	1st August	Autumn issue
	1st November	Winter issue
	1st February	Spring issue

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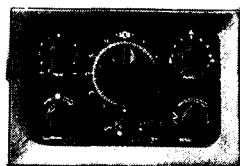
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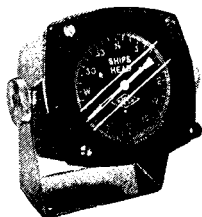


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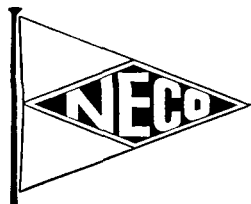


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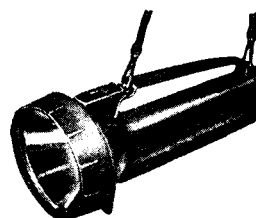
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