

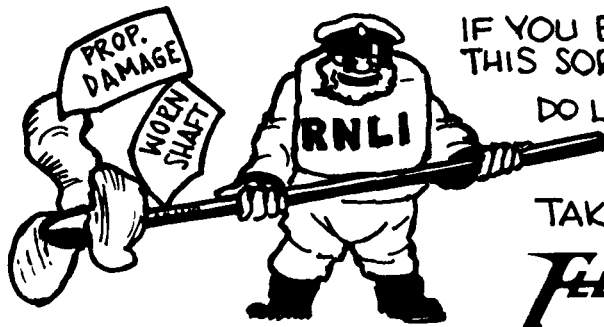
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THE JOURNAL OF THE RNLI



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THE LIFEBOAT

Summer 1977

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Volume XLV
Number 460

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COVER PICTURE

Ships that pass . . . from an Atlantic 21, Ambrose Greenway took this picture of an experimental 19' Zodiac Mark V, crossing the larger ILB's wash. The Zodiac Mark V has a standing steering position, to give the helmsman better height of eye to read the sea and see survivors in the water; the console has sliding feet to take up the movement of the floor and is strong enough to stand a sideways thrust of the weight of five or six people holding on to it. The Zodiac Mark V is also fitted with water ballast tanks, described on page 20.

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 Autumn issue of THE LIFEBOAT will appear in October and news items should be sent by the end of July. News Items for the Winter issue should be sent in by the end of October.

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

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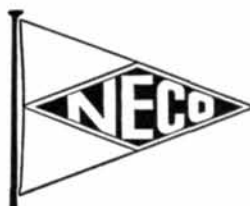


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NOTES OF THE QUARTER

by Patrick Howarth

FOR THE FIRST TIME for ten years and only the sixth time since the end of World War II 32 years ago the RNLI's gold medal for gallantry has been awarded. The service which earned Keith Bower of Torbay this exceptionally rare award is described in full on page 6. Keith Bower was himself of the opinion that it would probably be impossible and certainly highly dangerous for the ten people who were eventually rescued from the motor vessel *Lyrma* to be taken off by lifeboat.

He reached this conclusion after an outward journey in which waves 40 feet high were experienced. Accurate navigation was possible only through Decca fixes, for the parallel rules were caught in mid-air and the dividers disappeared. Several of the experienced crew were seasick though they continued to carry out their duties. Keith Bower therefore hoped that the survivors could be taken off by helicopter, but that proved an impossibility.

The lifeboat was taken alongside the motor vessel nine times. On the sixth run in the motor vessel rolled heavily, crushing nine guardrail stanchions and sending the lifeboat crew leaping for safety.

Surplus achieved

The award of the gold medal to Keith Bower was one of the highlights of the annual presentation which followed the annual meeting of the governors of the RNLI at the Royal Festival Hall in London on May 17. Addressing the governors Major-General Ralph Farrant, Chairman of the RNLI, was able to report that through the extraordinary efforts of the RNLI's supporters, and in spite of the effects of inflation, it had been possible to transfer more than £350,000 at the end of last year to the RNLI's somewhat slender reserves. The encouraging reasons why such a surplus was achieved were, he pointed out, the efforts of the RNLI's branches and guilds, a gratifying increase in legacies, the success of a number of special and local appeals and the growing number of Shoreline members. General Farrant did, however, make it clear to the governors that an additional cause of the surplus was the temporary slowing down of the boat building programme which had been decided upon as a matter of policy. Such a reduction could, he emphasised, be acceptable only if it was temporary.

A brief summary of the accounts for 1976 appears on page 4 and a full report of the annual general meeting and presentation of awards will be published in the autumn edition of *THE LIFEBOAT*.

Support from North Sea operators

The huge enterprise of extracting oil from the North Sea, while it has added to the tasks of the lifeboat crews, has also had beneficial results for the service as a whole. It was reported earlier that British Petroleum had made a gift of £100,000 towards the Aberdeen lifeboat named *BP Forties*. More recently a consortium of Sullom Voe Operators provided £105,000 towards the cost of a new Arun lifeboat to be stationed at

Lerwick, and other gifts from oil interests are expected.

Tax exemption for Americans

In earlier numbers we reported the efforts being made by an American/British committee to raise funds for a new lifeboat through the help of Americans living in this country and in the United States. An organisation known as the Association for Rescue at Sea has been registered in New York and it has now been learnt that the United States Internal Revenue Service has granted it tax exempt status. This means that those who pay United States income tax and who contribute to AFRAS are entitled to make appropriate deductions in their tax returns.

Variety Club support

The Variety Club of Great Britain has agreed to meet the costs of the payments made by the RNLI to dependent children of lifeboatmen who have lost their lives on service or exercise. The annual cost of these payments is at present about £4,000. At a dinner held at the Carlton Tower Hotel in London on March 8 a cheque for £8,500 was presented to the RNLI's President, the Duke of Kent, to cover more than two years' costs.

Arrangements have also been made for parties of children to be sent by the Variety Club in Sunshine coaches to lifeboat stations at Hastings, Southend-on-Sea and Sheerness in the coming summer.

Freedom from surcharge

Charities and churches were exempted in the last budget from the surcharge



The Duke of Atholl, a Deputy Chairman of the RNLI, called at three lifeboat stations, Skegness, Withernsea and Humber, and met many voluntary fund raisers when he visited the North East in March. On his tour, starting from district HQ and northern depot, Pateley Bridge, he met representatives from guilds and branches in Nidderdale, Harrogate, Knaresborough, Keighley, Skipton, Calder Valley, Ryburn, Elland, Scunthorpe, Rotherham, Mansfield, Lincoln, Nottingham, Grimsby and Cleethorpes. (above) The Duke with (l. to r.) Lady Taylor, chairman, Mrs H. E. Scott, president, and Mrs J. T. F. Patrick, honorary secretary of Keighley ladies' guild . . .

photograph by courtesy of Keighley News

(left) . . . A look at Lincoln guild press cutting book with Mrs Nancy Newton, honorary treasurer. Mrs Glenys Foster, chairman and honorary secretary, is on the Duke's right.

photograph by courtesy of Lincolnshire Echo



made on employers' national insurance contributions. This decision followed a meeting which the Prime Minister, Mr James Callaghan, had with church leaders on January 21. The church leaders, who included the Archbishop of Canterbury and the Chief Rabbi, were accompanied by two leaders of the National Council of Social Service and two chairmen of leading charities. The charities were the RNLI and Dr Barnado's.

An editor retires

Reg Barlow, who has edited *Coastguard* for a number of years, has unfortunately had to give up because of ill-health. Under his editorship the *Coastguard* was transformed from a modest report on the activities of the service to an excellently produced magazine which did much to spread knowledge of the problems of rescue at sea. We wish him well in his retirement and hope that his successor will maintain the fine tradition.

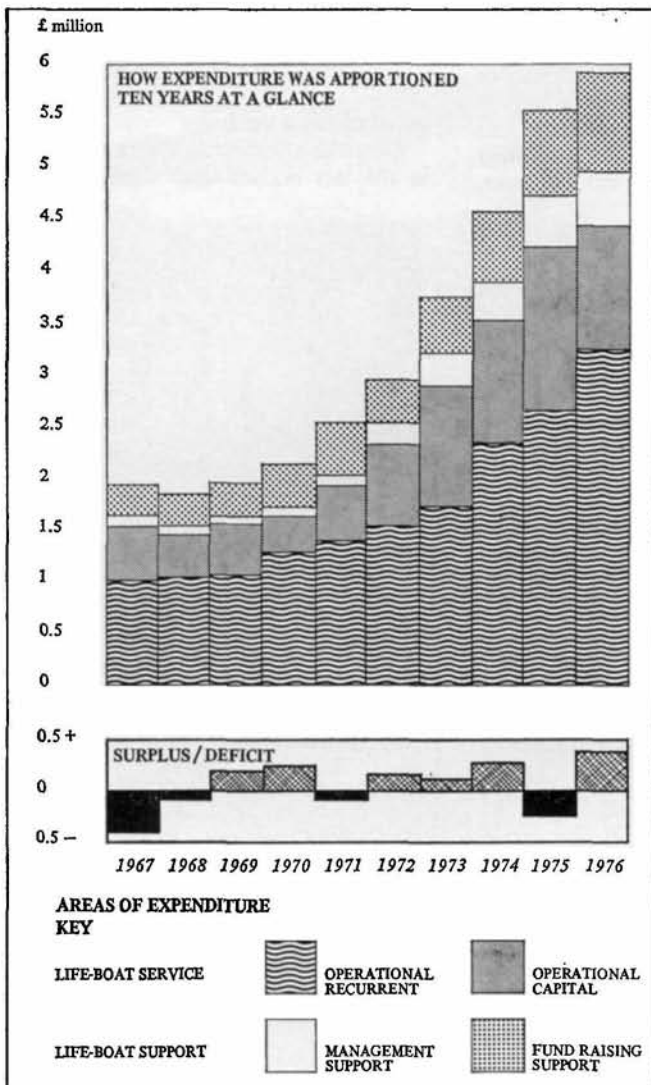
The Mumbles Lifeboat Memorial Window at All Saints Church, Oystermouth, commemorating the loss of the eight crew of the lifeboat Edward, Prince of Wales on April 23, 1947, on service to ss Samtampa, was unveiled on May 6 by the Duke of Beaufort. To make this beautiful tribute possible, nearly 1,000 people had subscribed to an appeal initiated by Canon Hughes with Michael Shellard as secretary. In his speech the Duke said; 'The terrible day 30 years ago that robbed this village of eight brave men nevertheless provided an example of humanity at its highest, unselfishness in its purest and charity which is love most unbounded.'

photograph by courtesy of Roger David Studios, Mumbles

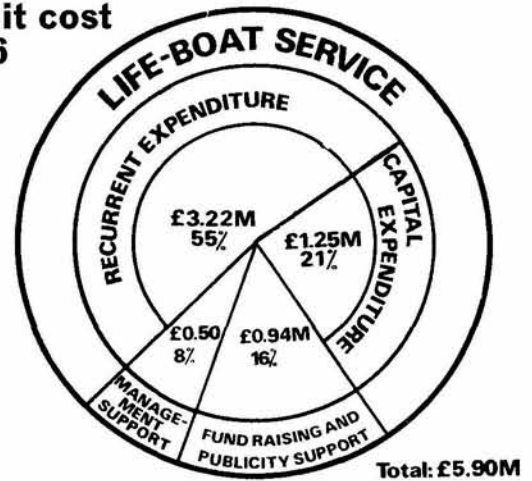


Summary of Accounts for 1976

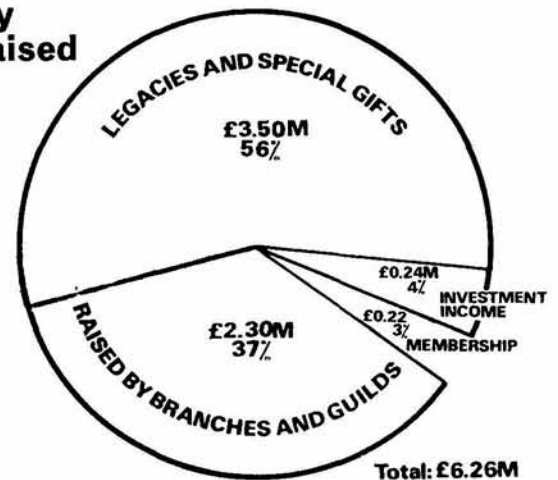
Full accounts are available from Poole Headquarters



What it cost in 1976



How the money was raised



When Mrs Anne Armstrong, former American Ambassador to Britain, visited Plymouth lifeboat station in February, Coxswain John Dare welcomed her aboard the 44' Waveney lifeboat Thomas Forehead and Mary Rowse II with a yellow rose posy before presenting a commemorative plaque. Mrs Armstrong, a good friend to the American/British lifeboat appeal, was accompanied by the Lord Mayor of Plymouth (r.), Mr Arthur Floyd.

photograph by courtesy of Western Morning News



Representatives of overseas maritime authorities and lifesaving associations are always welcome at RNLi headquarters. Among recent visitors to Poole was Rear Commodore J. B. Pearson of North Queensland Squadron, Australian Volunteer Coast Guard Association; he is seen above (l.) presenting a plaque to Captain Nigel Dixon, RN, Director RNLi, on behalf of the Commodore and all ranks of his Squadron. In February, a survey team from the Japanese Shipowners Association, in Europe to study lifesaving organisations and compare measures to prevent marine accidents, came to Poole for a conference with senior RNLi officers. While there, they went aboard Poole lifeboat and were also shown round the headquarters and depot. (right) Delegates visiting the drawing office in discussion, through their interpreter, with Ron Turner, chief draughtsman (hull).



(right) The Lord Mayor of London has been an ex-officio member of the Institution's Committee of Management since 1918. When the present Lord Mayor, Sir Robin Gillett (l.), himself a seaman and a strong supporter of the RNLi, attended a meeting of the Committee on March 17 he was greeted by the Chairman, Major-General Ralph Farrant.



On March 20 Aith, the RNLi's most northerly station branch, held its annual Lifeboat Memorial Service, instigated by the Rev. Magnus Cheyne following the loss of Longhope Lifeboat. (l. to r.) Kenneth Henry, coxswain Aith lifeboat, J. David Garrick, honorary secretary, Mrs Bruce, Mr Robert Bruce, Lord Lieutenant of Shetland, Mrs Frances MacFarlane, donor with her late husband, John MacFarlane, of the present Aith lifeboat, and Mary Lloyd-Jones, organising secretary, Scotland.

(right) Sir Charles McGrigor, Convenor of the Scottish Lifeboat Council, and Miss Lloyd Jones on February 9 visited Ardrossan ladies' guild, this year awarded a vellum by the Council. From 1960 to 1976 its annual totals have risen from £227 to £1,621.



LIFEBOAT SERVICES

South Western Division Gold medal

AT 0058 ON MONDAY, December 6, 1976, the honorary secretary of Torbay lifeboat station was informed by the Coastguard that the motor vessel *Lyrma* had requested immediate assistance six miles east of Start Point. Her exact position was uncertain, her radar was unserviceable, her steering gear had broken down and she had developed a list.

Torbay's 54' Arun class lifeboat *Edward Bridges* (Civil Service No. 37) slipped her moorings at 0115. The lifeboat's coxswain had been caught out at sea by the storm while fishing and Second Coxswain Keith Bower therefore took command.

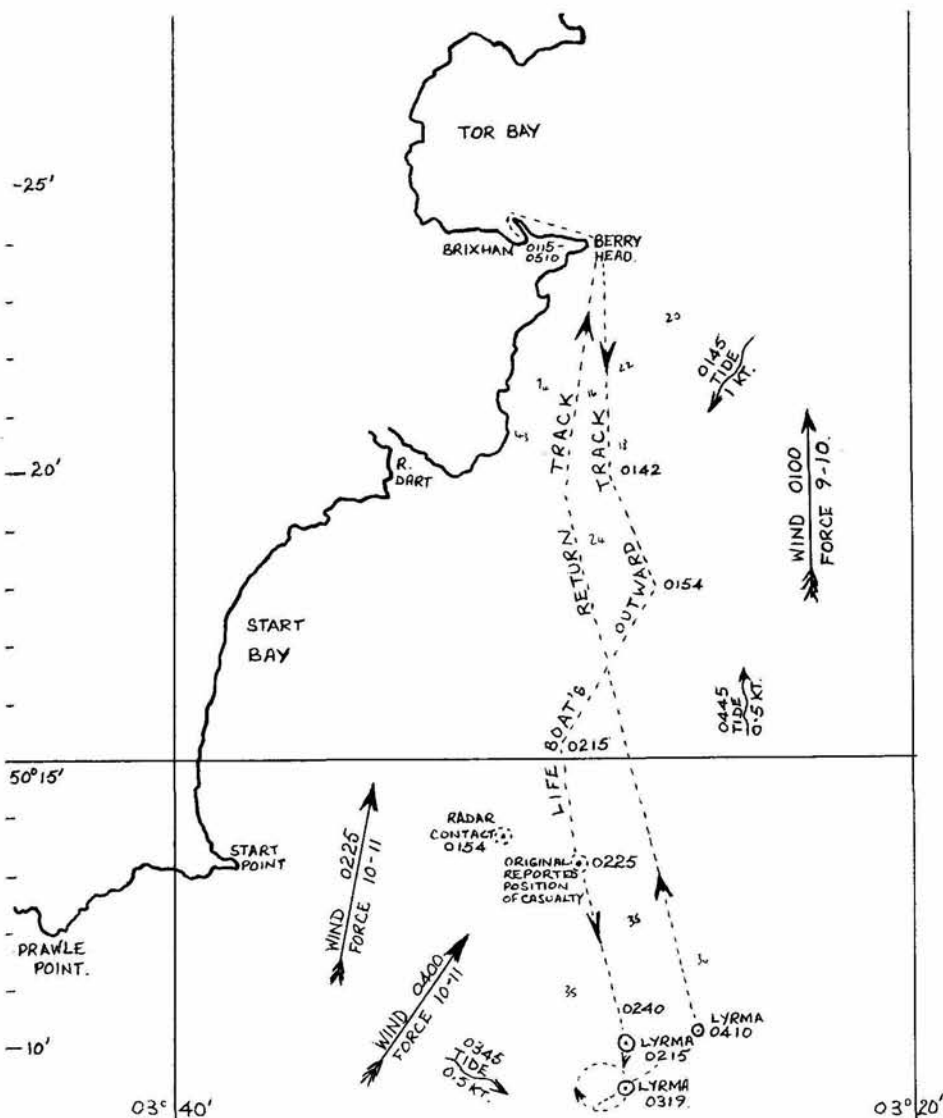
The wind was southerly force 9 to 10, having been building up from that direction for about eight hours, and, as soon as all was secured for sea, Acting Coxswain Bower ordered everyone inside and all doors and hatches closed. He was able to steam at full speed, nearly 19 knots, in only a slight to moderate sea eastwards towards Berry Head. As the lifeboat rounded the headland and set course southwards, however, huge seas were immediately encountered head-on, so that Acting Coxswain Bower felt obliged to ease the throttles drastically. It was almost a spring tide which was now running at about 1 knot against the wind. The seas were therefore steep and the largest waves were estimated at 40 feet. They were the worst ever experienced by his crew.

After rounding Berry Head, accurate navigation was entirely dependent on Decca fixes. It was out of the question to use the parallel rules, which were twice caught in mid-air, while the dividers were completely lost and could not be found again until next day.

Acting Coxswain Bower found that, by cutting his throttles almost completely on cresting the largest waves, and then opening up to about 1,500 rpm (13 knots) again, he could prevent the boat from becoming airborne too often and from pounding too hard. In this way, with the aid of the 1 knot tide going with her, the Decca fixes show that the lifeboat made good about 10 knots over the ground or 9 knots through the water. Such was the



A gold medal for conspicuous gallantry: Second Coxswain Keith Bower of Torbay with the crew who sailed with him in storm force winds on Monday December 6, 1976, to the rescue of the crew of mv *Lyrma*. (l. to r.) Crew Member John Dew, Second Coxswain Keith Bower, Crew Member Michael Mills, Motor Mechanic Stephen Bower, Assistant Mechanic John Hunkin and Crew Members Richard Brown and Nicholas Davies. Torbay lifeboat, the 54' Arun *Edward Bridges* (Civil Service No. 37) can be seen, in background, at her moorings in Brixham outer harbour. photograph by courtesy of Herald Express, Torquay

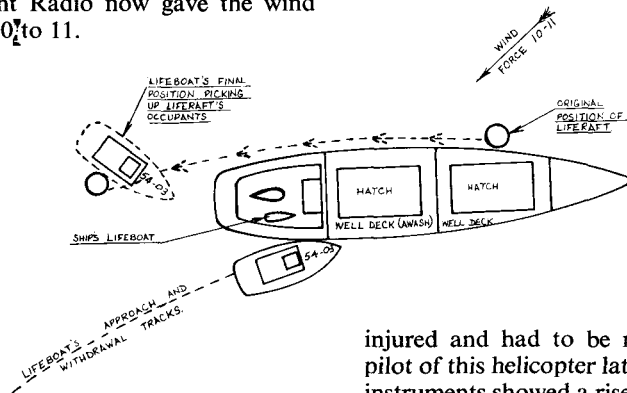


number of times it was necessary to reduce speed.

As the sea conditions worsened, Acting Coxswain Bower thought he could make better and more comfortable progress by keeping the sea more on the bow, so he steered about 20° to the east of his intended track until about 0154, when a radar contact was obtained five miles on the starboard bow only about one mile from the originally reported position of the casualty. Acting Coxswain Bower then altered course towards this contact, which put the sea and wind across his port bow. The navigator plotted the contact by taking its range and applying this to his own Decca fixes, from which, even using rough estimates, it soon became apparent that the contact was making good progress on a northerly course and was therefore not the casualty.

All except Acting Coxswain Keith Bower, Assistant Mechanic John Hunkin, who manned the VHF throughout, and one other crew member, suffered seasickness on this outward journey, but all performed their duties nevertheless. Particularly noteworthy in this respect was John Dew, who acted as navigator in the seat beside the coxswain. His task was vital, as visibility was severely restricted by rain, spume and spray, and he carried it out very efficiently.

At 0215 the Coastguard up-dated the casualty's position to 114°T, 7.5 miles from Start Point, and the lifeboat altered to port to a course of 169°T for the new position. Two echoes then appeared five miles ahead and, ten minutes later, Acting Coxswain Bower sighted lights about three miles ahead. Start Point Radio now gave the wind as force 10½ to 11.



Keith Bower made an assessment of the lifeboat's chances of being able to effect the rescue and decided that it probably would prove impossible, or at least highly dangerous for the survivors, to attempt to take them on board the lifeboat. He therefore asked for them to be taken off by Sea King helicopter. The Coastguard eventually replied that there was no Sea King available.

The lifeboat arrived on the scene at about 0240 and Acting Coxswain Bower went to the upper conning position, taking John Hunkin with him to man the VHF and talk to *Lyrma's* captain. Two other vessels were standing by. *Lyrma* had a heavy list to starboard and was

slowly steaming in a circle to starboard, pitching and rolling so that her well deck was wash on her rolls to starboard, and the captain said he feared a further shift of cargo would capsize her. He wanted everyone taken off.

At about this time the wind was starting to veer a little, but with no reduction in intensity. The very heavy swell continued from the south and, as the wind veered, the sea became more confused, so that conditions were steadily worsening.

The lifeboat told *Lyrma's* captain that he should put his liferaft over the side and get his crew into it, so that the lifeboat could then pick them up safely. It was apparent, however, that there was much confusion on board *Lyrma*, no English apparently being spoken except by the captain, and the lifeboat had difficulty in getting any real acknowledgement of suggestions or instructions.

The Coastguard now advised that RFA *Engadine* was approaching and had a Wessex helicopter which she hoped to get airborne at 0315. Acting Coxswain Bower therefore decided to lie off and await the helicopter's arrival.

At 0257 *Lyrma* put her liferaft over the port side forward, but it appeared that no one was willing to get into it. She then appeared to stop her engines and lay bows west, port beam to the sea.

At 0330, *Engadine's* helicopter arrived and a winchman was lowered over *Lyrma's* after superstructure. He swung like a pendulum in the wind and a second approach had to be made. On the second attempt the winchwire became fouled on a boat's davit on the casualty and the winchman himself was

injured and had to be recovered. The pilot of this helicopter later said that his instruments showed a rise and fall in the freighter's deck level of 30 feet during this time. He reported that helicopter lifts were impossible except from a liferaft. Acting Coxswain Bower now made one more plea to *Lyrma's* captain to get his crew into the liferaft, but there was no response. So, at 0345, he decided to make a trial run on to the casualty's starboard quarter.

The 27,000 ton *Eurofreighter* was trying to make a lee for the rescue operations, but if anything, her presence appeared to make the sea even more confused. The trial run was encouraging, however, and the captain now agreed to muster his crew on the starboard side aft to be taken off.

Crew Members John Dew and Michael Mills went forward to place fenders and take the survivors aboard, while Crew Members Nicholas Davies and Richard Brown prepared to lead them aft and inside the lifeboat.

On the first run alongside the only woman passenger was successfully pulled aboard. The lifeboat then went astern and tried again. This time the motion between the two vessels forced Acting Coxswain Bower to come hard astern again at the last minute.

On the next approach two more were pulled aboard by John Dew, standing between the forward guardrails and the inner pulpit rails to catch them. Next time only one could be got aboard before Keith Bower was obliged to withdraw again. Another abortive approach followed, then run number six was begun. As the lifeboat's port bow came alongside, *Lyrma* rolled heavily to starboard, crushing nine guardrail stanchions inboard, the foremost ones as far as 45°, and sending the lifeboatmen leaping for safety over the pulpit rail as the guardrail bolts sheered like rifle shots, so that all thought some severe structural damage was taking place.

The lifeboat was trapped under the casualty's gunwales, and, as the freighter rolled down on top of her, John Hunkin, standing beside Keith Bower on the upper conning position, leaned over to fend off the casualty's lifeboat, still in its davits, about five feet inboard of *Lyrma's* side. He could reach it with his hands. One more survivor jumped to the lifeboat's deck while another hesitated. Then John Dew came forward over the pulpit rails again and dragged this man aboard as Keith Bower put both engines full astern and the lifeboat shrugged herself free.

On the next run, the seventh crew man came aboard and this left only the captain visible on deck. He shouted that the other two crew members had taken to the liferaft over the port bow and he would now leave the ship himself. It took two more runs, however, before he could be taken aboard.

During this entire evacuation, *Engadine's* Wessex stood by and the pilot said that he considered the lifeboat displayed 'fantastic seamanship'. He would not have believed it possible to get anyone off safely by lifeboat in those conditions.

The lifeboat now manoeuvred to the windward side of *Lyrma* and the lifeboatmen tried by sign language to indicate to the two occupants of the liferaft that they should cut themselves free and allow the raft to drift clear so that they could be picked up. It took a long time, but they finally understood. The liferaft duly drifted aft, a hand reached out to grab the line thrown from the lifeboat's bow, Acting Coxswain Bower turned to port to make a lee, and the last of the ten survivors were soon safely pulled aboard over the

lifeboat's starboard side. It was 0410.

All the rescued were then placed inside the lifeboat and the after door closed. Acting Coxswain Bower, with Assistant Mechanic Hunkin, remained on the upper conning position because he felt that from there he could better observe the large following seas and thus more readily take action to prevent broaching. Visibility had also improved so that he could easily navigate visually from the upper bridge. The wind having veered to about south west, the seas had reduced somewhat in comparison with the outward passage, and, although full speed was maintained all the way home, only two broaches occurred.

The lifeboat reached her refuelling berth at 0510.

For this service the gold medal for gallantry has been awarded to Acting Coxswain Keith W. Bower. A bar to the bronze medal has been awarded to Crew Member John Dew and the bronze medal to Motor Mechanic Stephen J. Bower, Assistant Mechanic William John Hunkin and Crew Members Michael Mills, Nicholas Davies and Richard R. Brown.

North Eastern Division Fishing vessel aground

A DISTRESS CALL asking for lifeboat assistance from the fishing vessel *Admiral Van Tromp* was passed to the honorary secretary of Whitby lifeboat station by Whitby Coastguard at 0302 on Thursday, September 30, 1976; the boat was aground under the cliffs in the vicinity of Whitby High Light.

Maroons were fired and at 0326 the 42' Watson lifeboat *William and Mary Durham*, on temporary duty at Whitby, slipped her moorings and, with Coxswain Robert Allen in command, cleared Whitby Bar Buoy and set course south east by south for the latest position of the casualty, 'in the vicinity of Black Nab'.

It was low water with an easterly breeze, force 3, and visibility was reduced to about 40 yards by thick fog. The sea was slight but there was a very heavy onshore swell. Despite this swell, breaking at times, Coxswain Allen maintained full speed until about 0350 when he considered that he had run his distance. He stopped engines to listen for any indication of activity and asked the casualty to fire flares. Seeing the loom of lights inshore, the lifeboat headed in to investigate.

As she closed the shore, the effect of the swell was most marked, and the crew could now see heavy breaking seas spending themselves against *Admiral Van Tromp*, lying head south east on her port bilge, listing steeply to port.

While moving in closer the lifeboat was pooped by breaking seas, estimated by the Coastguard to be some 20 feet

high. It was extremely difficult in the poor visibility to position the casualty accurately in relation to the shore, so Coxswain Allen withdrew, going full astern; he decided that by waiting for more water he would stand a better chance of closing the casualty.

Throughout this period HM Coastguard were on the shore at the foot of the cliffs, trying to make contact with rescue equipment. Conditions were such, however, that it would have been impossible for the crew of *Admiral Van Tromp* to come out on deck to handle the lines.

At 0414 the casualty reported that the situation was getting desperate: they would have to leave the vessel.

Coxswain Allen ordered *William and Mary Durham's* anchor to be made ready as well as veering and line throwing gear; then, with heavy breaking seas coming aboard, the lifeboat was anchored and her cable veered until she was some 60 feet off *Admiral Van Tromp*. Three gun lines were fired, but, with the violent motion, the first struck the superstructure and washed clear and the second went into the water. The third line appeared to lie right across the casualty but this, too, was washed clear; as with the Coastguard lines, it was highly unlikely that anyone on board could have secured it.

The very heavy seas continued to break over the lifeboat and it became apparent that the anchor was coming home and was no longer holding. The boat's head was thrown to starboard and she was being swept broadside towards the rocks. Quickly putting his engines full ahead and wheel hard to port, Coxswain Allen succeeded in clawing the lifeboat head to sea and clear as she started to bounce on the rock shelf.

The anchor was recovered and it was found that the fluke had broken off, so Coxswain Allen took the lifeboat alongside the fishing vessel *Jann Denise* and borrowed her large anchor as well as a smaller one from *Courage* and two line throwing units which might be needed.

The larger anchor was bent on to the cable and Coxswain Allen again anchored and veered down to the casualty. There was no sign of life on board. The lifeboat had got to within 25 feet when two enormous seas broke over her, sweeping three of her crew on deck off their feet and washing them aft. Raymond Dent managed to hook his arm around a stanchion but dislocated his shoulder and Howard Bedford, who was brought up all standing by his life-line, struck his head and lost consciousness.

The injured men were sheltered in the well and Coxswain Allen ordered the anchor rope to be cut as he steamed at full speed through the breaking seas. Once clear, he transferred Raymond Dent to *Jann Denise* to be taken for treatment at Whitby. Howard Bedford had recovered and remained on board.

Coxswain Allen returned to the casualty but heavy breaking seas once again swept the lifeboat, damaging the after rails; the VHF handset was also shattered. There being no sign of life aboard *Admiral Van Tromp*, he returned alongside *Courage* to await daylight and a possible improvement in visibility.

At 0630 Raymond Dent was landed at Whitby and taken to hospital, while Michael Coates and Brian Hodgson returned to the lifeboat aboard *Jann Denise* to make up the crew.

At 0800 Whitby lifeboat, with better visibility, moved into Saltwick Hole and sighted what the crew thought to be a body but which turned out to be an empty lifejacket. They knew that two survivors had been recovered ashore but that three were still unaccounted for. One survivor having been sighted on Black Nab, Coxswain Allen approached the rock, but unfortunately the lifeboat could not get closer than 50 yards.

The Coastguard were trying to get a line to the man from the shore, so the lifeboat anchored off to await the arrival of the ILB.

The assembly signal was made for Whitby D class ILB at 0823 and seven minutes later she had launched and was on her way. It was one hour before high water; the wind was still easterly, force 3, with a moderate sea and heavy swell. Visibility was poor.

To clear the heavy swell inshore, Helmsman Richard Robinson kept well out to sea as he made for Saltwick. At 0841 he stopped to listen for the fog signal of the High Light. From situation reports passed to the ILB, the strong smell of diesel and the presence of wreckage it was clear that they were in the search area. Helmsman Robinson cautiously headed inshore and the ILB was alongside the lifeboat at 0845. On the run in they had been caught within the line of breaking seas and with expert handling had averted a capsize when overtaken by one of the large breakers.

The ILB crew were informed of the situation and the survivor on Black Nab was now clearly visible. Thinking that conditions inshore of the rock would be less dangerous, Helmsman Robinson took the ILB through the confused broken water into Saltwick Bay to view the situation at close hand. The survivor, seeing them, started to clamber across the rock, now being swept by the sea, and Helmsman Robinson, realising that at any moment he would be washed off the rock, drove the ILB at full speed to the shore side of the rock and on to a ledge. His two crew members, David Wharton and Anthony Easton, grabbed the man as a large sea broke over the rock, filling the boat and washing her back into the sea.

Unfortunately, the propeller was fouled by one of the spent gun lines in the water. The oars were manned but a second sea hit the boat. While one crew member caught hold of a rocket line,

managing to hold the bow while the propeller was cleared, the other put the anchor over. Although there was a considerable rise and fall, the action of the sea kept them clear of the rock. Once the propeller was free and the engine restarted, the anchor was recovered and the ILB returned through the broken water to Whitby lifeboat on to which the survivor was transferred.

It was now known that the other two members of the fishing vessel crew were dead.

On return to Whitby at 0930 the survivor was taken to hospital suffering from exposure following his long ordeal. Crew Member Howard Bedford, who had received a blow on the head during the service, also attended hospital for a check up. Apart from a headache and bruising he was fit.

For this service the silver medal for gallantry was awarded to Coxswain Robert W. Allen and the bronze medal to Helmsman Richard M. K. Robinson. The thanks for the Institution inscribed on vellum were accorded to Second Coxswain/Motor Mechanic Peter N. Thomson, Assistant Mechanic Dennis D. Carrick and Crew Members Howard Bedford, Raymond Dent, Thomas Hansell, David A. Wharton and J. Anthony Easton. Medal service certificates were presented to crew members Michael R. Coates and Brian W. Hodgson.

South Eastern Division Three nations

THE SOVIET TRAWLER *Topaz* making for a position off Bournemouth with a French yacht, *Campscharles*, in tow was reported to HM Coastguard Solent RHQ by Lands End RHQ at 0910 on Thursday,

October 14, 1976. Two survivors aboard the trawler had asked for a lifeboat to take over the rescue.

At 1054 trawler and tow were sighted by Southbourne Coastguard one mile south of Hengistbury Head. At 1109 Swanage Coastguard told the deputy launching authority of Swanage lifeboat station of the situation and that the trawler had been asked to head for Swanage Bay where some slight shelter from the storm force south-west wind could be obtained.

The crew were assembled and at 1207 Swanage Coastguard requested the launch of the lifeboat to intercept *Topaz*, take off the survivors and assume responsibility for towing the yacht to safety. However, as no lives were in imminent danger, with Coastguard agreement, the DLA prudently decided, in view of the extreme weather, to wait until *Topaz* had made more of a westing towards Swanage and was visible. To this end Swanage lifeboat was lowered out of the boathouse and the radar run up to search for *Topaz*.

The Russian fishing vessel was sighted by radar at 1254. Six minutes later Swanage lifeboat, the 37' 6" Rother *J. Reginald Corah*, launched with Coxswain Ronald Hardy in command and headed towards a rendezvous position some three miles east north east of Peveril Point. *Topaz*, some 2,000 tons, would not come closer in to the land than that because she did not carry the right charts and communication was hampered by language difficulty; Swanage DLA had tried, but without success, to find an interpreter.

At the time of launching the wind was south south west storm force 10 producing rough seas and heavy swell. Visibility was good but reduced to poor in rain squalls. It was the last hour of the flood tide, setting north east. It was

the worst weather into which Swanage lifeboat had launched on service that the DLA, Mr A. G. L. Hardy, could remember in 30 years association with Swanage lifeboat, both afloat and ashore.

At 1332 Coxswain Hardy skilfully manoeuvred the lifeboat alongside *Topaz*, which was trying to provide some lee. Despite rough seas and an estimated rise and fall of between 15 and 20 feet, bow and stern lines were secured to the trawler. Some damage was sustained to the port side of the lifeboat in way of the belting due to the very severe weather and a fender bursting.

A few minutes later a rope ladder was lowered from the side of the fishing vessel down which one of the yacht's survivors climbed and jumped safely into the arms of the lifeboat crew. The second survivor made one or two journeys up and down the ladder before also jumping safely into the lifeboat. A heaving line bent on to the tow line joining *Topaz* and *Campscharles* was passed down from the Russian trawler's deck.

As further damage was being sustained to the port side of the lifeboat Coxswain Hardy ordered the lines to be let go and stood off, parting the heaving line in the process. During the transfer of the two French survivors the Soviet trawler had drifted over and fouled the tow rope. The other end of the tow rope on the yacht's bows was picked up by the lifeboat successfully despite the rough seas, but on attempting to clear the yacht by manoeuvring astern it was found, at 1350, that a bight of the tow line had fouled both the lifeboat's rudder and starboard propeller. The yacht was immediately cut adrift and the rope cleared from the rudder.

With both engines stopped, Second Coxswain/Motor Mechanic Victor Marsh lifted the scuttle and attempted to clear the starboard propeller with the freeing tool, an operation made very difficult by the violent motion and by the considerable quantities of sea water coming up through the scuttle and inboard over the stern into the wheelhouse. Investigation showed that the tow line, a 6" circumference nylon, was not only fast around the starboard propeller but also lying across the port propeller shaft. While Second Coxswain Marsh continued, in appalling conditions, to clear the starboard propeller, the grappling iron was passed outboard and fortunately picked up the tow line so that some 20 fathoms could be hauled aboard the lifeboat and secured inboard.

By 1415 *J. Reginald Corah* was some 1½ miles off Old Harry and *Campscharles* had drifted some distance away. So, having checked that the port shaft was indeed clear, Coxswain Hardy decided that any further attempt to clear the starboard propeller should be abandoned; the lifeboat was got under way on port engine only and closed *Campscharles* after some ten minutes steaming. As she lay alongside the damaged

St Ives 37' Oakley lifeboat Frank Penfold Marshall launched on February 17 to take Dr Morley Phillips, honorary medical adviser, to a Dutch trawler, *Johanna*, north of *St Ives Head* with an injured seaman on board. In west-north-west severe gale force winds and high seas, Dr Phillips and two auxiliary first aiders boarded *Johanna* and gave first aid before transferring the patient to the lifeboat to bring him ashore to hospital. The following week, in darkness, she was to go out to land a totally blind engineer from the Dutch trawler *Ondenening I* in a force 6 south-easterly strong breeze and very rough seas. photograph by courtesy of W. Thomas



yacht at 1435, Crew Member Thomas Haw managed to jump aboard, make fast a tow rope and stream a jury drogue made up in advance aboard the lifeboat with old ropes.

As the severe weather would make rehousing at Swanage impossible, course was shaped for Poole. During this passage the yacht with Crew Member Haw aboard was on several occasions swept by large beam seas but towed well with her 'drogue', except when, off Poole Bar, she surfed ahead of the lifeboat the full length of the tow.

Poole Quay was reached at 1620, where the survivors were landed and Poole second coxswain, John Clark, a diver by trade, dived and cleared the starboard propeller. The lifeboat returned to Swanage at 1500 on the following day.

For this service a bar to the bronze medal was awarded to Coxswain Ronald J. Hardy and the bronze medal was awarded to Second Coxswain/Motor Mechanic Victor A. C. Marsh. Medal service certificates have been presented to Assistant Mechanic Eric S. Dorey and Crew Members Thomas C. Haw, George W. Bishop, Peter J. Hardy and Ian P. Marsh.

North Western Division On sea training wall

A YACHT UNDER OBSERVATION in the River Mersey approach channel in the vicinity of C13 Buoy was reported to the honorary secretary of New Brighton ILB station by Formby Coastguard at 1655 on Saturday, October 23, 1976. It was foreseen that, with the strong south-westerly winds blowing at the time, she might need help.

Half an hour later the honorary secretary was informed by the Coastguard that the yacht had sent up distress flares. Maroons were fired and the ILB crew assembled while a check was made to see if the weather conditions were suitable for the boat to launch.

Bridlington lifeboat, the 37' Oakley William Henry and Mary King veers down on her anchor in an attempt to help FV Hannah Louisa stranded in gale force south-easterly winds and very rough seas on March 13. The fishing vessel's crew were eventually taken off by Coastguard breeches buoy and the casualty was later refloated.

The wind was south west force 7 to 8 gusting to strong gale force 9 in the channel with a moderate sea. The sky was mainly overcast with slight occasional drizzle; visibility was good. It was low water spring tides and the tidal stream was at slack water. The sea conditions in the river and approach channel were considered to be within the boat's operational capability and Atlantic 21 B509 was launched from the beach at the north side of New Brighton Pier at 1740.

As the ILB, commanded by Helmsman Edward 'Bev' Brown, set out at full speed seaward along the approach channel, Formby Coastguard reported that the casualty was thought to be on the sea training wall by C13 Buoy. As the ILB passed C19 Buoy a boat was sighted on the port bow outside the channel on the west side of the training wall and when, at 1755, she arrived at a position close to the training wall between buoys C15 and C13 the Coastguard confirmed that it was this boat, a converted ship's lifeboat, which had fired the distress flares. The boat was under power and appeared to be seeking a way through the training wall; people could be seen on board, aft. The sea in the channel under the lee of the wall was slight to moderate, and slight at the casualty which was getting protection from Great Burbo Bank.

Being unable to contact or close the casualty, Helmsman Brown told the Coastguard that he would go back to the south end of the training wall by C29 Buoy and try to rendezvous by crossing Brazil Bank and edging along the west side of Great Burbo Bank. The training wall was rounded at 1805 as light was failing.

It was noticed that the tide was beginning to flood and Helmsman Brown asked the Coastguard for a weather report. He was told that the weather was deteriorating and frequent gusts of force 9, still from the south west, were being experienced at Mersey Bar. Asked by Formby Coastguard if he thought the conditions suitable for the

ILB, Helmsman Brown replied that he was all right at the moment but, with the rising tide and strong winds, he might not be able to reach the casualty. He requested helicopter support and that Hoylake lifeboat be placed on standby.

On crossing Brazil Bank the ILB touched bottom two or three times and started to encounter moderate surf. Course was set to pass along the western edge of Great Burbo Bank, but progress was very slow due to the shallow water and surf. After about an hour, at 1912, the Coastguard reported that a helicopter would be over the area in 30 minutes.

At 1925, when just west of the mid part of Great Burbo Bank, a red flare was sighted close to the water four points on the starboard bow at a distance of about two miles; it was from the last known position of the casualty. The ILB reported back to the Coastguard and put up a white parachute illuminating flare, but nothing was sighted.

It was now dark and waves about six feet high were running in from the north west. The ILB continued to make ground northwards along the edge of the bank in an effort to close the casualty. The Coastguard told the crew that the Bar pilot cutter was coming down channel to take up station by the training wall opposite the casualty, and Hoylake lifeboat was crossing the sands to launch. A message relayed from the honorary secretary advised the helmsman to proceed with caution and not to try to take the boat in tow.

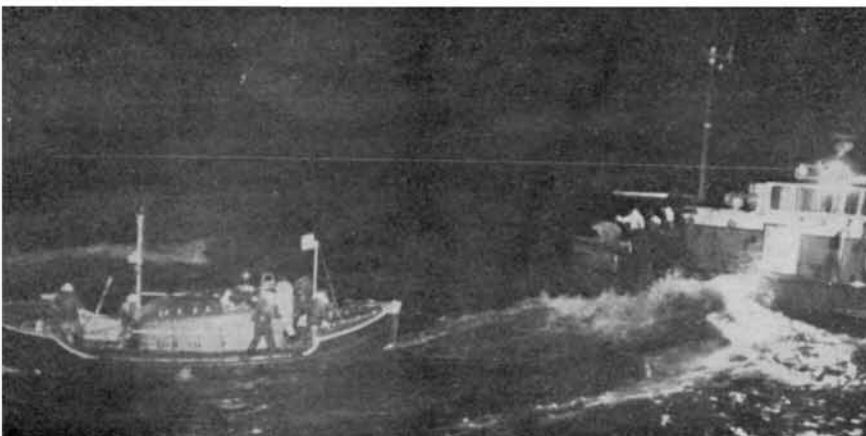
The sea state continued to get worse and the helmsman was experiencing difficulty in keeping the ILB's head to sea. At 1930 the waves were thought to have been about 10 feet high. It was at this time that the Coastguard relayed from the pilot cutter a report that the casualty was aground and people were in the water. Helmsman Brown continued to make slow progress to the north to cross the north-west corner of the bank. At about 1940 a helicopter was seen to pass to the south and fly northwards up the line of the training wall.

The ILB was asked by the Coastguard to direct the helicopter on to the casualty but was unable to do so because she was too far away to sight the boat; perhaps the pilot cutter could provide the direction? Helmsman Brown said that he would do his best to remain in the area while the helicopter was searching, as requested by the Coastguard, but was being forced northwards in order to keep the boat head to weather; the sea state had become so bad that he was anxious not to allow the boat's head to pay off.

At 1955 the Coastguard requested the ILB to shift radio frequency from Channel 0 to 16 and told her that Hoylake lifeboat was launching.

As the ILB headed towards the north end of the training wall into deeper

photograph by courtesy of Arthur W. Dick



water the seas increased. She continued into the sea and eventually entered the main channel in the vicinity of Q3 Buoy at about 2100. Some ten minutes later when passing Q11 Buoy she heard that the crew of the converted lifeboat, *Annalivia*, had been lifted from the casualty by the helicopter and the ILB should return to station.

The return to station was made at full speed without incident in decreasing wind that had veered to the north west. The ILB arrived off the beach at New Brighton at 2140 and was rehoused and made ready for service by 2150. The survivors were landed from the helicopter at Speke Airport.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Edward Beverley Brown and vellum service certificates were presented to Crew Members Robert Robertson and Joseph Pringle.

Western Division Stand by in gale

THE INCIDENTS which led to the launching of *Angle* lifeboat, the 46' 9" *Watson* *Richard Vernon and Mary Garforth of Leeds*, on Monday, December 6, 1976, built up over several days.

On Saturday, December 4, the Greek tanker *Leonidas* sailed from Milford Haven in ballast with a crew of 42 on board. She developed boiler trouble and anchored in position 248°T, 3.2 miles from St Anns Head. The weather was described as calm.

During the following afternoon, Sunday, the weather started to deteriorate. St Anns Coastguard were monitoring VHF between the tanker and Milford Haven Signal Station. At about 1900 *Leonidas* reported that she had a complete power failure, and that her anchor was dragging. At 1940 *Angle* lifeboat was placed on standby. The tug *Edengarth* sailed from Milford Haven at 2158 to stand by *Leonidas*, and the tug *Simpson* sailed from Brest with an ETA of 061400.

The weather at 2243 was: southerly gale force 9, veering south west, increasing storm 10 imminent.

At 0345 on Monday, December 6, the tug *Glengarth* relieved *Edengarth*, but at 0532, having had difficulty with the weather, she had to go back into shelter to sort out her gear and restow her towing gear.

Leonidas eventually let go her second anchor at 1102 but had, by then, dragged

Damage on service

In the report of the circumstances of the damage to Padstow lifeboat on December 7, 1976, beginning on page 259 of the spring issue of *THE LIFEBOAT*, an error appeared in the third paragraph. It was stated that the third heavy sea fell on to 'an almost stationary boat'.

Launch! Newhaven's housed slipway 47' Watson lifeboat Kathleen Mary launched on service 23 times during 1976, rescuing eight lives. She has now been replaced by the fast afloat 44' Waveney lifeboat Louis Marchesi, gift of the Round Table.

photograph by courtesy of
Lesley Kilpatrick



to a position 1.9 miles from St Anns Head. Her bearing was thought to be 270°T.

The noon weather forecast for St Anns Head was: wind southerly gale force or severe gale force 9, locally storm force 10, especially in gusts; squally showers, with hail and thunder at times; visibility mainly good but poor in showers.

After discussion with the Coastguard, the honorary secretary of *Angle* lifeboat station authorised the maroons to be fired at 1408. He had decided that the lifeboat should stand by the tanker in case she continued dragging her anchors.

The lifeboat launched at 1438. Once clear of the shelter afforded by land she met the full force of the weather. Coxswain Rees Holmes cleared through West Channel and went to Mid Channel Rock Buoy to assess the situation while it was still daylight. The lifeboat then took shelter in Warwick Bay. She anchored at about 1550 and the crew took the opportunity to have hot soup and tea.

At 1629 *Angle* lifeboat was asked to close the tanker as the tug *Simpson* had arrived. The crew weighed anchor and went out through West Channel to stand by, but the tug decided that it was too dangerous to pass a tow line. At 1821 Coxswain Rees Holmes asked the master of *Leonidas* if he wished to transfer any of his crew to the lifeboat; he knew that, the cliffs being quite close, it would not be possible to transfer 42 crew members if the tanker broke free of her anchors. The master declined, saying the lifeboat was no longer required to stand by.

Coxswain Rees Holmes then set

In fact speed had only been reduced to about 1,000 rpm and the lifeboat was still making at least 7 knots through the water when the breaking wave struck. There was clear evidence of very strong movement of water from forward to aft across the lifeboat, as well as in a downward direction.—THE EDITOR.

course for *Angle* station, speed being reduced because of the breaking seas and the south-westerly wind. When about half a mile from her station, the revolutions on the port engine faded, Coxswain Rees Holmes diagnosed fuel blockage and was in the engine room, clearing the blockage, when the Coastguard recalled the lifeboat to stand by *Leonidas*. Without hesitation, the lifeboat turned about and headed once more into the full force of the gale. There was no shelter in the area of the tanker, and waves were constantly breaking over the lifeboat and into the wheelhouse, where the crew were, for most of the time, up to their waists in water.

Having a complete power failure, the only light to be seen on board the tanker was the occasional flash of a torch from the forecabin. The Coastguard checked by VHF every 15 minutes to confirm that all was well on board the lifeboat, and the tug *Simpson* used her searchlights to sight the lifeboat at intervals. During this period, the Coastguard asked Coxswain Rees Holmes if he would like another lifeboat to be called to relieve him. Knowing that it would be a long haul from either Tenby or St David's in the prevailing weather, the coxswain decided against asking for another lifeboat.

By 0035 on Tuesday, December 7, *Simpson* had managed to get a tow secured and the tanker slipped her cable. The tug held the tanker for about an hour before making headway with the tow, and the lifeboat stood by until tug and tanker were making headway before setting course for her station. She once more made her way slowly back to *Angle* because of the breaking seas and high winds, arriving at the boathouse at 0400. She was rehoused and ready for service at 0430.

During the 14 hour service the weather was as forecast at noon on December 6 with hail, thunder and lightning at times.

For this service the thanks of the Institution inscribed on vellum were

been accorded to Coxswain/Mechanic William J. Rees Holmes. Vellum service certificates have been presented to Second Coxswain Brian Brown, Assistant Motor Mechanic Michael Eynon, Second Assistant Motor Mechanic Anthony Steward and Crew Members Peter Jones and Daniel Richards.

South Eastern Division Electric storm

INFORMATION THAT MOTOR YACHT *Zaire* was standing by a yacht in distress three miles south west of Anvil Point came from HM Coastguard to Swanage lifeboat station deputy launching authority at 1915 on Friday, September 24, 1976. The 37' 6" Rother lifeboat *J. Reginald Corah*, with Coxswain Ronald Hardy in command, launched down the slipway ten minutes later. A moderate to fresh force 4 to 5 breeze was blowing from the south east and the flood tide, setting easterly, had been running for two hours. The evening was heavily overcast with thunder, lightning and torrential rain; visibility was very poor.

At 1932 a new position of the casualty, 157°M, 3.5 miles from St Albans Head, was passed to the lifeboat. At 1945 the position was given as 225°M, 4.5 miles from St Albans Head, and course was altered to the south west to make for this position.

Five minutes later VHF contact was made with MY *Zaire* which reported visibility to be very poor in the heavy rain: she was experiencing difficulty in ascertaining a true position, but, shortly before, had sighted a buoy flashing red which was thought to be the buoy east of St Albans Head which flashes red every ten seconds.

At 2017, when Swanage lifeboat reached the vicinity of the last position given, the thunderstorm was at its most severe and visibility was almost nil. Parachute flares were set off in a vain attempt to locate the casualty. A few minutes later *Zaire* fired two red parachute flares but these were not sighted and the lifeboat continued her

On September 1, 1976, Walmer 11B and 37' 6" Rother lifeboat Hampshire Rose went to the help of yacht Ay Bee Gee, holed by a baulk of timber. First, crew members helped her skipper, a Shoreline member who also helps with fund-raising efforts for the RNLI, to pump. Then, with Ay Bee Gee's crew of five aboard the lifeboat and Second Coxswain Williams aboard the yacht, she was towed towards the beach until, abeam the lifeboat station and just after this photograph was taken, she rolled, lurched and sank on an even keel. Second Coxswain Williams, thrown into the water, was safely picked up in a matter of minutes. A line was passed ashore to secure the sunken yacht, which was later recovered.



search of the area. By now the wind, still from the south east, had risen to strong force 6 producing rough, confused seas.

After searching thoroughly without finding any targets on the radar screen, badly obscured at times by severe clutter, Coxswain Hardy and Second Coxswain/Motor Mechanic Victor Marsh decided that the casualty must be further west of the given position—for one thing, *Zaire* had reported that she had sighted cliffs in the lightning flashes. Accordingly, via Portland Coastguard, Swanage lifeboat instructed both boats to steer south east clear of the land and Kimmeridge Ledges.

The lifeboat altered course to the north west and at 2110 made radar sighting of the two boats. After two trial runs in the rough, confused seas, at 2130 Coxswain Hardy, with fine boat handling, laid *J. Reginald Corah* alongside a 23' Westerly Pageant yacht. The yacht had been on passage from Lymington to Poole; she was out of control but with sails set and ropes, gear and her anchor trailing overside. The wind had eased slightly and was now south east, moderate to fresh; the tide was four hours flood.

By 2150 both a tow line and Phillip Dorey, emergency mechanic and first-aider, had been transferred to the yacht. On board he found three people, including a man in his late seventies suffering from exhaustion and seasickness and too ill to be transferred to the lifeboat; there was also a dog.

Twenty minutes later, the lifeboat, with the casualty in tow, had been carried by the east-going flood tide into St Albans Head race and a large sea, estimated to be about 10 feet, picked up the yacht and carried her towards the lifeboat which she struck on the starboard side, distorting and loosening five guardrail stanchions.

To avoid more severe damage, Coxswain Hardy ordered the tow to be cut adrift; this was done promptly with an axe by Crew Member Walter Bishop. The rudder, fouled by the severed tow rope, was quickly raised by its tricing lines and cleared and the yacht was taken in tow again.

Recovery being impossible at Swanage in the rough south-easterly weather, course was shaped for Poole; an ETA of 0015 and a request for an ambulance was passed by VHF. At 2330 the Haven was entered and course set inside the harbour for Poole Quay. However, at 2345 Swanage Coastguard told the lifeboat of a further casualty—a small dinghy in trouble off the Haven—so the tow was slipped and the yacht with Phillip Dorey aboard left at anchor while a search was made. Finding nothing but a small empty dinghy washed ashore at South Haven Point, the search was abandoned at 0045. The tow was re-connected and lifeboat and tow arrived at Poole Quay at 0135. The elderly gentleman was transferred to the waiting ambulance.

J. Reginald Corah returned to Swanage later in the morning and was rehoused at 1115.

For this service the thanks of the Institution inscribed on vellum have

ANNUAL AWARDS 1976

The Maud Smith Bequest for the bravest lifesaving act by a lifeboatman in 1976 has been made to Crew Member Glyn Roberts of Porthdinllaen for the rescue, last August, of two boys who were trapped on the cliffs. Glyn Roberts climbed almost vertical cliffs to coax one of the boys down and in spite of falling thirty feet and severely lacerating his feet he brought the boy to safety.

The Ralph Glister Award for the most meritorious service of 1976 by the crew

of an inshore lifeboat has been made to Helmsman Richard M. K. Robinson and Crew Members David Wharton and J. Anthony Easton of Whitby for rescuing a man trapped on rocks after a fishing vessel had been wrecked. The service is reported on page 8.

The James Michael Bower Fund monetary awards will be made to the four lifeboatmen who received the RNLI's gold or silver medal for gallantry for services in 1976. The men are Second Coxswain Keith W. Bower of Torbay, Coxswain William J. Jones of Holyhead, Coxswain Robert W. Allen of Whitby and Second Coxswain Victor J. Pitman of Weymouth.

continued on page 34

HARTLEPOOL

Home port of the 44' Waveney Offshore Lifeboat *The Scout*
and Atlantic 21 Inshore Lifeboat *Guide Friendship III*

by Joan Davies

BY THE EXPRESS WISH of Her Majesty The Queen, the theme for this, her Silver Jubilee year, is youth and the enterprise of young people. It is fitting, therefore, at this time that the thoughts of lifeboat people should turn to Hartlepool, where the Atlantic 21 *Guide Friendship III* is already on station and which will, before this journal is published, be welcoming the new 44' Waveney class lifeboat *The Scout*, to be named by Her Majesty on July 14. *The Scout* will re-establish Hartlepool as an offshore lifeboat station after an interval of some nine years.

The funding of inshore and offshore lifeboat were both memorable contributions to the RNLI's own 150th anniversary celebrations in 1974. That year the Guide Friendship Fund announced its intent to raise money to provide one Atlantic 21 ILB: such was the spontaneous response that it was able to provide no less than three, Hartlepool being the third. The Scout Association set as its target £100,000 for a Waveney lifeboat—and beat that target by £1,525.

The Hartlepool 'fleet' is a shining example of the warmth and imagination with which young people respond to human need, with how much energy they are prepared to back their visions and just how much they achieve. Scouts, Sea Rangers, Cub Scouts, Rangers, Guides, Brownies all over the country joined in. They will want to know about

the exploits of 'their' boats and they will undoubtedly want to know about the crew members who man them, and about the lifeboat station.

Hartlepool has a venerable lifeboat history. No one can be quite sure when a lifeboat station was first established there, but it was certainly before 1825. Since then there have been five stations at different times. Two were at West Hartlepool and were taken over by the RNLI in 1869, and three were at Hartlepool and taken over by the Institution in 1875, when the story of the present, single, station really began.

As always happens with a lifeboat station, a look back through its history reveals a wealth of interesting information. For no fewer than 57 of the 102 years since 1875, for instance, the office of honorary secretary was held by just two brothers; H. S. Belk, honorary secretary from 1875, was succeeded in 1881 by his brother Alfred, who continued in office until 1932—a remarkable span of 51 years.

Then, from ninety years ago, back in 1887, we hear the echo of another, golden, jubilee:

'The remaining boat, *Hartlepool No. 3*, was provided from the Cyclists' Jubilee Fund, contributed through the founder, Henry Sturme, Esq., editor of the *Cyclist* newspaper, about 6,000 wheelmen having subscribed to make the gift to the Institution. There was an extraordinary

gathering at Hartlepool on the occasion of the first launch of this boat on the 17th December last, the display being without parallel in local annals. The Mayors and Corporations of the two towns, the County and Borough Magistrates, and other local bodies officially took part in the proceedings, which were witnessed by many thousands of spectators, including a large number of subscribing cyclists; some of them having come from London, Liverpool, Glasgow and other distant places . . . the cyclists could not have adopted a more practical method of celebrating Her Majesty's long and auspicious reign.'

There have been other such happy days. Days like July 21, 1941, when setting on one side, temporarily, the shadow of war, HRH The Princess Royal came to Hartlepool to name the new 46' Watson lifeboat *The Princess Royal*, a gift from the Civil Service Lifeboat Fund. *The Princess Royal* had come on station in October 1939, having made the passage up the Channel and the east coast from Cowes in convoy with three other new motor lifeboats in the early days of the war.

Six months after her naming, *The Princess Royal* was called out at 0830 on January 26, 1942, to go to the help of the crew of *Hawkwood*. She had been driven ashore in an easterly gale, with fierce snow squalls, and had been broken in half. The two halves, being swept by very heavy seas, were 200 yards apart in such shallow water that the lifeboat, under the command of Coxswain Lieutenant William H. Bennison, could not at first reach either of them, and she had to return to Hartlepool to wait for the tide to rise. By 1215, still in gale and snow, *The Princess Royal* was back at the wreck, and on that occasion the coxswain managed to bring her alongside the fore part of *Hawkwood* and hold her there while the five exhausted men on board, watching their opportunity, jumped aboard the lifeboat. The heavy breaking seas were so violent that at times the lifeboat was almost standing on end.

As it was still impossible for her to reach the stern half, to which the Coastguard were attempting to get a line from shore, *The Princess Royal* returned to harbour to land the survivors before making yet another attempt to reach the men still stranded. But she still could not get within range of the wreck. Trying her best, she touched the sandy bottom, and a sea breaking over her stern flooded the after cockpit, stunned Motor Mechanic H. W. Jefferson and injured another member of the crew.

Gold Medal crew 1942: (l. to r.) Coxswain Lieut. W. H. Bennison, Motor Mechanic H. W. Jefferson, Acting Second Coxswain T. Gilchrist, Assistant Mechanic R. Horsley, Crew Members S. Reay and H. Pearson, Emergency Mechanic E. Wallace, Crew Members W. Horsley and R. Coulson

photograph by courtesy of The Northern Echo





While Hartlepool's new 44' Waveney lifeboat The Scout was at Poole on trials before going on station, she took out on Poole Harbour four young local Scouts together with 84-year-old Andrew Primmer (centre of group above), who took part in Lord Baden-Powell's first-ever Scout camp on Brownsea Island. There was also the opportunity, while alongside the RNLI depot, for schoolchildren fund-raising helpers (left) to be shown round by Tug Wilson. photograph by courtesy of Bournemouth Evening Echo

She went back to harbour, prepared to make a fourth attempt at high water that night, but at low water during the evening the Coastguard eventually managed to get a line across and bring the remaining survivors ashore. In a letter of thanks the master of *Hawkwood* wrote:

'We would like you to know that we will always remember the fearless and persistent determination displayed by the crew of the lifeboat under the gallant command of the Coxswain . . . these men were wholly fearless and inspired by the spirit of self-sacrifice and determination not to be beaten by the tremendous odds against them.'

For this service the gold medal for conspicuous gallantry was awarded to Coxswain Lieut. William Bennison, the silver medal to Motor Mechanic H. W. Jefferson and the bronze medal to six other members of the crew.

Coxswain Bennison was succeeded as coxswain by his cousin, Lieut.-Commander Thomas Reed, RNVr, who had been connected with the lifeboat station since he was sixteen. His grandfather (another Thomas Reed) had been coxswain from 1875 to 1898.

Thomas Reed, coxswain from 1957 to 1966, and now Assistant Dock Master (Tees), was in command of *The Princess Royal* when, on the evening of November 17, 1962, she launched to search in storm force north-easterly winds for the men lost when Seaham lifeboat overturned, returning from service; sadly no one was found. In the crew that night was Emergency Motor

brigade on to the sea, and Jack Watson remembers the miners who came down with their lamps to light the water's edge. Sunderland lifeboat had also launched to search and the crews of both boats gave their rewards for the service to the local fund for the dependants of the men who lost their lives.

The Princess Royal remained on station until 1968, when Hartlepool was redesignated as an all-the-year-round ILB station. Four years later, in 1972, the first Atlantic 21 operational on the coast was established at the station. That same year, the bronze medal was awarded to Douglas Gibbin for the part he played in the saving of a 16-year-old boy from drowning; the thanks of the Institution inscribed on vellum were accorded to Crew Members Michael O'Connor and Ian Holdsworth.

A small dinghy had capsized and, in a moderate to fresh easterly wind with a short choppy sea and a heavy south-easterly swell, was being washed against the breakwater. Twice the ILB tried to close the dinghy and get to the two people clinging to her but was thrown back by the very confused sea and heavy backwash. Then Douglas Gibbin took a line, jumped into the water and made for the nearest survivor. The boy was got back aboard the Atlantic 21, which returned again to pick up Douglas Gibbin. The other survivor had fortunately been washed in to the breakwater and pulled out by members of the local fire service.

A young and enthusiastic crew mans the ILB and will man the new offshore lifeboat. Traditionally, a number of them have always been Town or Dock Policemen. Several are concerned in other ways with the docks so that, being shift workers, there is always a nucleus of the crew at hand—launchers too. Of course there are other trades and professions represented as well: firemen, a teacher, garage proprietor, a lorry driver . . . Douglas Gibbin was a draughtsman.

The ILB boathouse is in the docks,

Mechanic Robert Maiden, father of the present coxswain, Robert Nolan 'Robbie' Maiden. Reserve Mechanic Jack Watson, now motor mechanic at Tynemouth, was there too; although he was on weekend leave, he immediately answered the maroon and went afloat as a member of the crew. He remembers how suddenly the gale arrived and how quickly the seas built up with the wind. And how black a night it was. The crew could see nothing. When running, they could hear the seas coming up astern, but could not see them. When they reached the search area, it was lit by flares dropped by a Shackleton aircraft and searchlights trained by the fire

To show their appreciation for Guide Friendship III the lifeboat crew gave a party just after Christmas for 24 Hartlepool Girl Guides. (l. to r., back row) Mike Anderson, Robbie Maiden, Tug Wilson, Mick Elwine, Barry Young, Les Pounder (Santa), Mrs Susan Forrest, a local Guide Leader, and Bill Baxter.



the Atlantic 21 waiting on a carriage ready to launch down the slipway into the outer, Victoria, harbour: The ILB's twin outboard engines, raised clear, have hoses attached for water cooling, so that when a call comes they can be started as the boat is launched. Once in the water, two crew members lower the engines, the helmsman engages the gear and they can be away within 30 seconds. The average time it takes the ILB to clear the harbour is seven minutes.

The crew meets at the boathouse every Thursday evening, not only for familiarisation, first aid instruction or other operational training, but also for maintenance of the cherished Atlantic 21 and 'clean ship' in the boathouse. And they have a boathouse of which they can be justly proud. Spurred on by the boundless energy of Crew Member Sergeant K. W. 'Bill' Baxter of the Town Police, they have built on two wings to the boathouse, raising the money and providing the labour themselves. In one wing is a little office and information room complete with large scale charts on table and wall and a Belcon scanning VHF set, and a small kitchen with stove and water heater. The crew have the full and active support of their wives, who help look after the boathouse (Maire Maiden vacuums through every week), help with fund raising and are ready with hot drinks after services or exercise. On the wall of the tiny hall between these two rooms are two brass plaques commemorating the gift of the Girl Guide Association and the gift resulting from a Hartlepool Round Table sponsored walk. The extension on the other side of the boathouse is the crew's room where protective clothing, helmets, life-jackets and boots are laid out at the ready. A toilet has been added too.

Bill Baxter and the crew have also raised the money to buy equipment for the station extra to immediate needs and are always ready to back enthusiasm with hard work.

Captain Alex Kirk, the honorary secretary, is right on the spot: he is Hartlepool's Dock Master. From his office window he can see the ILB boathouse, and when *The Scout* arrives she will be moored right alongside; a step outside the door and down an iron ladder and Captain Kirk can be aboard. The berth had to be cleared of a hulk which was fouling it, ready for the reception of the new Waveney lifeboat. So once again the crew, with police help, moved in. Police divers went down to put slings round the hulk which was then hauled up and cleared by the crew. A new crew assembly room, workshop and store has been built close by.

Captain Kirk is backed up in both capacities by Captain Alan Illingworth and Captain Mike Scott, who are both Assistant Dock Masters and also deputy launching authorities. Alan Illingworth is an ex-sea pilot and was himself second coxswain of the lifeboat *The*

Princess Royal from 1957 to 1959.

Robbie Maiden, coxswain of *The Scout* and a foyboatman, joined the crew of *The Princess Royal* the year his father retired, 1965, and served as bowman from 1966 to 1967 and as second coxswain from 1967 to 1968. Second Coxswain/Motor Mechanic D. 'Tug' Wilson is a Hartlepool man who will be returning home with the new Waveney lifeboat after many years at sea and in the services. Both Robbie and Tug were in the crew which, during her trials, brought *The Scout* round from Bideford Shipyard, where she had been built, to Poole. And what did Robbie Maiden think of her? '*Beautiful — absolutely beautiful!*'

If the crew are enthusiastic fund raisers, they are well backed up by the town. The first ladies' guild was formed in 1927, in the days when Alfred Belk was honorary secretary of the branch. Now there are three guilds—Hartlepool, Hartlepool West and Seaton Carew—and as a result of their combined efforts, not only is the station able to meet the demands of all local expenditure, but it is able to send a contribution to headquarters to be placed towards the annual cost of running the Hartlepool station and maintaining the two boats.

The Scout and Guide movements are strong in Hartlepool and in such a town, with its long seafaring connection and

its intermingling of community activity, ties with the lifeboat service are already strong. It is interesting that several of the members of the lifeboat branch management committee are active in the Scout Association: there is James Atkinson, chairman of the branch, who was previously ADC Senior Scouts, a Venture Scout Leader and Group Scout Leader of the 40th Hartlepoons Group; John Hutson, honorary auditor, who is an Assistant Scout Leader with the same group, and Jack Fletcher, press officer, who is a member of the Venture Scout Advisory Panel. It goes without saying that there are sons and daughters who are Scouts and Guides.

When *Guide Friendship III* was dedicated on April 24 1976, about 400 Guides, Rangers and Brownies were present for the ceremony, and a number of them were taken afloat in the new inshore lifeboat by members of Hartlepool crew. When *The Scout* arrives on station, there will be a Scout aboard and many more waiting on shore to greet her. Scouts from all over the country will be in the forefront of those greeting The Queen when she comes to perform the naming ceremony during her Silver Jubilee celebrations. Lifeboat people, Scouts, Guides, Rangers, Brownies, Cubs—all are looking forward to Her Majesty's visit in this jubilee year of youth.

FILEY BRANCH is making great plans for its flag day on Saturday, August 6. There will be a balloon race sponsored by Barclays Bank, a raft race (half a mile at sea) for 20 four-man local made rafts, and a combined exercise by a helicopter from 202 Squadron, RAF

Leconfield, with Filey lifeboat, the 37" Oakley Robert and Dorothy Hardcastle. The programme will also include displays by the RAF Bulldog Aerobatic Team and aerial displays by the United States Air Force, with a Hercules C 130 and the helicopter 'Jolly Green Giant'.

When Stanley Brett, district engineer (north west), retired after 38 years service, motor mechanics from lifeboat stations in all parts of the north west of England and Wales gathered at the Grange Hotel, Rhyl, to wish him well. Mr Brett, who is seated in a reclining chair presented to him by W. Hunt, Rhyl motor mechanic, on behalf of his colleagues, was a relief mechanic for 8 years, a travelling mechanic for 18 and DE (NW) for the past 12 years.

photograph by courtesy of Rhyl Journal



One of the key people at every lifeboat station is the honorary medical adviser, a local general practitioner who takes into his care the routine medical oversight of boat and crew and who, while not necessarily required by his appointment to go to sea, is nevertheless ready, on call, to embark on service if severe injury has been reported and a doctor is needed. Much of the background to the work of this body of men and women, affectionately known as 'lifeboat doctors', was described by Dr Geoffrey Hale, member and former chairman of the Institution's Medical and Survival Committee, in articles published in numbers 454 and 455 of THE LIFEBOAT. But let us now look more closely at the work of one . . .

H M A

ROBERT HAWORTH, MRCS LRCP DAEng, OF BARMOUTH

CREW MEMBER, HONORARY MEDICAL ADVISER AND SILVER MEDALLIST

'We are all specialists in accidents. We have to be.'

ROBERT HAWORTH, a crew member and honorary medical adviser (HMA) of Barmouth lifeboat station, is one of four doctors in practice in this little Welsh port at the heart of what might be called a geographical first aid area.

Barmouth is the largest town of an isolated strip of coastline, bounded on one side by the waters of the Irish Sea and of the estuary of Afon Mawddach, and on the other side by the foothills of the Rhinnog Mountains. By road, skirting the mountains, it is 20 miles north along the coast to Harlech, ten miles east back along the edge of the estuary to Dolgellau. The nearest hospital is at Bangor; that means 53 miles by ambulance or a helicopter flight from the little Llanbedr airfield.

So there is no local hospital, no easily accessible casualty department, while, at holiday times, the accident rate is abnormally high.

In winter the practice has in its care some 5,000 people living in Barmouth or Dyffryn, scattered along the coast or on the farms of the valleys running up from it. In summer holiday months, however, the population can rise to more like 100,000. Many of the visitors are totally new to this sort of area, but undaunted by the majesty of scenery, their enterprise often carries them beyond the limits of their experience. They climb mountains, take to the sea, unaware of the danger signs of the changing moods of nature, and inevitably some of them run into trouble.

Casualties, in fact, form half the summer work of the four doctors, and they in turn, with senior partner Dr Merfyn Jones at their head, are leaders of what amounts to a community first aid team. Between them, the four partners are medical officers to the lifeboat service, to mountain rescue teams, to the fire service and to Llanbedr airfield (they even have to know how to de-fuse the ejector seats of jet aircraft—it would be so fatally easy, while climbing in to tend a trapped pilot, to hang on to the wrong handle). For the members of all these services and for the general public they run regular first aid courses.

The people of Barmouth understand the problems of isolation. They know that, with no local hospital, whatever the accident it will have to be dealt with by local people and, even if they are not called upon to give active help themselves, they give their full co-operation. Robert Haworth remembers one of the very first times he went out on service in *The Chieftain*, Barmouth's 35' 6" Liverpool lifeboat. He was just wiring up a patient for an electrocardiogram when the maroons went up. 'Go on, clear off!' said the patient, a boating man himself, and lay there quietly waiting for an hour until the doctor came back. It is all part of the life of Barmouth.

In their teaching, the doctors aim to bring first aid down to first essentials, dividing it into two categories: immediate, lifesaving care about which there must be no hesitation, to be followed by first aid for injuries like broken limbs which can be approached with less urgency. Emphasis is put on simplicity; the first aider will be shown routine treatments which can be put into practice without the need to make a definite diagnosis of the full extent of the injury; after all, even a doctor cannot always tell whether, for instance, there has been a fracture without an X-ray. By this system a sprain may well, of course, receive the same treatment as a fracture but, nevertheless, had it been the more serious injury it would have been given adequate care.

Dr Robert Haworth has taken this simplification even further in his *First Aid for Yachtsmen*, reviewed in the summer 1976 issue of THE LIFEBOAT. He has written this book in such a way that a yachtsman with no previous first aid experience can, in an emergency, turn to the appropriate page and follow the instructions point by point.

Specialist in first aid, crew member, HMA, holder of the Institution's silver medal for gallantry, yachtsman, author—and, for Robert Haworth, it all really came about by accident. He is not a native of Barmouth, but comes from an inland town in Lancashire. He was a junior anaesthetist at the Royal Infirmary, Liverpool, when, ten years ago, Dr Gareth Williams, a friend of his university days, invited him to come to

Barmouth first as a locum and then to stay and join the practice. His early experience in fact formed most valuable groundwork for the way of life he was to follow, because all the resuscitation procedures and all the ways of dealing with unconscious or very badly injured patients are the everyday work of the anaesthetist.

From the time he arrived at Barmouth Robert Haworth was drawn to the sea and to the lifeboat service. A lifeboat station was established there as far back as 1828. The present lifeboat, *The Chieftain*, came on station in 1949 and a D class ILB joined her in 1967, just before Dr Haworth came to the town. Aware of his interest, it was not long before Coxswain Evan Jones, the harbour master, invited the new doctor to go out in the ILB, and then asked him if he would like to train as a crew member. Once in the crew, it seemed only sensible that he should also take over from his senior partner as HMA, and since then his lifeboat activities have given him '*some of the greatest pleasure I have had in practice*'.

Unless the presence of a doctor has been specifically requested, when a call comes Robert Haworth hurries down to the waterfront to take his place as an ordinary, dedicated and most enthusiastic member of the crew; perhaps as a deckhand in *The Chieftain*; sometimes as a crew member of the ILB, sometimes as helmsman. And the experience he gains is invaluable in his duties as HMA. When he is examining a potential crew member, for instance, he knows from personal experience what the man will be up against and he can talk to him about it. He knows that, to take the punishment meted out by an ILB bounding through rough seas at speed, you need to be pretty fit. He knows how severe will be the strain, resulting from exposure, of a four-hour search (the capacity of the ILB) in cold weather.

He has also learnt that what the human frame can stand depends as much upon a man's psychological approach as upon his actual fitness.

'You are out at night in The Chieftain, being thrown about by the boat's movement. You, in your 30s, realise just how much it

must be taking out of crew members in their 50s, perhaps coming up for retirement. But because of their mental attitude, these older men come back apparently the fittest members of the crew.

'During the time I have been in the crew, good leadership has been the highlight of the Barmouth boat. The leadership of Coxswain Jones and Second Coxswain Ken Jeffs has been magnificent, and it is an enormous help to new members. They see how calm the coxswain, second coxswain and more experienced crew members remain and they settle down to be calm in the same way.'

'I think it is important that younger members, even if they are primarily intended to be in the ILB crew, should go out on service in the big boat occasionally so that they can see how the coxswain and second coxswain handle the boat and how things are done. In Barmouth the same discipline is applied in the ILB as in the conventional boat; people get used to it and enjoy it because they find it is the best way to work.'

When it comes to teaching first aid to lifeboatmen, having been out on service many times himself Robert Haworth understands the difficulties under which his fellow crew members will have to work.

The Chieftain is a super boat, wonderfully seaworthy, but she is a very wet boat with very little cover, and if you've got a couple of casualties on her in bad weather it can be very difficult to practise first aid. Similarly, it is easy enough to talk about mouth-to-mouth resuscitation on land, but it is a different matter when you have got to do it as the casualty comes over the side of an ILB.

'Being in the crew brings home the point that first aid must be simplified as much as possible. You have got to have people doing the one thing that is essential straight away.'

So, Dr Haworth teaches the crew the absolute essentials of first aid and goes over them again and again. All newcomers are given an extensive first aid course and training is continued at sea on almost every lifeboat exercise. Then a first aid course to which the whole crew is invited is held every three years, before the renewal of the first aiders' certificates. Although in an emergency the same people tend to come forward to do first aid while others are involved in boat handling, in fact every one of the crew knows how to do the essential procedures: mouth-to-mouth resuscitation, external cardiac massage, how to stop bleeding from wounds, how to put an unconscious person into the recovery position. Even the coxswain, who would almost certainly be at the wheel of the lifeboat on service, attends the first aid classes regularly.

People in the sea, near drowning, are perhaps the most frequent cases for the lifeboat first aiders of Barmouth. It is usually adventurous eight- or ten-year-olds who get into trouble. Dr Haworth has pulled them out of the water into the ILB, already starting resuscitation, brought them ashore, worked on them in the surgery, travelled with them to hospital and then had the pleasure of

seeing them back in Barmouth again two or three days later, the picture of health. That happened once with a little boy found, at the hospital, to have a hole in his heart; he recovered completely.

Dr Haworth remembers one incident in particular, during his own training in boat handling before he became a full member of the crew. He was out in the ILB with Coxswain Jones and another crew member when a call came from the shore to say that a six-year-old child was missing. Within five minutes the coxswain had found the boy floating face downwards well below the water and had gone over the side to get him out. All the resuscitation procedures were started before the child was entirely in the boat, but without much response. While the doctor continued his efforts, the other two men got the boy on to the flat deck of a fishing boat, where it was easier to work on the way back to harbour. Eventually, after 20 or 30 minutes, they finally got a response and the child's colour changed.

'You have got to start the procedures immediately the casualty is reached; it's no good waiting until you get to a convenient place. And it may take a long time to get a response and get rid of all the cyanosis of the immersion. The patient may look virtually dead for half an hour, but if you keep trying you can sometimes be successful.'

There are, of course, times when Robert Haworth or his partners have been called out because of an accident on a trawler or because it is known that the lifeboat is going out to a near drowning or serious injury. That was what happened on the afternoon of June 21, 1971. A message came that a woman had fallen over the cliffs at nearby Friog, dropping more than 80 feet; she was lying badly injured in a small cove cut off by the rising tide. It was not possible to get her up the cliff because of overhang.

The ILB, manned by John Stockford, Colin Pugh and Dr Robert Haworth, launched in force 7 south west winds, backed up by *The Chieftain*. In very rough seas and heavy swell the ILB, with surf and waves breaking over her, was in grave danger of broaching and capsizing as she twice beached and launched again; first to land the doctor, then to embark the casualty strapped to a stretcher. However, with great skill and determination, and helped by the shore party who waded out shoulder high to steady the boat, the operation was completed successfully. For this service all three members of the ILB crew were awarded the silver medal for gallantry.

The health of the crew, as well as of casualties, is the HMA's responsibility, and his duties include the examination of prospective new members, a five-yearly routine check on ILB crew members and checks on conventional lifeboat crew members at specified ages. He is also responsible for seeing that



Royal Festival Hall, 1972, and Robert Haworth receives from HRH The Duke of Kent, President of the RNLI, the silver medal awarded for Barmouth ILB's service on June 21, 1971.

first aid boxes on the boats and in the boathouses are kept up to date.

During the past ten years Robert Haworth has himself done a good deal of sailing out of Barmouth, both in dinghies and in cruising yachts. Sometimes he acts as navigator for a friend who delivers boats and on one occasion helped him bring a trawler down from Fort William to Barmouth, eventually taking her on to Bembridge, Isle of Wight. So he has sailed the whole of the west coast and part of the Channel. This summer he is secretary for a new Three Peak Yacht Race; the yachts will race from Barmouth to Fort William, putting into port so that their crews, on the way, can climb the highest mountains in Wales, England and Scotland: Snowdon, Scafell and Ben Nevis.

In just a few years Robert Haworth has become deeply involved in all aspects of seafaring and the lifeboat service as well as in the care of those who come to enjoy the mountains and seashore of this corner of Wales. Can it really be accident that leads the right person to the right place?—J.D.

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.

We are preparing packs of blank money envelopes, together with blocks of labels, each one marking a major foreign currency. These will be available throughout 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 these coins will eventually end up at Poole, ready for encashment.

ON EXERCISE

CROMER AND GORLESTON, JANUARY 26 AND 27

by Andrew Gould

Assistant Public Relations Officer, RNLI

IT IS THE PRACTICE in the lifeboat service for the divisional inspector of lifeboats to make a formal visit to each of the offshore lifeboat stations in his division once every six months (every three months for ILBs) for the purpose of going afloat with the crew to check their performance of various drills, to discuss with the coxswain any defects in the lifeboat and the replenishment of stores, and to meet the honorary officials of the station to consider matters connected with the management of the station. At the end of a visit, the inspector will enter his comments in the visiting book, and the honorary secretary will ensure that any instructions so given are acted upon. There will be many other occasions when the inspector goes to each station, but the six-monthly visit is the 'set piece', and it is a good opportunity to observe at first hand the way a lifeboat crew, shore helpers and honorary officials all co-operate to provide the service for the saving of life at sea.

That is why on a bright, blustery January day we are packed into the wheelhouse of Cromer's 48' 6" Oakley Mark II lifeboat, *Ruby and Arthur Reed*. Coxswain Richard Davies blows his whistle, the lifeboat is 'knocked out' and speeds down the slipway. We are on exercise with the Divisional Inspector of Lifeboats for the Eastern Division, Mike Pennell, who, during the next two hours, will put the crew, their lifeboat and its equipment through their paces.

First comes the drogue, looking like a small canvas parachute, about three feet across its circular opening and tapering to a narrow exit for the water. A following sea can be powerful enough to lift a lifeboat round broadside on to the waves, and that is when any vessel is most at risk. By streaming the drogue, a considerable drag effect is created, and this will prevent broaching. The Cromer lifeboat has a speed of nine knots, and with the drogue out this is cut by nearly half. Then the drogue is recovered, and we proceed to the emergency steering.

In the event of a breakdown of the main steering gear, a conventional lifeboat has the facility to ship a tiller directly on to the rudder post, which automatically disengages the wheel steering. This simple method is effective, and with tackles rigged to the tiller, the required leverage is given to make steering manageable by two crew members.

'Man overboard' is next. In the

Streaming the drogue.



Emergency steering: the tiller can be seen on the rudder post.

Breeches buoy for man overboard practice.



summer a swimmer would go in, but today the coxswain throws the breeches buoy over, and this is done a few times to give several crew members a turn at the wheel to practise positioning the lifeboat so that the buoy can be picked up. While all this activity is going on District Engineer Adrian Whatling is below with Motor Mechanic Ralph Amey checking the twin 110 hp Gardner diesels. For obvious reasons, no marine

engines receive better or more regular maintenance than those installed in lifeboats.

Back on deck, members of the crew check all the bilge compartments by attaching a portable pump to the plates that are situated at various points around the deck. Finally, we all retire to the after cabin to lift out the propeller scuttles. These are long, box-like devices which fit flush with the cabin floor. When

they are removed, the propellers can be seen below, and it is then possible to clear a screw fouled by rope or polythene with the long-handled blade of the propeller freeing tool.

On return to station, the shore helpers are ready. The lifeboat is moored to a buoy and veered down stern-first to the slipway. A bump, and a haul-up span is put through fairleads in the lifeboat's stern. The winch wire is attached and the lifeboat is hauled up to a point where two heavy ropes attached to rings in the slipway are allowed to take the entire load. Now the winch wire can be removed from the span and attached to the after end of the keel, and the lifeboat is rehoused. An efficient operation, but it is not always so easy. Cromer station

boat appears to be very well supplied with powdered drinks. Mike Pennell removes one pack, to be re-issued elsewhere. 'Woe betide you if we run out', says Coxswain Davies. The charts are checked, and Mike Pennell notes that a new copy of *Reed's Nautical Almanac* is needed. Some items, such as flares, or rockets for the line gun, the inspector may well be able to provide on the spot from his car, but other items will come from the depot at Poole.

Just as we are about to leave, news comes of a Cromer fishing boat that has put out, and concern is expressed. But after several minutes peering through the binoculars at a distant object bobbing above the waves, and a telephone call to the Coastguard, it is

freshened and it is raining hard. Adrian Whatling is with us, working below with the engines, and he and Mike Pennell are also concerned with interference on the medium frequency radio, which affects direction finding. We have already anchored, so the engines, and all other equipment, can be switched off to see if the source of the interference is on board. But it persists, and so further attention will have to be given to the matter by the RNLI electronics staff.

Under way again, the emergency steering is set up. On the Waveney this consists of an L-shaped bar fitted into either of two plates on the after deck. Then comes a first-aid drill, in which a crew member becomes a casualty with a broken leg and suspected spinal damage. He is securely strapped into the stretcher and carefully passed down into the after cabin, the crew all the while answering the inspector's questions on first aid.

To finish the exercise, we have a 'blind' return to harbour, using the radar. But a radio message from Gorleston Coastguard asks for the ILB crew to stand by—somebody is in trouble up river on Breydon Water. So the radar approach is terminated and we make all speed for home. No sooner are we back than both ILBs are heading up river, to return half an hour later with two bedraggled youths whose hired cabin cruiser had grounded and been holed. A crew member makes overnight arrangements for them. Hardly a great sea rescue, but it gives a glimpse of the devotion of these men, some of whom have been on exercise for more than five hours.

Meanwhile, the divisional inspector has gone to talk to the potential crew member, and then comes his stores check with the coxswain who asks for overalls for his crew. Mike Pennell points out



Hauling up: Coxswain Davies is holding one of the ropes which have taken the lifeboat's weight while the winch wire was attached.

photograph by courtesy of Peter Davies

is situated at the end of a pier on an exposed stretch of coast, and today's exercise would not have gone ahead at all if conditions had been such that it would not have been possible to rehouse. The wind was fresh, but it was offshore, and the water around the bottom of the slipway was fairly calm. After many of its services the Cromer lifeboat has to go to Gorleston, and then the crew will

decided that all is well, and the boathouse is locked up.

The next morning we are off to the Great Yarmouth and Gorleston station, where there will be an ILB exercise in the afternoon, and an exercise on the 44' Waveney, *Khami*, in the evening. The station has both a 16' D class ILB and an Atlantic 21, and we are out for 90 minutes. Crew members, including a



(left) Removal of drain plugs: coxswain and divisional inspector.

(right) Atlantic 21, Mike Pennell, divisional inspector of lifeboats (eastern) at the controls.



have to bring their lifeboat home when the weather improves.

The lifeboat rehoused, the coxswain and the inspector are left to set to work unscrewing each of the drain plugs to the hull bilges (little pours out) and then they go aboard to check the stores. The flares, rocket line apparatus, first aid box, the ropes and the stretcher are in turn examined. The edible stores come in for some attention, for Cromer life-

potential ILB crew member, take turns at the controls of both ILBs, and the sea anchor is streamed. We return to the ILB house, where the inflatable is hauled up a ramp on a simple trolley, while the Atlantic is lifted out by a davit and placed on a carriage which rolls back into the house on rails.

At 1730 Coxswain/Mechanic Richard Hawkins takes the wheel for a two-hour exercise on *Khami*. By now the wind has

that the RNLI provides one set for the mechanic only: 'We're not a benevolent society.' Richard Hawkins grins and presses his claim, only to receive a lecture on the need for economy. Mike divides stores demands into two categories: 'must have' and 'nice to have'.

Farewells are said, we make a quick visit to the Coastguard station, and then head for the Pennell home, where at 2200 there is a welcome hot meal.

Water Ballasting

FOR INSHORE LIFEBOATS

ONE OF THE CHARACTERISTICS of inflatable and semi-rigid boats which makes them particularly suitable for rescue work at sea is their inherent stability; and the lower in the water they are, with their wetted beam increased, the greater their stability. Such increased stability has obvious advantages when lying alongside a casualty or taking a survivor from the water in bad conditions. Ballasted down, moreover, an inflatable heading straight to windward in rough weather will have greater grip on the sea, the bow going through the waves rather than being thrown up by them, thus increasing the safety of the boat and reducing the slamming so fatiguing to the crew. For an Atlantic 21, with a radius of action of about 50 miles, returning 'light ship' from a long service with most of the 24 gallons of fuel she carries in her two lateral tanks burned up, there are also obvious advantages if she can take on board compensating ballast, especially if the weather is wild and she has to cross a bar on her way back to station.

First class fluid ballast—sea water—is there for the asking. For the RNLI team at the Cowes Base, under Trevor Evans and Mike Brinton, the problem was how to make use of it most efficiently? A programme of development work brought an answer for both inflatable and semi-rigid boats. While the principles are the same for both, their application, had, of course, to be modified to meet the design differences of the two types of hull.

The first problem was the scoop. Four or five different ideas were considered before the final answer was found: a vertical tubular scoop (in principle and

elementary appearance reminiscent of the tubular self-bailers many people will have at some time fitted to their dinghies), the position of which can be altered to take in rapidly, hold, or let water out while the boat is under way. The tank can also be free flooded when stopped alongside a casualty.

Zodiac Mark V

Experiments in water ballasting have been made at Cowes on three 19' Zodiac Mark V inflatable inshore lifeboats. One is stationed at Minehead, one at Sillloth, and a photograph of the other can be seen on the cover of this journal.

Originally there were two scoops, manually operated by a crew member, fitted on each side of the transom, each supplying a tank beneath the boat's floor on its own side of the central inflatable keelson.

The lower end of each outer, stainless steel, tube is sliced off at an angle of 27 degrees, and the tube mounted on the transom with the sloping aperture facing aft. Higher up the tube, facing forward, is an outlet passing through the transom to the tanks (a general idea of the shape can be gained from the photograph of the Atlantic 21 scoop, different in detail, on the opposite page).

Inside this outer tube is a tubular sleeve, its open foot also sloped at 27 degrees. When the sleeve is fully down the open foot faces forward, projecting below the transom, and water, forced into it by the forward movement of the boat, passes up and through a port on the inner tube and thus through into the tube which feeds a tank beneath the floor of the boat. Each of the two

tanks holds 195 lb of water.

If the sleeve, which comes up in a spiral, is raised by the crew a half turn to the next position, its open foot will lie within the open foot of the outer tube, facing aft, and another aperture will have been turned opposite the outlet. As the boat moves forward at speed, water will now be sucked out by the negative pressure of the sea, emptying the tank. If, however, the crew member had brought the sleeve up a whole turn to its third position, so that it was fully raised, blank tube would have been aligned with the outlet, the valve closed and the water held in the tank.

As was said above, there were originally two scoops and a soft neoprene tube led from each outlet to its own tank, one each side of the central inflatable keelson. Further development, however, has made it possible for one transom scoop to serve both tanks. A soft neoprene Y tube passes through a sponge section which takes up the inflated shape of the inflatable keelson; the trunk of the Y tube is attached to the outlet pipe and the two branches each feed the water to one tank.

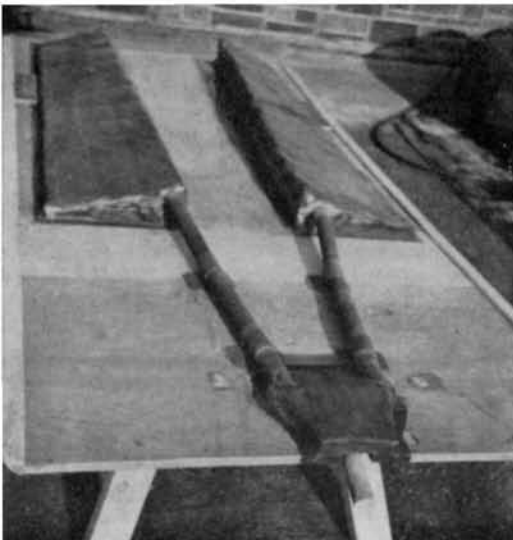
The tanks (see illustration) are made up at the Cowes base. They are designed to take up the boat's shape in beam and depth measurements but are not attached in any way to the 'hull'. They are suspended from the underside of the marine plywood floor so that the flexible skin is left free for its own characteristic rippling, which helps the boat to grip the water. Also, if the tanks are independent of the bottom they are less likely to be damaged when beaching. They span the hinge in the floor (itself there to add flexibility) but are supple enough to give with the hinge.

The tanks, made of RFD neoprene coated nylon, are given their 'body' by longitudinal formers made into a three-dimensional grid with baffles, all breached with water passage holes. The adhesive used is Bostic. After a tank has been glued to the underside of the floor, the join is finally sealed all round with a neoprene flange.

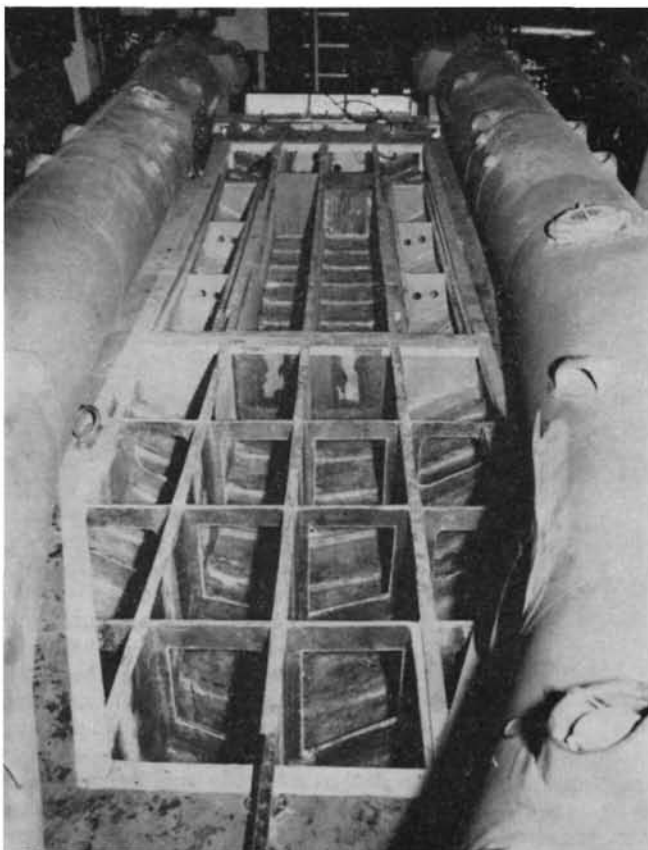
Necessary air vents from the tanks, which must be open when the tanks are filling or emptying, are led up to the forward side of the Zodiac Mark V standing steering position console and can be controlled by the helmsman; when water comes through the air vents he knows the tanks are full. There are also hose filling points so that the tanks can be filled ashore before launching, and also so that, if necessary, they can be cleaned out.

Atlantic 21

The Atlantic 21, for its water ballasting, has just one vertical transom scoop, hydraulically operated. The controls are sited on the console, close at hand for the crew who, therefore, do not need to leave their seats to operate the



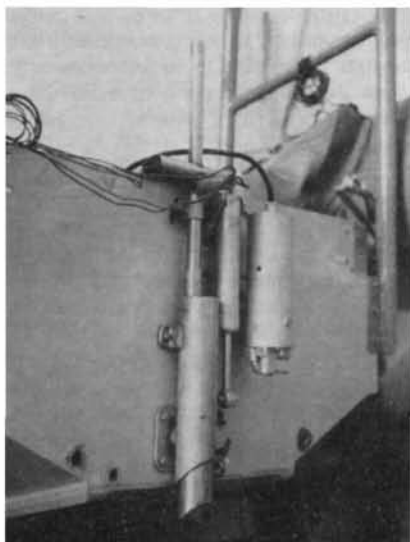
Zodiac Mark V ballast tanks attached to underside of floor. They are shaped to fit beam and depth of the ILB's bottom. Sea water from a single scoop passes to the neoprene feeder pipes, which will lie on either side of the inflatable keelson, through a soft neoprene pipe Y junction embedded in sponge.



(Left) Hull of Atlantic 21 B537, stationed at Blackpool, looking aft with deck removed. Forward of fuel tank bays, either side of centreline division, floors are shaped to receive flexible trim tanks. Outboard of fuel tank compartments, port and starboard, are fitted the ends and



baffles of integral water ballast tanks. Hole of transom scoop can be seen on port side. (Right) Flexible neoprene pipes from manifold (inboard of transom) lead port and starboard to water ballast tanks and forward, on port side of centreline, to trim tanks via a Y piece.



(Right) Looking aft, showing neoprene pipe from scoop to manifold, and pipes from manifold forward to ballast and trim tanks. Bevel gear-box for operation of manifold valve supported in position over bracket between longitudinals.

(Left) Atlantic 21 scoop on port side of transom: sleeve is lowered and so valve is open. Hydraulics and associated linkage to starboard.



system. Once again, the tubular valve has three positions. Fully down, the scoop faces forward and, at speed, can fill the two ballast tanks, either side of the fuel tank compartments, which together hold 440 lb of water, in a matter of seconds. Partly raised (straight up this time) the valve is shut and the water contained in the tanks. Fully raised, the sleeve leaves the fixed tube's aft-facing aperture open, and the water can drain away, sucked out as the boat drives forward.

Of course, in normal conditions, when extra ballast is not needed, the valve in both Zodiac Mark V and Atlantic 21

would be left in the closed position.

From the scoop valve, the water goes through the transom and into a manifold, from which pipes take it to port and starboard glass fibre integral ballast tanks under the floor, shaped to fill the wing longitudinal compartments outboard of the fuel tanks.

Atlantic 21 B537, stationed at Blackpool, has a special problem. She has a long run out to sea through shallow water, which can be whipped up into short, steep waves, each of which would throw her bow up; a rough ride, indeed, and hazardous. To hold her head down, so that she can forge through these

steep, hollow seas, caused by extensive sandbanks, without reducing speed, she has been fitted with water trim tanks forward; they hold an additional 380 lb. Made of neoprene, and held in shape by internal, holed baffles, they fit into the two forward central longitudinal compartments under the floor. They can be filled and emptied, controlled by the manifold valve operated from the console panel, which also indicates with lights the exact position of the scoop.

Once again, of course, there are air vents, one to each tank, as well as hose filling points.

Perfection is hard to achieve, and possible improvements are always under review. The ballast tanks of the Zodiac V for instance: there are some indications of wood fatigue in the floor—perhaps if the position of the tanks were moved slightly it would make the difference . . . and so the development work goes quietly on . . .



Night Passage

BANGOR TO THE RIBBLE ESTUARY

by Wallace Lister Barber

SARAH TOWNSEND PORRITT, stationed at Lytham-St Anne's, is a 46' 9" Watson lifeboat with a beam of 12' 9" and displacement of 24 tons 9 cwt. She was built in 1951 and as lifeboats go she is considered to be getting on in years, but nevertheless she is held in high esteem by her crew who have great faith in her.

Her moorings are in the open estuary of the River Ribble on the Lancashire coast and are a little unusual in that this type of open mooring is common to very few stations. There is no harbour to offer shelter and by virtue of the nature of the coast a boathouse and slipway launching is impossible. Indeed, the actual moorings are some three-quarters of a mile from the boathouse containing the boarding boat, and the crew have to board and get away, at times, in the full force of the weather, which could be that of wind and sea combined: a task calling for skill and strength. Whether on the ebb or the flood there is always the tidal stream to take into account, and it can reach 6 knots. The river estuary faces almost due west and is wide and exposed to the prevailing winds, anywhere from south west to north west. To add to the 'interest' there are many sandbanks, some, at low water, rising to 20 feet above sea level and at high water just covered. Spring tides can be in the region of 30 feet.

Such, then, are the moorings of *Sarah*, where she has ridden for some 25 years.

It was in the middle of January that I received instructions to be ready in two days time to join colleagues at the repair yard at Bangor, North Wales, where

Wallace Lister Barber is honorary secretary of the Stockport Crew of Lifeboat Auxiliaries, the RNLI's only 'inland crew'. At the London Boat Show in January, Mr Barber, representing the crew, was presented with a certificate of thanks for its work over many years.

Sarah had been undergoing refit, to bring her home. It was about four hours before high water when I arrived at 2000 and the incoming tide was just lapping against her stern. I was under the impression that we would be leaving at about 0800 next morning but our departure had been put forward to 0100 to take advantage of the tide both out of the Menai Straits and across the stretch of Irish Sea to carry us into Lytham. It was to be an all-night passage.

My colleagues duly arrived by road and hot drinks were served all round. There were six of us on board under the command of the Lytham coxswain, Arthur Wignall.

We let go our lines at about one o'clock and moved out into the Straits. High water was around midnight and so we had no bother about getting away, having plenty of water under our keel. The night was coldish with slight cloud and occasional glimpses of the stars, visibility probably some four miles by my reckoning. Beaumaris was soon abeam on our port hand and away fine on our starboard bow could be seen the lights of Penmaenmawr.

Around 0200 Penmon Head light was passed on our port hand and course was set for Lytham. This, worked out on the chart beforehand, was to be a straight course on bearing 55°T for the light marking the entrance to the Ribble estuary. It was estimated that we should cover about 70 miles on this course and our ETA was 0800 later that morning.

As we pushed out into the open sea the effects of wind and tide made themselves felt. The wind, south east off the land, I estimated as force 6 to 7 and this meeting the tide caused a confused sea. *Sarah* became lively. I found it necessary to combat the movement by

0800 on a January morning. Sarah Townsend Porritt is safely home on her moorings and the crew can disperse. On extreme left, the author, Wallace Lister Barber; second from right, Coxswain Arthur Wignall.

holding on with both hands and braced feet. The darkness seemed to enfold us completely. The only light in our part of the world was the one at our mast-head, swaying through an arc of 45 degrees. At times the boat was lifted up some six feet or so, judging by the angle of the deck, and then came down either on the port side or the starboard, whichever the sea willed. The helmsman was called upon constantly to be giving her helm one way or the other to keep her on course. Our radar was in use.

It must have been on one of these occasions when I went down into the cabin to have something to eat. As I knelt on the cabin sole I was flung from starboard to port; before I could grab anything she flung me back to starboard and I finished up with my head against the steel cabin side. No damage, not to the bulkhead anyway!

Broken sea crests were sweeping over the wheelhouse, but in its shelter I found that I could sit on the wheel platform and wedge myself into a corner. For the next few hours I occupied this corner with just one or two 'visits to the side'.

Even under such comparatively mild conditions it is easy to appreciate what wonderful sea boats these are. It is also easy to realise just what gale conditions can be. To be able to locate a casualty, come alongside or rig a breeches buoy in a gale calls for the highest degree of seamanship. Superb.

The twin Thornycroft 70 diesel engines never missed a beat throughout.

No trouble was experienced and just before dawn broke the lights of Blackpool, some miles away on our port side, came into sight. *Sarah* settled down, for now she was in home waters and the flood tide carried her swiftly upstream to her buoy. Soon she was moored and swung head on to meet the flood and, as the engines were shut down, I am sure I heard her heave a sigh of relief and say, 'Home again'.

John O'Groats to Lands End

THREE EXPERIENCED CANOEISTS, Paul Grigg, Simon Chivers and David Evans, with British Canoe Union patronage, are undertaking an expedition in aid of the RNLI by sea and inland waters from John O'Groats to Lands End. Start, July 22; ETA Sennen Cove, September 5. Route: north east coast of Scotland to Caledonian Canal, down west coast (passing through Crinan Canal) to Ellesmere Port, through inland waterways to River Severn and on by coast waters. Information from Mrs B. Grigg, Claremont, 44 Cobbold Road, Leytonstone, London E11 3NS.



Eastney inshore lifeboat station's Open Day on May 1 was a time for celebration: during a crowded afternoon Sir Alec Rose (left), president of the local appeal committee, handed over to Mrs Georgina Keen, a member of the Committee of Management, the final £6,000 cheque to complete the cost of the boathouse. Mrs Keen then made two surprise presentations of framed letters of thanks from the Institution, one to Mr. V. Blanchard, who is chairman of the appeal committee, and one to the Eastney crew. The afternoon continued with demonstrations afloat by the two ILBs with a Royal Navy helicopter from Lee-on-Solent. Bembridge lifeboat and Hayling Island ILB were in attendance, and visitors were welcomed from Walmer, where Hampshire Rose is stationed. RNLI displays ashore were backed by those of other emergency services.

Around the Coast

FROM AN ARTICLE ON Horton and Port Eynon ILB station by Mr C. R. Chatterton published in the Newsletter of Reardon Smith Line. Mr Chatterton is chairman of both the shipping line and the ILB station branch:

'Operating an inshore lifeboat service often meets with difficulties before the boat enters the water, and, last year, wind and tides provided a problem with the build-up of sand at the entrance to the boathouse, to such an extent that, in the interests of efficiency, approximately 20,000 tons of sand had to be removed, with the help of a bulldozer and at a cost of about £80.

'However, this winter, the helmsman, Walter Groves, the treasurer, John Richards, a crew member, Peter Muxworthy and myself have, armed with shovels, cleared approximately the same tonnage—but let it not be said that I have deviated from the strict truth! There appeared, after an interval



of nearly two years, the starting up of a stream, which originates from a spring and, aided by the wet winter, this stream passed the boathouse with increased volume, to such an extent that each weekend, with the helmsman as foreman, and shovels at the ready, the stream has been diverted a little at a time, washing away enormous quantities of sand, so there is now a clearance so successful that a concrete slipway, installed a couple of years ago, is again visible.'

(above) Round Tablers and their families aboard the Newhaven lifeboat Louis Marchesi of Round Table which their President, Roderick Burt, handed over to Captain J. B. Leworthy, a member of the Committee of Management, at the Round Table conference at Great Yarmouth on May 5, to mark Round Table's Golden Jubilee. Handing her over, Roderick Burt said, 'I cannot think of a prouder moment in the 50 years of Round Table'.
photograph by courtesy of H. E. Appleton



Seven Yorkshire lifeboat stations, Runswick Bay/Staithe, Whitby, Scarborough, Filey, Flamborough, Bridlington and Humber, have produced a combined newspaper, *Lifeline*, for sale during the season at 10p a copy. As well as general features about the RNLI, each station has space for its own news and views. Co-ordination, planning and editing was undertaken by Filey honorary secretary, D. Liversidge (21 Flat Cliff, Primrose Valley, Filey) and M. Whittaker, also of Filey.

Reunion at Torbay in May for five retired coxswains and one retired motor mechanic. (l. to r.) Coxswain Frederick Sanders, Motor Mechanic Richard Harris, Coxswain Henry Thomas, Coxswain Abraham Bartlett, Coxswain Harold Coyde and Coxswain John Stone. They stand in front of three of 14 magnificent new record of service boards painted by Harry E. Duggins of Brixham.
photograph by courtesy of Herald Express, Torquay.

Shoreline Section

JUST A YEAR AGO—that was when the appeal to raise the cost of a Rother class lifeboat to be named *Shoreline* was first launched. And what has happened in those twelve months? Well, for a start, membership has risen by nearly a third, from 31,000 to more than 40,000. Then, with the subscriptions of new members, and donations sent by existing members the £63,000 mark has already been passed. No mean achievement, indeed, in just twelve months.

Thank you—and please keep up the good work. We are getting on splendidly, but there is still a long way to go before *Shoreline* first launches on service.

Now, here's a thought: more than 9,000 members have been enrolled in the past twelve months, so if all new

members were now to introduce one of their friends how quickly the snowball would grow.

* * *

So many members are working hard to promote *Shoreline* membership. Colin Cornish of Stalham in Norfolk, as well as individual members, has introduced a whole school. The Community Service Committee of Stalham Secondary School decided that the school should join *en bloc* and sent a £10 subscription for the first year.

Captain Ralph Williamson Jones tells us that in Petersfield subscribers to THE LIFEBOAT are asked to give old copies to a branch committee member who will pass them on to libraries or community centres, or to the waiting rooms of doctors, dentists, railway stations... with a few *Shoreline* membership forms tucked inside each.

If you would like to pass your copy of the journal on in this way (what about hotels, holiday camps?) we shall be happy to send you extra membership forms.

* * *

'What about the ladies?' I said in my last letter. Norah Neill, of 95 Fitzroy Avenue, Harborne, Birmingham 17, is collecting Green Shield stamps for the *Shoreline* appeal. Any contributions? They would be much appreciated.



At the Irish International Boat Show, Ballsbridge, Dublin, last March, 215 new *Shoreline* members were enrolled at the RNLI stand. On the first day (l. to r.) Peter Holness, membership secretary, meets Mr Ted Magee, chairman of the Boat Show Committee, Captain Kyaernsted of the Icelandic Coastguard, who opened the show, and Mr Peter Bullock, chairman Irish Federation of Marine Industries.

Here is another way members who intend to be lifeboat supporters for at least six years can help, and at no additional expense. If subscriptions are paid by deed of covenant, the Institution can claim back the income tax paid on the amount from the Inland Revenue. On a £3 subscription £1.62 can be claimed; on £10, £5, so that £3 from you becomes £4.62 for the RNLI, and £10 becomes £15. You can see how well worthwhile it is. Covenant forms can be obtained from this office.

* * *

With Christmas only some 120 shopping days away, we have pleasure in announcing a new addition to our insignia range: a most attractive silver and marcasite ladies *Shoreline* flag brooch, which is available from Poole, price £7 plus 50p postage and packing (please send cheque or postal order with your order).

* * *

East Ham branch would very much like to meet *Shoreline* members resident in Newham and invite them to write to the branch chairman, Peter M. Omand, 84 Barking Road, London E6 3BP.

* * *

During last summer, Roger Langdon and Mike Berry took on the organising and cooking at a number of barbecues in the Kings Norton area, charging a nominal sum destined for the RNLI. By the end of the season they had collected £15 which they donated to the *Shoreline* appeal.

Does anyone in that area need a fund raising barbecue arranged? Roger Langdon's address is 32 Badger Road, Binley, Coventry.

On that happy note we wish you an enjoyable summer, and good sailing.—
PETER HOLNESS, membership secretary,
RNLI, West Quay Road, Poole, Dorset,
BH15 1HZ (Tel. Poole 71133).

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
- A Full 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) £2.00
- Lady's brooch £0.50
- Metal car badge £2.50
- Pair of cuff-links £1.75
- 8" hoist flag £1.50
- 12" hoist flag £2.25
- Dinghy burgee £1.50

Insignia payment

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Shoreline Giro number is 294 7056

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

Building a Rother Class Lifeboat

PART IV: SKELETON HULL

DURING THE PAST THREE MONTHS, the work of building up the skeleton hull of the lifeboat (Fig. 1), swiftly sketched out in Part III of this article, has been progressing at William Osbornes with meticulous care. Each of the very many pieces of wood making up the whole is a unique member needing to be shaped and fitted individually. So, before planking begins, let us take a closer look at the craftsmanship of this work.

The timbers, the boat's ribs, steamed to take up the transverse curve of the hull, each have to be rebated at the correct angle into the longitudinal members: tunnel cant, deck shelf and main gunwale (Fig. 2). The forward and after timbers are solid oak, $1\frac{1}{2}'' \times 1\frac{1}{4}''$, but amidships, where there is maximum bend, they are built up of two glued laminates.

Between the timbers, and to lie flush with them, the longitudinals are built out with mahogany filler chocks (Fig. 3). Each filler has to be shaped by hand on both its inner and outer face to take up the fore and aft curve of the boat. In way of watertight compartments the chocks are fitted tight to the timbers and glued; elsewhere a vertical waterway is left on the lower side to allow drainage.

Fig. 4 shows the propeller tunnels with their cants and curved laminated timbers, giving the outboard curve of the tunnels, in place. Chocks shaped to give the inboard curve to the tunnels have still to be fitted, one down each side of the deadwood, after the tunnels have been planked. Three long bolts, the longest being 3' 6", tie the whole structure of tunnel cants and hog together at the after end. The dowelled bolt holes can be seen in the photograph in way of the stern post.

Each tunnel flattens out as it runs forward, with a return chock of solid mahogany at its forward end (Fig. 5). This is the changeover point at which the hull planking, instead of being landed on the tunnel cant, becomes continuous down to the hog. Note the drain tube through the hog just aft of the return chock, allowing one bilge suction to clear bilge water from both sides of the hull. Drainage and limber holes are so arranged that water is given little chance to lie in corners or on ledges; it is such stagnant pools of water which would lead to dry rot with resultant structural damage.

(To be continued)

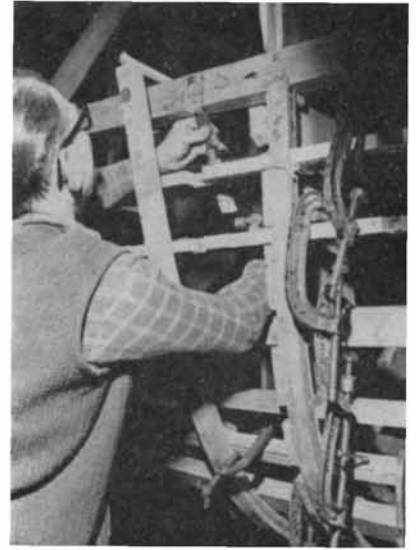


Fig. 2: A bevelled rebate is chiselled into gunwale to receive timber ends. Note glue line in laminated amidships timbers.

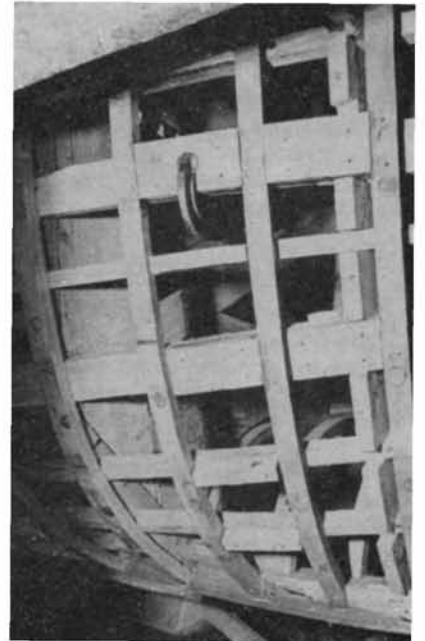
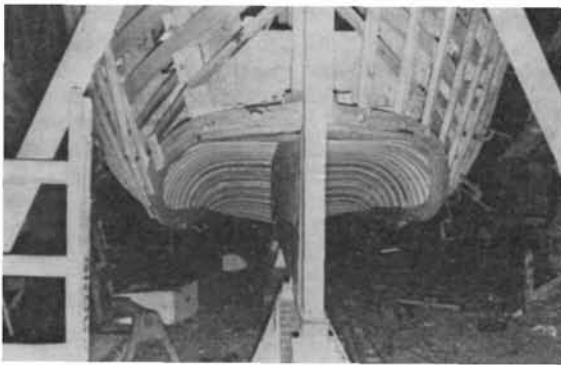


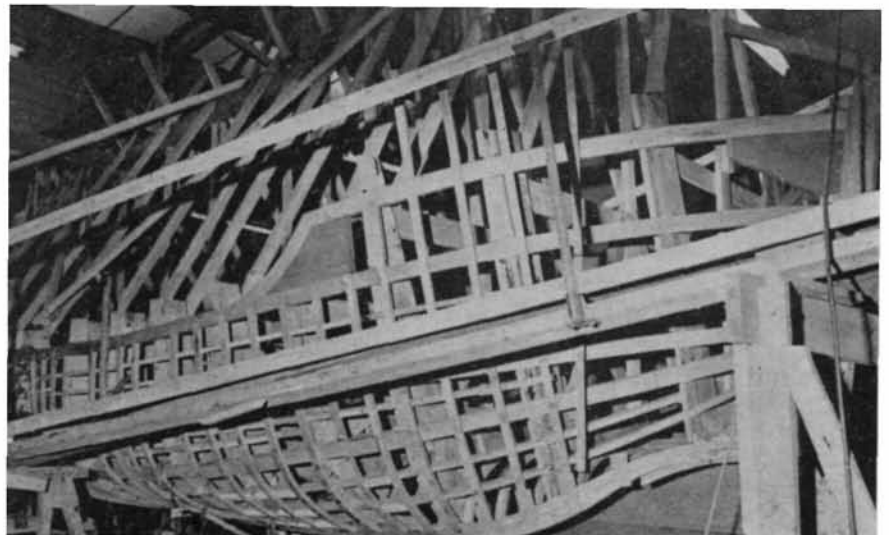
Fig. 3: Mahogany filler chocks fitted to longitudinals between timbers are individually shaped to take up fore and aft curve of hull.



(Below) Fig. 1: The hull skeleton builds up. Note aft ramp and mahogany filler chocks to raised end box gunwale. The after compensating chock gives strength where gunwale will be cut away for steering pan.

(Above) Fig. 4: Propeller tunnel cants and timbers in place.

(Below) Fig. 5: Propeller tunnel flattens out to forward end return chock (right). Note drainage hole just aft of chock.



Letters...

Stick or pin?

Is this the end of an era? Another chapter ended in our history? I refer to the demise of that ancient institution, the boat-on-a-pin flag day emblem, which is now being replaced by the adhesive type.

What will collecting days be like without the pin? No longer will we shed our blood for the cause! No more stand, with box rattling and pin poised, ready to face all-comers. The burly navvy, who would probably fell you with one blow if you pierced his ego; the demure young miss wearing a sleeveless, shoulderless, backless outfit, and a look of abject terror as you search in vain for a safe mooring place; the 6' 4" Amazon who gazes down at you, and in a voice like Danny La Rue, says, 'Watch it, mate!'

The adhesive ones may probably be safer in these circumstances, but there are limitations. Having accepted a donation, and peeled off an emblem, you then become aware that the donor is wearing a leather or suede coat. A warning notice in your collector's tray informs you that damage can be caused by sticking the emblems to these materials. One then conjures up visions of proceedings to recover damages. Did the collector draw the donor's attention to the notice? Was it obscured by the collecting box or your Thermos flask?

The real test of ingenuity comes when one is house-to-house collecting during the week preceding the flag day. Have you tried sticking the emblems on pull-overs, pyjamas, and bath-towels? Or handing a small sticky object to the occupant, saying, 'You will need this on Tuesday'?

Fortunately, I have overcome some of these difficulties by pre-cutting some of the sheets of emblems into individual pieces, with backing intact, and where appropriate handing it to the person concerned. Perhaps the real answer is to have some of each type. If you prick your finger on the old one, use the new one as a dressing.—L. J. ROOT, 21 Hambleton Court, Holmwood Gardens, Wallington, Surrey.

And the end of the story . . . ?

It might amuse readers of THE LIFEBOAT to know of a strange occurrence late last year, when perhaps the RNLI assisted in central London.

I met a friend for a quick lunch in Bond Street and because I was on business I had my briefcase and umbrella. We were in a hurry so decided to have a snack in a sandwich bar. We sat down and I placed my case beside my leg and my umbrella on the back of

the chair; when I came to leave both had disappeared. A search of the premises and surrounding area produced nothing.

About a week later I received a letter at my home from the proprietor of an art gallery at the other end of the road. I was invited to collect my briefcase which had appeared in his gallery; having asked the police to open the strange case he found amongst my private papers the address and telephone number of my new house. When I went to collect the briefcase I also found my umbrella; the contents of my case, calculator, portable dictaphone, cheque book, were all intact. There was, however, on close inspection a set of papers missing. These papers were a letter from RNLI headquarters and a number of Shoreline enrolment forms. Perhaps for mistakenly taking my briefcase, one or perhaps more have decided to join Shoreline.—M. J. F. SCOTT, 20 Caldecote Road, Ickwell, Bedfordshire.

'Flag day' in Kuwait

Thank you for the information you sent us about lifeboats. It was a great help for our Assembly. We were amazed at what we learned. Some of us had wanted to go to sea in a storm but have changed our minds.

In our assembly we had readers to read bits of information which were very important. We made a big RNLI flag and read stories and poems we had written about lifeboats. We painted pictures in art and acted a few little scenes. The children liked it very much.

The next day we had a film called 'Part-Time Heroes' which was very interesting. Everyone thoroughly enjoyed it and agreed that it looked very exciting going down the slipway. We found out that once a year the RNLI is permitted to hold a flag day and collect money for the Institution. We decided to do this and made lots of little flags. We got pins and a tin and went round all the classes for donations. When we counted out the money we found that we had 17½ dinars. Our teacher took the money to the bank and changed it into a cheque for £35. We hope you can use this money to carry on saving lives.—JUNIOR 3D, The English School, Al Sourra, Kuwait City.

Clyde CC Sailing Directions

I am sorry that the last paragraph of my review of the Clyde Cruising Club's latest issue of Sailing Directions produced a protest of inaccuracy from Godfrey Vinycomb, their editor. It was

intended to do no more than raise a wry smile on the face of any reader who, like myself, is unconvinced that the use of metres for measurement at sea offers any improvement upon the ordinary practice of seamen.

If, as Godfrey Vinycomb states, the cable is correctly defined as a tenth of a minute of latitude, its equivalent in metres varies from 184.2 at the equator to 186.2 at the pole and the purist must be careful. However, no less of an authority than *Reed's Nautical Almanac* (reviewed on the same page) defines the cable (page 731) as 608 feet which converts to 185.32. This is not the same as one tenth of the International nautical mile—185.2 metres.

As he points out, the chances that these niceties will affect the yachtsman are small indeed! — K. S. MAIN, COMMANDER, 3 Ballard Road, Poole, Dorset.

To landlubber golfers who ask what the length of a cable is I usually reply: 'About a No. 3 wood.'—MANAGING EDITOR.

Underwriter under water

John Francis of the Underwriter public house in St Mary Axe in the City of London is a great lifeboat enthusiast. The collecting box on his bar is used regularly and during 1976 his customers contributed £306.27. In addition, he supports the Margate lifeboat where he has his own home.

On April 30, a Saturday when, in common with many City pubs, he does not open, the cleaner, Mrs O'Connor, found that the ice-making machine behind the bar had gone berserk and there was three inches of water on the bar floor.

Mrs O'Connor did not know Mr Francis' home address in Westgate but by good thinking she immediately associated—Underwriter—water—lifeboat . . .

A call to directory enquiries and another to Alf Lacey, Margate's motor mechanic, and all was well. John Francis was contacted and had soon made arrangements for the flood to be stemmed. Just as well, since the RNLI City office is only a few yards up the road at No. 40.

I'm not too sure how the service will be recorded on Margate's station board. Rescued, one bar?—RAYMOND POPE, district organising secretary, City of London, 40 St Mary Axe, London EC3.

Visitors to Poole

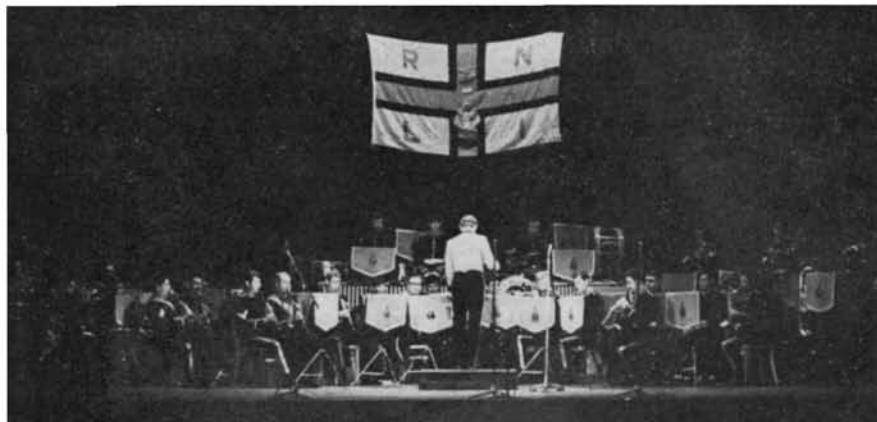
IT IS A GREAT PLEASURE when lifeboat people visiting Poole call at RNLI headquarters; they are most welcome. However, it would be appreciated if parties wishing to be shown round the head office or depot would give at least a week's notice so that arrangements can be made for a member of staff to act as guide.

Some Ways of Raising Money

Cardiff ladies' guild increased their income in 1976 by about 30 per cent. Of the £5,010 they raised for the lifeboat service last year £1,460 was by way of their annual collection and £1,000 was the result of their very popular annual Sunday luncheon party at Atlantic College. At an April Fools Day supper, held on April 1 this year at The Great House, Whitchurch, by kind permission of Mr and Mrs Terry Daniels, 100 guests enjoyed cottage pie and vegetables followed by delicious deserts all made by committee members. The evening raised £280. Guest of honour, Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee, made the draw for the raffle prizes.

South Wexford Riding Club organised a sponsored ride from Kilmore Quay across the beautiful Atlantic coast beaches of Wexford to the Lobster Pot, Ballyfane, on January 9. Riders under 17 years were charged 50p, riders over that age £1, and beagle followers and cross-country runners were also welcome. Just over £50 was raised to help Kilmore Quay and Rosslare Harbour lifeboat funds.

Boxmoor and Hemel Hempstead branch introduced an auction of small antiques into its annual wine and cheese party this year. Eighty lots, ranging from antique candlesticks to sets of knives and forks, were put under the hammer by a local auctioneer to raise over £400. With a further £200 from admission tickets and a raffle, it was the largest amount ever raised by this branch in one event.



More than 2,000 people attended a 'Three Bands' concert in London presented by the Lloyd's insurance broking firm J. H. Minet and Co. in aid of the RNLI. There was military and light music from the Band of HM Royal Marine's School of Music, Deal; past and present hit tunes from Chris Barber's Jazz and Blues Band; and memories of the days of Glenn Miller from Syd Lawrence and his Orchestra. Tommy Trinder kept everyone laughing for a quarter of an hour and then there was a surprise visit from a 100-strong male voice choir from North Wales, in London to make a recording.

When Gravesend branch held its seventh annual River Thames sponsored marathon row last year, over 100 rowers in 19 boats (everything from a four-oared waterman's skiff to a 20-man ship's lifeboat) completed the 40-mile course from Gravesend to Greenwich and back. They were accompanied by five escort boats, including Southend ILB, and a passenger vessel carrying

300 spectators to cheer them on. Many of the crews had over £90 sponsorship and £2,400 was raised.

Wolverhampton appeal, launched last December with a target of £30,000, has already passed £18,500. Pupils of Highfields School, under the supervision of a senior teacher, Mr Healey, have raised no less than £900 with numerous

Spring comes early to the Isles of Scilly and on March 4, St Mary's town hall was a blaze of colour for the ladies' guild annual flower show: Mrs Mary West, chairman, is seen with some of the many varieties of daffodil shown, together with mimosa, camellias, magnolia, freesias . . . all grown on the the islands. All flowers are eventually sold, and £388.18 has been raised in five years for the RNLI.

Photograph by courtesy of F. E. Gibson





A winter sponsored raft race on the River Dee organised by the Aberdeen Branch of the British Sub-Aqua Club raised £380 for Aberdeen's new Arun lifeboat BP Forties. The 27 starters were sent on their way by Coxswain Albert Bird, who was also at the finish to welcome those who managed to get there!

fund-raising ventures including the raffle of cakes they had baked and a football autographed by Wolverhampton Wanderers football team. The money was raised by joint and individual efforts and one senior pupil, Vanessa Povey, raised £26 on her own. West Park County School, covering an area where there are large immigrant communities of many nationalities, raised £166 for the appeal with a sponsored spell.

We are still hearing of 1976 carol singers. On December 18, despite heavy rain, about 500 people crossed the drawbridge into the keep of Portchester Castle to sing carols accompanied by Sholing Salvation Army Band; £95 was raised for lifeboat funds. Far away, at Abu Dhabi in the Arabian Gulf, Melinda and James Sharp (aged 10 and 7) with six of their friends collected 200 dirhams which they sent to Walmer ladies' guild; to accompany the carols, James played the guitar while three of the other

children took it in turns to play two recorders. Back in this country, at Kidlington, each evening for more than a week, RNLI branch members and parishioners of St Mary's Church, in full Dickensian costume, toured the town singing carols. The £140 raised was divided between the church and the lifeboat service.

St David's ladies guild raised £12 by selling used jam jars to honey producers: 2p each with a top or 1p each without a top.

A new branch formed in Camberley at the beginning of 1976 raised over £500 during the year. £200 was collected by committee members and their friends kindly allowed by a large departmental store to spend a day at its entrances with RNLI boxes. Already, in 1977, a cheese and wine party has resulted in nearly £100 and a number of other plans are in hand.



At last year's Tavistock Goose Fair a mile of pennies for the RNLI was completed on the church wall between the hours of 1000 and 1630. Altogether £57 was raised.

The staff of McMurdo Instrument Co. of Portsmouth, makers of RNLI collecting boxes as well as numerous safety at sea lights, raised £355 in a recent lifeboat appeal.

News from two recently formed branches: Mortimer and District raised £200 with a jumble sale in April, and East Ham £219 with a 'flotsam and jetsam' bazaar last November.

Heronwater School, Dolwen, Abergele, gave half the proceeds of its first Christmas Fayre, £128, to Llandudno ladies' guild. Among those present when the senior boy, Andrew Lyons, handed the cheque to Mrs I. M. Wood, chairman of Llandudno guild, were Glyn Roberts, crew member, and Dr Gareth Thomas, honorary medical adviser, both of Porthdinllaen station and both of whom have sons at the school.

Bridport branch honorary secretary, Eric Pickering, was given a giant panda to raffle for the RNLI by a friend at Bath. The panda toured caravan sites and local public houses over three months, 6,200 tickets being sold at 5p each. Tickets were bought by visitors from Hong Kong, Malta, Belgium, Australia, Germany, France and Holland as well as from all over the British Isles. The winner, Alan Tilke, bought his ticket at the Mason Arms, Bridport. £307.30 was raised for the lifeboat service.



Mrs Ruth Wadlow presents a cheque to Michael Ashley, district organising secretary, South London, at the Christmas Ball of the Court Laxton Tudor of the Independent Order of Foresters at Gravesend. The Court donated £850 to the RNLI, its chosen charity for 1976.

Mrs V. R Davison, chairman of Sunderland ladies' guild, 'fits' a jersey to William Milburn, coxswain of Sunderland lifeboat. When the crew needed new jerseys, the ladies' guild gave tubes of Smarties to members and willing friends who, when the sweets were eaten, filled the empty tubes with pennies. A full tube holds about 75p and the sum needed, more than £65, was soon raised.



Christmas festivities in Kirkwall brought a number of generous donations for the lifeboat. Ron Spiers of Torvhaug Enterprises set up a magnificent Christmas tree outside his inn door and raised £102.56 with a competition to guess its weight; the winner, Shirley Boyle, was presented with a half-gallon bottle of whisky by Mr Spiers. A Girl Guide carol service in East Church raised £15 and the skipper, Tom Wilson, and crew of Rosewell, one of the Lindsay Coasters of Leith, collected £58.07 in eight weeks for the station. Kirkwall ladies' guild, supported by their husbands, Orkney Sailing Club and Kirkwall Sea Cadets, ran a coffee evening to raise a further £192.11.

At a ceremonial shave in the bar of the Albion Hotel, Burton-on-Trent, just before Christmas Brian Roulstone and Pat Burke lost half their beards and moustaches. The two-faced look raised £50 from sponsors, the money being divided between a children's home and the RNLI. Terry Turner went the whole way. At the Greyhound, Trowbridge, last January, his long black hair and



Mrs Manning, a member of Coventry ladies' guild committee for nearly ten years, has raised £200 for the RNLI by the sale of soft toys she has made from fabric off-cuts kindly given to the guild by a local firm.

St Ives Lions Club has chosen as its special project for 1977 the funding of a replacement ILB for the lifeboat station; club members with lifeboatmen and branch officials are already making slipway collections, teddy bears are being raffled in local hotels and a good start has been made towards the final total. Individual Lions Club members have each taken personal responsibility for an equal share of the necessary £2,000.

When, in February, a coach bringing a visiting football team and supporters to Buckingham was swept downstream from a ford across the river, swollen by heavy rain, Peter Steers, landlord of the Woolpack, did some quick thinking. While firemen rescued the passengers, Mr Steers brought out the lifeboat box from his bar and made a collection from people watching on the river bank.



At the Irish International Boat Show in Dublin last March, Lieut.-Colonel Brian Clark, national organiser, Ireland, congratulated the Lagan Valley Round Table Team on their successful Round Ireland Trip, during which they visited all Irish lifeboat stations and raised about £1,500. (l. to r.) John Beers, Brian Clark, Ivan Edmundson and Basil Caldwell.



beard were completely removed, snip by snip, by a barber, 10p a snip being contributed by his friends. The result: Terry Turner bald and beardless; £50 for his home town RNLI branch, Seaton and Beer.

Mr W. Van der Steen of Tilehurst, Reading, ex-RN and aged 74, took part in a sponsored swim this spring. He collected £16, 40 per cent of which to go to the Alexandra Day Fund and 60 per cent to go to a fund of his own choice; he chose the RNLI.

Datchet branch held a very successful dance at the new Datchet village hall on February 12, raising £220 for the RNLI. Guests danced to the music of a

professional London band, the Tommie Draper Trio, who accepted a greatly reduced fee for the evening. The cabaret artist was the international star illusionist, Manfred, who gave his services free, entertaining the company for over half an hour. Many of the prizes for the raffle were donated by the tradespeople of Datchet.

In the 1976 spring journal we published a photograph of a remarkable man, 75-year-old E. Mangold of Wood Green, saying that he had collected £925 for the RNLI. Since then Mr Mangold has continued his wonderful work and has reached a final grand total of £1,472.56½. Mr Mangold, you have set a record which will take some beating!



BOOK REVIEWS

● There cannot be many works of fiction based on the lifeboat service and of these few are likely to ring true to the men who man the boats. Although the majority of people would say that they are well acquainted with the RNLI, its lifeboats and lifeboatmen, those who really know what is involved in providing this great sea rescue service are sadly in the minority. Usually it takes a lifeboat disaster to bring home the fact that there are so many brave men willing, indeed eager, to accept acute discomfort and even death in order to save lives and to belong to a select and shining company.

In his book *Ennal's Point* (Michael Joseph, £4.25) Alun Richards has succeeded brilliantly in portraying the fortunes and misfortunes of an imaginary Welsh lifeboat community and makes it clear that the dramatic aura of the rescue service extends far beyond the lifeboathouse or the homes of the crew. He has clearly researched his subject in depth and in doing so has achieved a close *rapproch* with the men who have told him of their own experiences and those of the men who preceded them in the lifeboat service.

The fortunes and failings of the Grail family gradually unfold as the story moves towards its climax, and the search by the Ennal's Point lifeboat for Billy John Grail and Jenny Grail, a *femme fatale* indeed, in a Bristol Channel storm is told vividly and without undue emphasis. It is a fine piece of writing with more than one shrewd comment. These are chapters which should be read by anyone trying to understand what a search in storm force winds really means; what it means for the men at sea, pushed to the limit of endurance yet rising above protracted fear, exhaustion and agonising discomfort to extraordinary heights of courage and achievement; what it means for the people on shore, faced with long hours of silence if radio communication breaks down.

It might be said that Alun Richards has played down the importance of the honorary secretary of a lifeboat station, possibly deliberately. Like Geoffrey Hannah, the narrator of this story, many honorary secretaries are not professional seamen. But their local knowledge, good sense and understanding of the men with whom they have to deal has

been proved of inestimable value time and time again. The RNLI is justly proud of them; even the 'comedians at lifeboat headquarters'!

A book, then, which everyone connected with the lifeboat service will find exciting and absorbing. And so, too, will all those who either love or fear the sea.—E.W.M.

● The latest addition to lifeboat station histories is an exceptionally well produced record entitled *A Century and a Half of Skegness Lifeboats*.

Much of the material comes from the writings of the late Lieut.-Commander F. S. W. Major, who was chairman of the Skegness branch and editor of the *Skegness News*. The present work has been prepared by his son, B. S. Major.

The first Skegness lifeboat was placed at Gibraltar Point, three and a half miles south of Skegness, in 1825. It was provided and maintained by the Lincolnshire Coast Shipwreck Association, which did not amalgamate with the RNLI until 1863. Of the more recent experiences of Skegness crews recounted in the booklet is one which took place in December 1965 after the oil drilling rig *Sea Gem* sank with heavy loss of life.

The booklet has no fewer than 35 photographs and other illustrations. It is available from Skegness Lifeboat House, Skegness, Lincolnshire, price 75p, plus 25p postage and packing.—P.H.

● Were the Goodwin Sands once an island 'very fruitful' with 'much pasture' which 'in an unusual tempest of winds and rain in a very high rage of the sea was drowned' as John Twyne, a sixteenth-century antiquary of Canterbury maintained? Probably not. Probably this series of sand banks was already there as far back as the time of the Roman invasion of Britain, reaching out into what is now our Strait of Dover; a natural hazard the more fearsome because ships wrecked on it disappeared without trace within a tide or two.

The 'most dreadful gulfe and shippe swallower' it has been called. Yet its record is by no means all bad; to landward, sheltered from the east, lies the four-mile channel of the Downs, used as an anchorage for more than a

thousand years. In the introduction to his book *Goodwin Sands Shipwrecks* (David and Charles, £4.50), Richard Larn points out that the Goodwin Sands 'have been both friend and foe in that they have probably saved a hundred vessels for every one they destroyed'. The seven charts plotting more than 1,000 wrecks between the years 1450 and 1975 with which the author illustrates the successive chapters of his book give some measure of both the dreadful toll taken by the sands, particularly during the eighteenth and nineteenth centuries, and of the volume of traffic, in all eras, using this, one of the busiest shipping channels in the world.

In such waters it is not surprising that the story of saving life at sea is very much older than that of lifeboats—even if at times it would seem that the demarcation line between lifesaving, smuggling and, if not wrecking, at least accepting the 'offerings from the sea' did get rather blurred.

The history of lifeboats in the Goodwins area began when a Greathead lifeboat was stationed at Ramsgate in 1802, and she was followed in 1852, after a lapse of some years, by the prize-winning *Northumberland*, built by James Beeching. The history of the RNLI in the area began in 1856, the year in which a branch was formed at Walmer with a lifeboat paid for by the Royal Thames Yacht Club. The story both before and since that date can be found in Mr Larn's book.

Carefully researched and well written, *Goodwin Sands Shipwrecks* is a valuable addition to the library of books on lifesaving at sea.—J.D.

● Following his papers on the Plenty and Palmer lifeboats of the early nineteenth century, Grahame Farr now reveals another aspect of lifeboat history with *Lifeboats of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, 1851-4*, available from the author at 98 Combe Avenue, Portishead, Bristol BS20 9JX, 50p, including postage and packing.

Founded in 1839, the Shipwrecked Mariners' Society aimed to pension widows and dependants, and to give immediate aid to shipwreck victims. Although the older National Shipwreck Institution, as the RNLI was then known, had often given help to the latter, the activities of the two bodies were reasonably distinct. But, while the Institution had insufficient funds for expansion in the 1840s, the Society, with its members subscribing their half-crowns annually as a form of insurance, was financially healthy, and began to consider establishing lifeboats itself. In the event, this did not come about until 1851, coincidentally with the Northumberland lifeboat prize and the revival of the Institution's fortunes.

The existence of two organisations with similar aims and titles was clearly undesirable, and the resolution of the

matter is an interesting example of Parliamentary action bringing about the satisfactory re-ordering of the activities of one charity and a change in the name of another: one of the provisions of the 1854 Merchant Shipping Act desired to channel government help for establishing and maintaining lifeboats, and the Board of Trade naturally preferred to discuss the questions with one body. So it was that the Society handed over its nine lifeboats and its lifeboat funds to the newly titled RNLI.

Grahame Farr does not mention this, but the Act also marked the start of a 15 year flirtation with government money which the RNLI was pleased to end.

As we have come to expect with this author, the paper is well researched, and although he adds the traditional historian's plea for further information, it is hard to see what there could be.—A.H.G.

● There is no need to introduce to yachtsmen either K. Adlard Coles or his work on coastal navigation; both he and his pilotage guides are old friends. This spring there appeared a fifth edition of his **Channel Harbours and Anchorages** (Nautical Publishing Co., £7.50), in the preparation of which the author revisited most of the harbours in the area it covers—Christchurch to Portland, Barfleur to St Malo and the Channel Islands. While there are many amendments, the fundamental differences between this edition and the former ones lie in the metrication of the harbour plans and the alteration to LAT (lowest astronomical tide) datum to conform with the new issue Admiralty charts.

In the introduction to the book, Adlard Coles sets out clearly the basis of its authority. While in no way underestimating the hazards of the waters of the Channels Islands and the adjacent French coast with their rocks and, at times, strong tidal streams, his practical, commonsense approach will give confidence to careful yachtsmen planning to visit these cruising grounds for the first time.

A new edition of Adlard Coles' **The Shell Pilot to the South Coast Harbours** (Faber and Faber, £6.95) has also appeared. It, too, has been completely revised to conform with modern practice in the new issue metric Admiralty charts, with datum reduced to the level of LAT. The harbour plans have been redrawn and among the explanation of

terms and notation of charts is a useful depth conversion scale: fathoms and feet—metres and decimetres.

There are more than 50 new photographs and additional information about marinas, moorings and anchorages has been included.—J.D.

● **Maritime Radio Services for Yachts and other Small Craft**, prepared by the Maritime Radio Division of the Post Office, is just what it claims to be: 'a painless guide to new users of Post Office Radio Services . . .' introducing and explaining how to use that long-distance voice—VHF radiotelephone. Written by C. H. R. Mander with cartoons by J. McCabe, it is designed by G. S. Wheeler, and all are to be congratulated on producing an attractive as well as informative booklet. It is available to individual yachtsmen, free of charge, from Post Office Maritime Radio Services Division, Room 601A, Union House, St Martin's le Grand, London EC1A 1AR.—J.D.

● Embark on offshore racing and you have taken on more than a weekend pastime: you have embarked on a way of life. If your boat is to be truly competitive, it must be all absorbing. It is exacting in time, money, knowledge, skill, and yes, wisdom. So many judgments have to be made on shore in the days of planning. So many immediate decisions have to be made at sea in any weather when not only the outcome of the race but the safety of yacht and crew may be at stake.

That high standards of racing yacht design and construction and of seamanship have been achieved is largely due to the wise guidance over the years of our own Royal Ocean Racing Club and the Offshore Racing Council (ORC) of the International Yacht Racing Union. Inevitably the volume of laws, rules and regulations has grown. *The offshore skipper must be familiar with them all in addition to all that pertains to the ordinary practice of seamen.* He is the master of his ship and such subjects as the correct procedure for radio communication and the health of his crew also come within his responsibility.

Needing so much knowledge at his finger tips, a concise handbook is invaluable, and that is just what Peter Johnson, with his co-editors, Robert

Humphreys (Europe) and Roger Marshall (USA), have produced in **Offshore Manual International** (Nautical Publishing Co., £4.85). All three are experienced offshore sailors of standing and Peter Johnson, serving on the ORC, is closely involved with the organisation of international yachting. Good, clear illustrations have been drawn by Peter Milne.

Here is a guide for leisurely study or quick reference. It will surely find its way on to the bookshelves of many yachts.—J.D.

● David Phillipson's **Everyday Hero, The Story of a Yorkshire Fisherman**, is a brief biography of Cecil Picknett, who joined Redcar lifeboat in 1920 when he was 18 years old. Like so many, he was following a family tradition: his great-grandfather had helped to crew *Zetland* in the early 19th century.

Cecil Picknett served in the lifeboat for over 25 years, and was a fisherman for 53 years. This booklet tells many stories of both occupations, in peace and war. It is available from the author, 65p including postage, at 43 Stanley Grove, Redcar, Cleveland.—A.H.G.

● In addition to being a history of Lowestoft lifeboats, Robert W. Moore's **On Service** contains brief portraits of Lowestoft's coxswains, among them John Swan, coxswain from 1911 to 1924, who was awarded the gold medal for the service to ss *Hopelyn* in 1922. The booklet also pays a tribute to 'Neptune's Daughters'—the members of Lowestoft ladies' guild. Available, price 50p, from the author, 16 Monckton Crescent Lowestoft, Suffolk.—A.H.G.

● **Seafood**, by Harry Barrett (Priory Press, £2.95), is a comprehensive look, largely pictorial, at the world fishing industry. As well as excellent photographs there are a number of clear diagrams and a fine cutaway drawing by Robin Perry of a modern stern trawler of the fresher fleet. The author, who is editor of *Fishing News* and is obviously fascinated with his subject, ends with a glossary and sources of information, including advice on what to do if you are interested in becoming a fisherman.

While primarily educational, in the 'World Resources' series, it is a book containing much of interest for old as well as young—J.D.

SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1977 to April 30, 1977: Services 426; lives saved 124

THE STATION FLEET

(as at 30/4/77)

132 offshore lifeboats

126 inshore lifeboats operating in the summer

49 inshore lifeboats operating in the winter

LIVES RESCUED 102,226

from the Institution's foundation in 1824 to April 30, 1977

Alun Richards
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POINT



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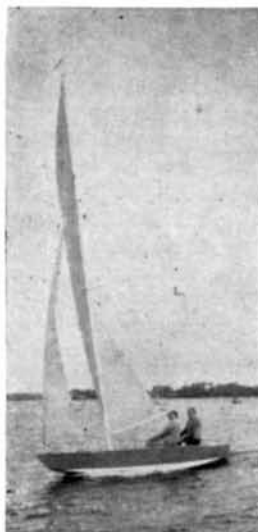
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Here and There

AN RNLI JUBILEE FAYRE, organised by a committee representing several North Cornwall branches, will be held on the Royal Agricultural Show grounds, Wadebridge, on Wednesday, August 24. The grounds have kindly been made available to the RNLI by the Royal Cornwall Agricultural Association.

Events already planned include free fall parachuting by the 'Wings' Team, Royal Marine and Police Bands, a Queen's Jubilee Dance, inshore lifeboat competition for the Killick Martin Trophy, police dog demonstration, gymkhana, clay pigeon shoot, art exhibition for adults and children and an archery exhibition.

Admission: adults 60p, or 50p up to the day before the Fayre; children 30p. A limited number of 'open ground' exhibition areas are available at £10. Information from publicity officer, F. P. Ross, telephone Port Isaac 293.

Once again swimmers are planning wonderful support for the RNLI. The Amateur Swimming Association of England, Scotland, Wales and Ireland are launching an international swim with the intention of raising, in the four years 1977 to 1981, no less than £200,000 to fund an offshore lifeboat. We wish them good swimming.

The Civil Service and Post Office Lifeboat Fund is arranging a cricket match at Everdon Hall, near Weedon, Northamptonshire, by kind permission of Captain R. H. Hawkins, on Sunday, August 14. The gardens will be open at 12 noon when play will begin.

When Walton-on-Thames branch invited schools in Walton and Hershaw

to take part in a poster competition the response was overwhelming. Nine schools took part, submitting hundreds of entries for an exhibition staged in the toy department of Grant Wardens; the judges, including local artist Bill Wright, were faced with a formidable task. As well as a trip in a lifeboat for the first prize winners in each section, including a special one for handicapped children, there were a number of prizes from Grant Warden and Wiggins Teape (Toy and Crafts) Ltd.



Isaac Clark of Runswick: when he retired last year he had given 59 years of service to his station—20 years as a crew member, 34 as winchman and five as a shore helper—and his connection with the lifeboat extended back even longer than the recorded years.

A record has been made of two Scottish tunes composed for the RNLI: 'Chocks Away' by Pipe Major A. A. Sim and played by Pipe Major D. P. Black of 102 Ulster and Scottish Light Air Defence Regiment (RA(v)), and 'The Two Maroons' by Bandmaster W. J. Simpson, FVCM LTCL ATSC, Royal Highland Fusiliers Regimental Band.

The 7" single disc is available from the Scottish district office, 45 Queen Street, Edinburgh, EH2 3NN, price 55p plus 7p postage for each disc.

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

October 1976: Edwin Squire, a founder member of North Chingford branch, honorary secretary from 1970 to 1972 and closely associated with the Institution up to his death. Donations in his memory were received by the branch.

February 1977: Mrs Anna Pearson, a dedicated member of North Sunderland (Seahouses) ladies' guild and honorary secretary since 1970, with close traditional family links with the lifeboat service. Anna Pearson's brother, Robert Douglas, followed her uncle as the present coxswain. Her son, Robert, was accepted as a crew member on his 18th birthday last year and her 14-year-old daughter, Anna, is a keen member of the guild. She is followed as secretary by her sister-in-law, Mrs Douglas.

March 1977: Lieut.-Colonel Geoffrey Haward, chairman of Exmouth and Budleigh Salterton branch since 1960. A 'working' chairman in every sense, he helped with organisation, financial matters, as a deputy launching authority and as a lecturer. Awarded the Institution's silver badge this year, sadly he was taken ill before the planned presentation ceremony could take place.

Every flag day is an achievement and every one has its story. Take Ipswich, last year: £690.97 was raised, and the total local expenses were £4.10.

This year, when West Drayton and Uxbridge branch was holding its flag day the chairman of a Bring Back the Crown campaign was trying to spend a Silver Jubilee crown. In the shops the response he met ranged from 'I'll have to telephone the bank', to 'I can't take that—it's not proper money.' From Miss Hilhouse, collecting for lifeboats, there was no such reservation. 'A crown?' she exclaimed. 'How exciting—thank you very much.'

Olympic yachting gold medallist Reg White visited the RNLI stand at the Midland Boat Show, Birmingham. During the show, from February 24 to March 6, more than 100 helpers from ten branches and guilds manned the stand to raise £2,096, and £154 was collected for the lifeboat service on the Royal Navy stand. With Reg White are (l. to r.) Mrs B. Bell, honorary treasurer of Coventry ladies' guild, Councillor Mrs Freda Cocks, Deputy Lord Mayor of Birmingham, and Mrs Sharp and Mrs Laverick, both members of Coventry guild. photograph by courtesy of Birmingham Post

BBC 'Onedin Line' stars Peter Gilmore, Anne Stallybrass and Howard Lang, on location at Milford Haven, attended a reception at Pembroke Yacht Club in April at which club members who are also members of Hakin Point branch ran a souvenir and raffle stall for RNLI funds. Peter Gilmore and Anne Stallybrass are seen with lifeboat workers Peggy Brown (l.) and Dorothy Beckett (r). photograph by courtesy of Alf Williams



Lifeboat Services

(continued from page 12)

accorded to Coxswain Ronald J. Hardy and Emergency Mechanic Phillip J. Dorey. Vellum service certificates were presented to Second Coxswain/Motor Mechanic Victor A. C. Marsh, Assistant Mechanic Eric S. Dorey, Emergency Mechanic Walter E. Bishop and Crew Members George W. Bishop and Ian P. Marsh.

South Eastern Division Single-handed sloop

A RED FLARE was observed about three miles west of Needles Coastguard lookout at 1240 on Tuesday, October 5, 1976. A helicopter from HMS *Daedalus*, Læon-Solent, took off to investigate and at 1300 found the casualty to be the 35' sloop *Snowgoose* with a single, exhausted occupant.

Following a request from HM Coastguard to the deputy launching authority of Yarmouth, Isle of Wight, lifeboat station, the assembly signal was made at 1255 and eight minutes later the 46' Watson* *Canadian Pacific*, on temporary duty at Yarmouth, slipped her moorings. Second coxswain John Cook was in command as the coxswain was on leave.

In the comparative lee of the Isle of Wight, the wind was southerly gale force 8 with moderate seas. The tide was ebbing, it was raining heavily and visibility was only fair.

*Canadian Pacific, which has now been withdrawn from the reserve fleet, was one of three lifeboats which represented the RNLi in the Silver Jubilee River Pageant on Thursday, June 9. During June and early July she also spent some weeks on the Thames, between Teddington and Oxford, helping fund raising.

Called to a man overboard from a 14' boat off Tunstall on April 18 in moderate to fresh north-easterly breezes and rough sea, Withernsea crew members and shore helpers rushed the ILB down to the surf. She was away within seven minutes of the call to reach the casualty eight minutes later, but unfortunately the man was drowned; his body

The helicopter directed the lifeboat to the casualty, which was sighted at 1340. By 1346 *Canadian Pacific* was lying close to *Snowgoose*. Several attempts to secure a line aboard failed; the single-handed skipper was exhausted and the weather was deteriorating rapidly. The wind was now south south west severe gale force 9 with heavy rain, producing very rough seas and poor visibility. A wave recorder close to the position of the casualty recorded maximum wave height at this time to be 36 feet.

In view of the violent motion and the reluctance of the skipper to abandon ship, Acting Coxswain Cook decided to escort the yacht eastwards in the hope of finding calmer water in which to effect a tow or take off the man if he decided to leave his boat.

Snowgoose continued to drift east north east towards the shore escorted by the lifeboat. At 1535 when some six cables off Hordle Cliffs, with the weather continuing to worsen, the skipper agreed to abandon ship. With considerable difficulty in the rough, confused seas, Acting Coxswain Cook manoeuvred *Canadian Pacific* alongside *Snowgoose* and the skipper was snatched aboard by the crew.

Leaving the abandoned yacht, which later ran ashore, Acting Coxswain Cook set course back to Yarmouth by way of North Channel, close to Hurst Point. At 1615 the lifeboat arrived back at Yarmouth where the survivor was landed into the care of a waiting doctor. Half an hour later *Canadian Pacific* was re-fuelled, back on her moorings and ready for service.

For this service the thanks of the Institution inscribed on vellum have been accorded to Acting Coxswain John C. Cook and vellum service certificates have been presented to Acting Second Coxswain Christopher R. West, Assistant Motor Mechanic Alan Howard, Emergency Motor Mechanic Keith Hopkins and Crew Members Richard H. Pierrepont, Stuart L. Pimm and David J. Richards.

Scotland South Division Yacht crew landed

ON THURSDAY, SEPTEMBER 9, 1976, at 1720 Eyemouth Coastguard informed the deputy launching authority of St Abbs ILB station that the yacht *Glorfindel II*, moored in St Abbs outer harbour, was in danger of being swamped. A northerly storm force 10 wind was blowing and a very heavy ground swell and rough seas were running inside the outer harbour. The harbour master and local fishermen reported that such conditions had not been experienced since the October gales of 1954. The tide was three hours after high water.

Glorfindel II could not be moved to calmer water in the lee of the outer wall because of heavy seas breaking over it, nor brought into the shelter of the inner harbour because of her draught. Coastguard officers, helped by ILB crew members and local fishermen, had already managed to run additional heavy mooring lines to the yacht using their self-propelled rocket apparatus, and, in securing them, had been exposed to considerable danger from the seas breaking over the piers.

At 1720 the ILB crew were assembled, but, while the situation was closely watched, the Coastguard thought it would be better not to take off the crew of *Glorfindel II* until the tide had ebbed for another hour.

At 1830 the owner of the yacht asked that he and his crew should be taken off as several of the moorings had parted and the anchor cable was in danger of parting. The D class ILB was launched at 1835 with Helmsman Alistair Crowe and Crew Member James Wilson aboard. Considerable skill and determination were needed by both crew members to launch the ILB and get her clear of the slipway, which was directly exposed to the rough seas running through the harbour entrance.

Alongside within two minutes, the

had been recovered by a helicopter, also called out. His three companions had managed to struggle ashore safely. The ILB recovered the overturned boat and landed her on the beach at Tunstall.

photograph by courtesy of Martin Lunn, Holderness Gazette, Withernsea



ILB immediately took aboard the yacht's three crew members, two men and a woman—not without difficulty. Then, to prevent the ILB's propeller being fouled by lobster creels and nets washed off the piers and floating in the harbour, Alistair Crowe and James Wilson hauled her clear of the yacht by the mooring lines. Once clear of the yacht and floating debris, the ILB made for the inner harbour where *Glorfindel II's* crew were landed at 1845.

Because of the exposed position of the lifeboat slipway the ILB was beached on the inner harbour slipway.

For this service framed letters of thanks signed by the Chairman of the Institution, Major-General Ralph Farrant, have been presented to Helmsman Alistair Crowe and Crew Member James Wilson.

Services by Offshore Lifeboats, December 1976, January and February 1977

Angle, Dyfed
December 6.
Anstruther, Fife
February 20.
Appledore, North Devon
December 2, January 12, February 17, 18 and 21.
Baltimore, Co. Cork
January 10.
Barry Dock, South Glamorgan
December 4, 10, January 13 and February 20.
Bembridge, Isle of Wight
December 6 and February 20.
Bridlington, Humberside
January 28 and February 16.
Calshot, Hampshire
December 3.
Campbeltown, Strathclyde
January 8.
Clacton-on-Sea, Essex
December 12 and February 3 (twice).
Clovelly, North Devon
January 21, 22 and February 24 (twice).
Cromer, Norfolk
December 10, February 19, 22 and 24.
Dover, Kent
December 21 and 24.
Dunmore East, Co. Waterford
December 21, January 4, 25 and February 4.
Eyemouth, Borders
February 3 and 19.
Falmouth, Cornwall
December 16, 18 and January 12.
Flamborough, Humberside
January 15 and February 23.
Fowey, Cornwall
December 25.
Great Yarmouth and Gorleston, Norfolk
December 26, January 4, February 18, 19, 20 and 23.
Harwich, Essex
February 13.
Hastings, East Sussex
December 18 and January 13.
Howth, Co. Dublin
December 6.
Hoylake, Merseyside
February 13.
Humber, Humberside

December 16, 20, January 2, 12, 17 and 19.
Invergordon, Highland
December 4.
Kilmore, Co. Wexford
December 6.
Kirkwall, Orkney
February 15.
Lerwick, Shetland
January 20.
Lochinver, Highland
January 25.
Longhope, Orkney
February 16.
Lowestoft, Suffolk
January 2 and 20.
Margate, Kent
December 13 and January 8.
Moelfre, Gwynedd
December 16.
The Mumbles, West Glamorgan
January 26.
Newbiggin, Northumberland
February 27.
Newcastle, Co. Down
January 20.
Newhaven, East Sussex
December 18, January 7 and February 4.
Padstow, Cornwall
December 7.
Penlee, Cornwall
January 21 and February 8.
Plymouth, South Devon
December 5.
Porthdinllaen, Gwynedd
January 6.
Portpatrick, Dumfries and Galloway
December 17.
Ramsgate, Kent
January 2 and 17.
Runswick, Cleveland
December 22.
St David's, Dyfed
February 8.
St Helier, Jersey
January 6, February 13 and 20.
St Ives, Cornwall
December 19, January 30, February 1, 10, 17 and 26.
St Mary's, Isles of Scilly
December 5, 7, 15, 18, 19 and February 13.
St Peter Port, Guernsey
December 3, 22, 28, January 18, 19, February 18 (twice) and 24.
Salcombe, South Devon
January 9 and 22.
Scarborough, North Yorkshire
February 10.
Seaham, Co. Durham
December 8 and February 14.
Selsey, West Sussex
December 6.
Sennen Cove, Cornwall
December 5 and January 10.
Sheerness, Kent
December 7, 11 and 12.
Sheringham, Norfolk
December 5 and January 11.
Skegness, Lincolnshire
December 5 and January 13.
Stornoway, Western Isles
January 21, 22 and February 16.
Sunderland, Tyne and Wear
January 1.
Swanage, Dorset
January 3 and February 13.
Teesmouth, Cleveland
December 3.
Tenby, Dyfed
December 29 and February 27.
Torbay, South Devon
December 3, 6, January 3, 20, February 5 and 27 (twice).
Troon, Strathclyde
February 21 and 28.

Tynemouth, Tyne and Wear
January 13.
Walmer, Kent
December 25.
Walton and Frinton, Essex
February 27.
Wells, Norfolk
December 5.
Whitby, North Yorkshire
December 4, 5, January 17 and 25.
Workington, Cumbria
December 16, 26 and January 18.
Yarmouth, Isle-of-Wight
January 19.
Youghal, Co. Cork
January 25.

Services by Inshore Lifeboats, December 1976, January and February 1977

Aberdovey, Gwynedd
December 2 and 12.
Beaumaris, Gwynedd
January 29.
Broughty Ferry, Tayside
December 12.
Conwy, Gwynedd
February 11.
Eastney (B.530), Hampshire
December 6, 18, January 1, 30 and February 5 (twice).
Eastney (D.184), Hampshire
December 14, 20, February 5 and 6.
Great Yarmouth and Gorleston, Norfolk
December 21 and 23.
Hartlepool, Cleveland
February 8.
Harwich, Essex
February 27.
Hayling Island, Hampshire
December 10 and February 5.
Helensburgh, Strathclyde
January 13 and 15.
Largs, Strathclyde
January 14 and 25.
Littlestone-on-Sea, Kent
December 4.
Llandudno, Gwynedd
January 16.
Lyme Regis, Dorset
January 8.
Lymington, Dorset
December 10 and January 9.
Lytham-St Anne's, Lancashire
January 8 and February 14.
Minehead, Somerset
January 9 (twice) and February 27.
Morecambe, Lancashire
January 23.
New Brighton, Merseyside
February 9.
Poole, Dorset
December 14, 16, February 5 and 19.
Sheerness, Kent
December 3.
Silloth, Cumbria
February 20.
Southend-on-Sea (B.527), Essex
December 8, 11, 12, January 6, 13, 15, 19, 31, February 7, 10 and 13.
Southwold, Suffolk
January 3 and February 7.
Tynemouth, Tyne and Wear
February 13.
West Mersea, Essex
December 12, 13, January 1 and 30.
Whitstable, Kent
February 25.

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1st November	Winter issue
1st February	Spring issue

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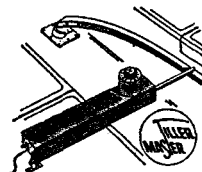
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