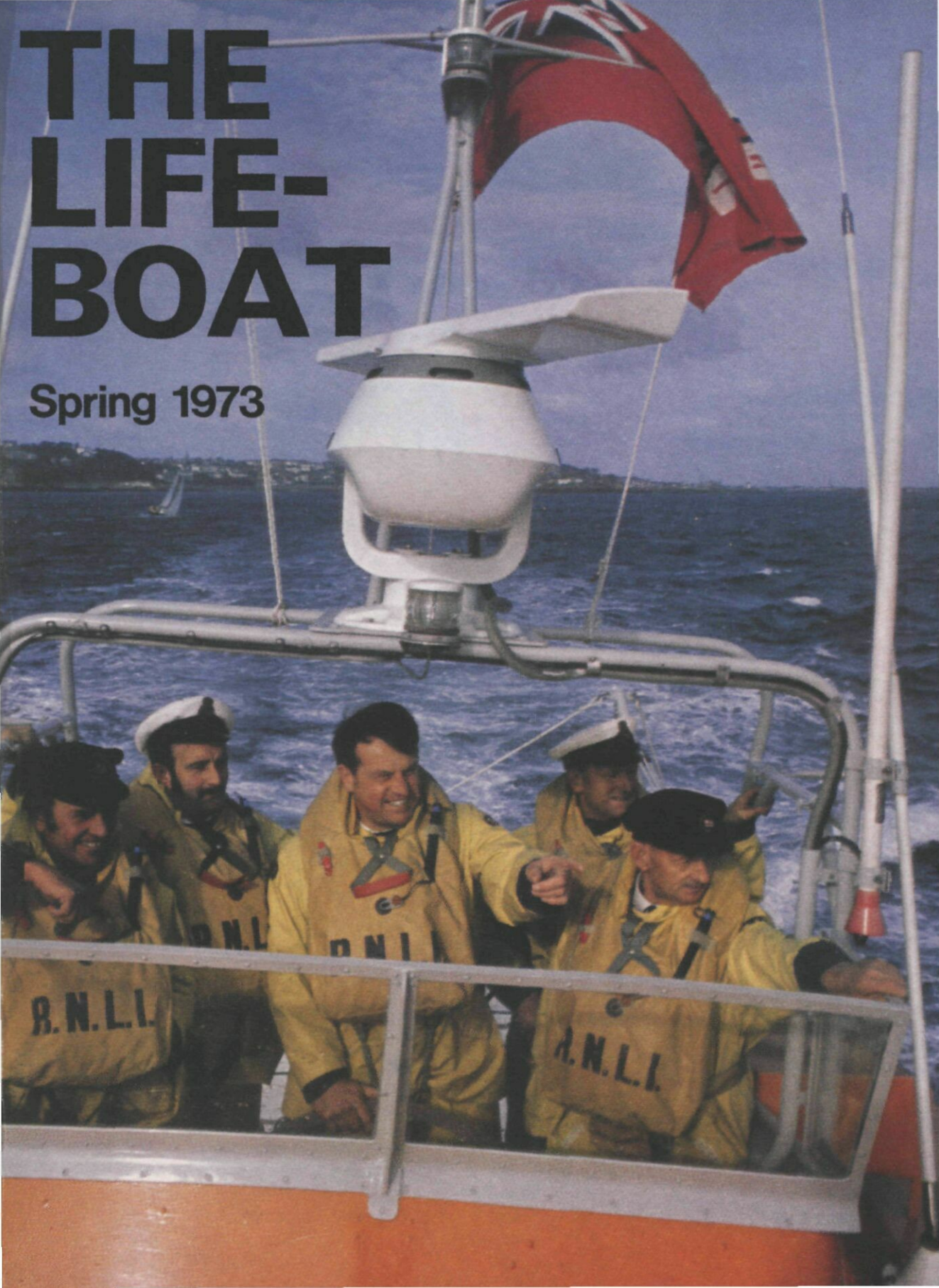
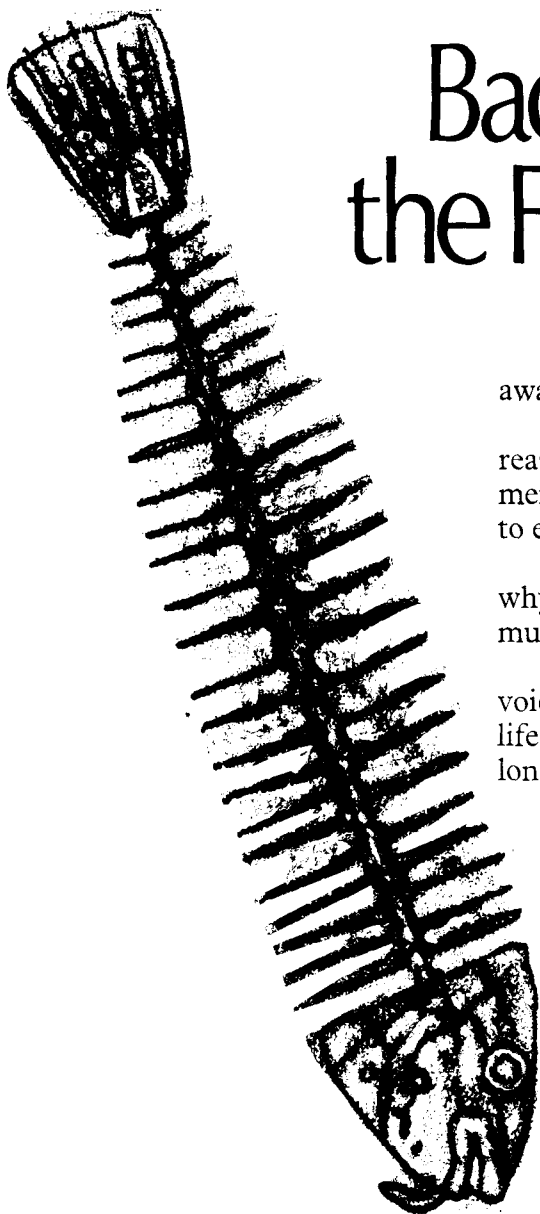


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Spring 1973





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# THE LIFE-BOAT

(Est. 1852)

**All editorial material submitted for consideration with a view to publication in the Journal should be addressed to The Editor, THE LIFE-BOAT, 42 Grosvenor Gardens, London, SW1W 0EF (Tel. 01-730 0031). Photographs intended for return should be accompanied by a stamped and addressed envelope.**

**A year's subscription of four issues costs 82p, including postage, but those who are entitled to receive THE LIFE-BOAT free of charge will continue to do so. The next issue of THE LIFE-BOAT will appear in July and news items should be sent by early May.**



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Vol. XLII

April, 1973

No. 443

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# NOTES OF THE QUARTER

by  
the Editor



by courtesy of T. P. Roskrow

IN THE January number of *THE LIFE-BOAT* details were given of some of the R.N.L.I.'s plans to celebrate the 150th anniversary of its foundation in 1974. To these may now be added an important appeal which is being made to civic heads during the 1973/4 local authority year. The idea of such an appeal originated from the Central Appeals Committee. As part of the programme to mark the R.N.L.I.'s 150th anniversary every civic head is being asked to raise a sum of not less than £150 of new money during the local authority year. This sum has been chosen, not only because of the obvious association of the figure 150, but also because it was thought to be one which could be raised by even the smallest authority. Clearly larger sums in multiples of 150 will be welcome from the larger authorities.

The appeal is being made to the existing local authorities, many of whom will be disappearing following the reorganisation of local government. In order to maintain local identity all money raised will be credited to the respective branches and guilds of the Institution. It is intended that a token purse, symbolic of the total sum raised,

will be presented to the R.N.L.I. on behalf of the civic heads participating at the annual general meeting in 1974.

## PROLONGED WINTER GALES

The months of November and December 1972 were a period of exceptionally prolonged and severe gales round all parts of the coasts of Britain and Ireland. Between 27th October and 30th December there were no fewer than 48 launches by life-boats in gale conditions of force 8 and above. The Lerwick life-boat was called out four times in such conditions, Bridlington and Dover were called out three times and Arranmore, Ballycotton, Longhope, Ramsgate, St. Peter Port, Stornoway and Walmer were each called out twice. The lives of 44 people were saved in addition to eight vessels.

Commenting on the work carried out by life-boat crews in these exceptionally demanding conditions, Captain Nigel Dixon, R.N., Director of the R.N.L.I., said in a statement to the press: 'Our life-boat crews have responded to the

## COVER PICTURE

*The arrival of the new 52-foot Arun life-boat at St. Peter Port, Guernsey, was reported in the January issue of THE LIFE-BOAT. In this picture, which was taken by Albert McCabe, of the DAILY EXPRESS, Coxswain John Petit (centre) is shown on the flying bridge with (left to right, foreground) Emergency Mechanic C. Robilliard, Bowman J. Le Page and Crewman R. Munson. Birds Eye Foods Ltd. were one of the principal donors. For more details about the Arun and other new life-boats turn to page 446.*



demands made on them in a manner everyone has come to expect. The way in which these life-saving operations have been carried out is further evidence of the devotion to duty, courage and skill of these men. Those generous people who have given life-boats or who help to maintain them can feel very proud of the achievements of the past few weeks.'

## NO SALVAGE

The totally mistaken but still widespread belief that people connected with the life-boat service grow rich on salvage is effectively refuted by figures for the past year. These show that the total amount received in salvage claims by all life-boat crews in Britain and Ireland was £278. Yet during the year no fewer than 428 vessels of different kinds were saved by life-boats. All those who are associated with the service are of course aware that the R.N.L.I. itself never makes salvage claims, although its crews have a right in law to do so.

Over a period of years salvage claims have been growing steadily rarer. Whereas in 1961 a little over £10,000 was paid out in salvage claims to life-boat crews—in itself a tiny fraction of the value of all vessels and cargoes saved—by 1969 the total figure had fallen below £3,000, and it has continued to decline.

## NEW FORM OF A.G.M.

The Institution's annual general meeting, which will be held in the Royal Festival Hall in London on Tuesday, 22nd May, will this year take a new form. It has been the practice in the past for the general business of the annual general meeting and the presentation of awards to be combined. This year there will be a general business meeting of the governors in the morning, and the presentation of medals for gallantry and awards to honorary officials and workers will take place at an afternoon gathering beginning at 3 p.m. The guest speaker this year will be Mrs. Bruce Coward, better known as Nicolette Milnes-Walker, who was the first woman to cross the Atlantic single-handed in a small boat.

## SEARCH FOR RELICS

The international life-boat exhibition, which is to be held in the West Hoe Park, Plymouth, from 14th July to 10th September, 1974, will include an important historical section. Other exhibitions on the history of the R.N.L.I. are also likely to be mounted in different parts of the country in 1974, including one at the National Maritime Museum in Greenwich. The Institution is therefore appealing to readers of *THE LIFE-BOAT*



Mrs. Teresa Smellie, president of the Great Yarmouth and Gorleston branch of the ladies' life-boat guild, has been made an honorary life governor of the R.N.L.I. in recognition of her 40 years' service on behalf of the life-boat service. In this picture, taken when the honour was formally announced at the annual Life-boat Ball at Gorleston, Mrs. Smellie is being escorted by Coxswain John Bryan and his deputy, Mr. Colin Staples. The ball—Mrs. Smellie's brainchild—made a record profit of £890.

*by courtesy of Great Yarmouth News Agency*

who may have in their possession important historical relics, including documents, to lend them, if they see fit, for exhibition purposes during the year.

Anyone who can help in this way is asked to contact Mr. S. E. Bartholomew, Deputy Public Relations Officer, R.N.L.I., 42 Grosvenor Gardens, London, SW1W 0EF.

## R.N.L.I.'s 150th Anniversary

On pages 396 and 398 of the January, 1973, edition of *THE LIFE-BOAT* reference was made to a covered chalice which was being produced by Stuart Crystal. Though made by Stuart's, it is being marketed by Mulberry Hall, Stonegate, York, YO1 2AW, to whom all inquiries should be made. The R.N.L.I. will be receiving a royalty on each chalice sold.

The firm of John Sanday (Roses) Ltd., of Almondsbury, Bristol, have pointed out, in connection with the same 150th anniversary plans, that the correct spelling of their name is as given here.



by courtesy of P.A. Studios and Photography 33

## International Boat Show

THE Royal National Life-boat Institution exhibited at the International Boat Show at Earl's Court, London, on 3rd-13th January, 1973, the first of a new type of life-boat. She was a Rother class boat (see photograph above), in direct line of descent from the highly successful Oakley 37-foot boats introduced in the late 1950s.

The main advances in the Rother class are the inclusion of radar and the replacement of the water ballast self-righting system by providing the self-righting potential entirely through the hull form. Pictures of the type during capsizing trials appeared in the January edition of *THE LIFE-BOAT*.

The work of the R.N.L.I. in general was shown pictorially at the show and there was a recruiting area for the Yachtsmen's Life-boat Supporters' Association.

The life-boat shown was donated by Major O. B. Gabriel, of Hove, and will be named the *Osman Gabriel*. She will take up station at Port Erin, Isle of Man, some time this year.

Mrs. O. B. Gabriel has herself given a 21-foot Atlantic inshore life-boat to the life-boat service,



The Prime Minister, Mr. Edward Heath, meets Sergeant F. C. Elverson, aged 70, a Chelsea Pensioner, at the R.N.L.I. stand at the International Boat Show. For the second year running Sgt. Elverson worked indefatigably on the R.N.L.I.'s stand.



Major Osman Gabriel having the controls of the Rother class life-boat he has presented to the R.N.L.I. explained to him at the Boat Show. With him are (left) Coxswain/Mechanic William Dent and Mr. Evan Owens, Moelfre's retired motor mechanic.

again one of the R.N.L.I.'s latest design of small rescue craft. This was represented on the stand by a model and action photographs. It was the first time that life-boats donated to the R.N.L.I. by husband and wife had been featured at the Boat Show at the same time.

Captain Petersen and Mr. Rasmussen of the Danish Life-boat Institute presented a plaque to the R.N.L.I. during the period of the show.

The Danish Life-boat Institute is being amalgamated with the hydrographic department and the pilotage service to form one marine organisation in April, and Captain Petersen presented the plaque as a token of appreciation to the R.N.L.I. for co-operation since 1852.

On the Fairey Marine stand at the Boat Show, where David Palengat's 31-foot Huntsman *Double Century* was exhibited, a raffle was held on behalf of the R.N.L.I. Selling tickets at



Below: The Duke of Atholl, a vice president of the R.N.L.I. and Convener, Scottish Life-boat Council, presenting a certificate of service to Mr. Evan Owens at the Boat Show.



Lord Killanin (left), president of the Olympic Games, who is a member of the Committee of Management of the R.N.L.I., and Dr. Crochie, president of the International Yachtsmen's Union, talk to Commander Leslie Hill, of the R.N.L.I., and Mr. Nigel Hacking, R.Y.A. secretary general, aboard the *Osman Gabriel* life-boat at the Boat Show.

5p a time, £338.70 was raised for the life-boat service.

The draw took place at the offices of the Luis Gordon Group on 30th January, the prizes being: 1st, three cases of Domecq Sherry, Mr. Dodd, Christchurch; 2nd, two cases, Mr. Holland, London; 3rd, one case, Mr. Dallas, Hounslow.

Arun is a prototype 52-foot fully self-righting life-boat, built to satisfy the need for a faster design. The second prototype will have reduced free-board amidships.



by courtesy of Guernsey Evening Press and Star

## TECHNICAL DEVELOPMENTS IN THE LIFE-BOAT SERVICE

by **Commander F. R. H. Swann,\* O.B.E., R.N.V.R.**

THE Royal National Life-boat Institution has been criticised from time to time for being slow in adopting modern designs and techniques. Such criticism largely arises from a lack of appreciation of several factors which have militated against the rapid adoption of a progressive policy.

In the first place the safety of life-boat crews is of paramount importance. This means that no new design or equipment can be adopted until it has been exhaustively proven. Consequently it can take four or five years before a new design can go into quantity production.

The same criterion applies to new materials

such as g.r.p. which was considered 10 years ago but not proceeded with, because it was felt at that time to be insufficiently tried and there was uncertainty as to the life of the material.

But perhaps the greatest handicap was simply the size of the fleet; about 160 boats with a life of 25 years if afloat, or 30 years if housed, followed by perhaps 10 years on relief duties. It was not feasible to scrap more than the annual replacement number—of about five boats; the number of building yards is very limited and the cost would have been astronomical.

Two-thirds of the R.N.L.I. fleet of 160 boats are launched either down slipways or from carriages and in a few cases down a beach, and, until comparatively recently, it was the policy of the Institution that life-boats should, as far

\*Commander Swann is the Chairman of the R.N.L.I. The article is condensed from *Yachting World* for January, 1973, and is reproduced with the Editor's permission.



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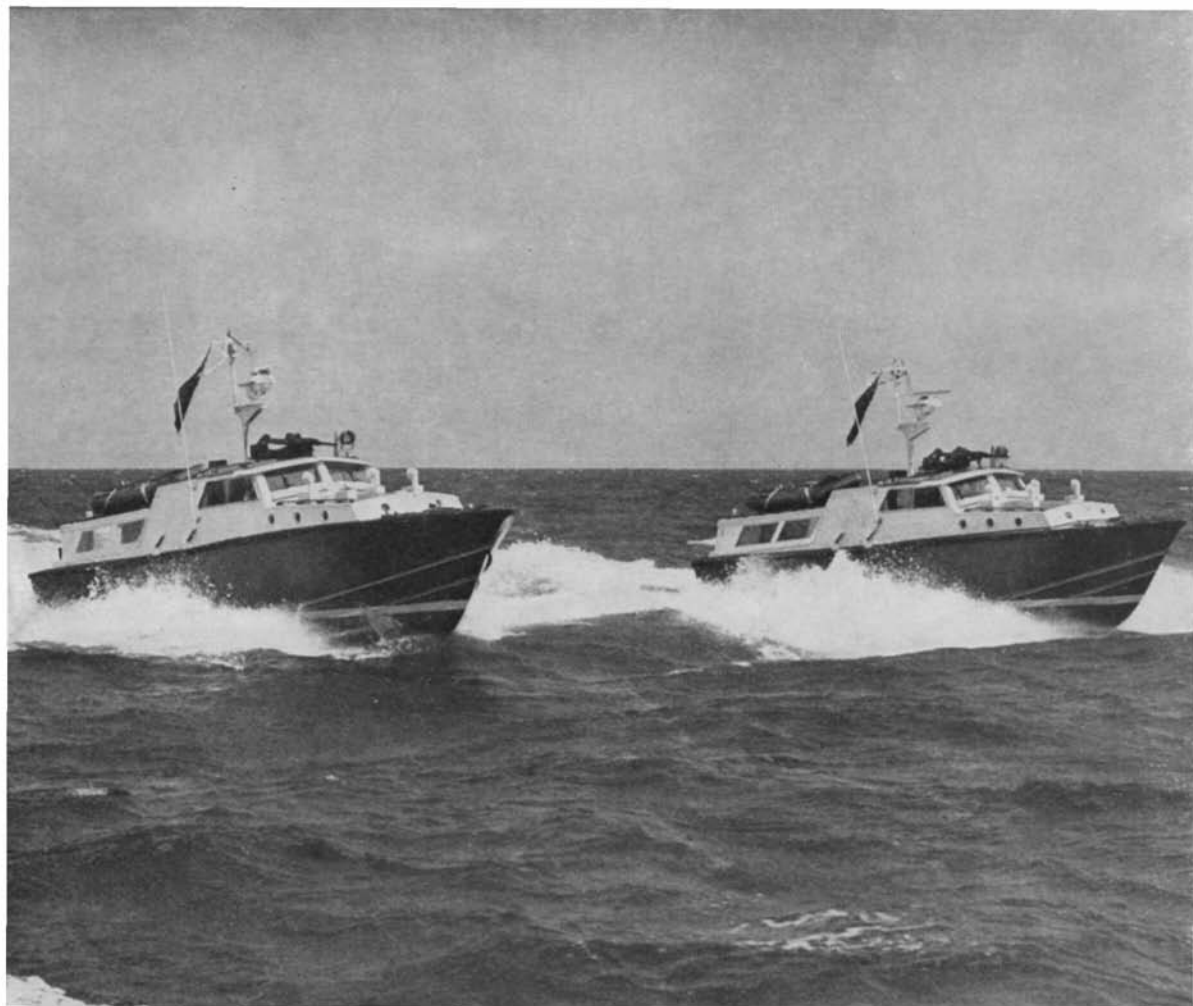
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as possible, be inter-changeable. Accordingly nearly all boats were capable of being launched down a slipway. This meant a standard mid-ship section and hull form with the propellers in tunnels, not only to protect the screws, but also to prevent cavitation.

With such a design it was virtually impossible to get more speed; neither was it felt desirable to do so, as speed was considered at that time to be inconsistent with seaworthiness. So it was that there was very little change in basic life-boat design during the period 1920-1960.

The first major change came in 1958 with the introduction of the 37-foot Oakley self-righter. This boat was designed because the five post-war capsizes had shown the need for self-righting boats; with the life-boat staying bottom up once she capsized, the crew had little chance of escape.

Following the success of the first boat some 24 have been built and have given a good account of themselves, largely replacing boats of the 35-foot 6-inch Liverpool class.

Recently the Institution has developed a Mark II version of the 37-foot boat, the object being to enable radar to be installed, to provide a covered steering position for the protection of the crew and also to enable the boat to be self-righting without the need for the transference of water ballast; the boat is simply unstable in the capsized position by virtue of her profile.

The 37-foot Mark II, built of wood, is the smaller of the two classes of conventional life-boat now being built by the Institution. The

other is the 48-foot 6-inch class, the prototype of which was completed in time to be shown at the 9th International Life-boat Conference at Edinburgh in 1963.

The constructional details of the boat were then revised for building in steel, in the expectation that this would be a cheaper form of construction. In the event, the overall saving was only about 10%. So much of the cost of a boat is the equipment put into it, that the difference in the cost of hull material is a relatively small part of the whole.

The opportunity was taken to make the boat self-righting without the need for the transference of water ballast—an important point in view of the very high cost of the non-return valves in the earlier boats.

These steel hulled boats are known as the Solent class, of which eight boats have been built, and three more of a Mark II version are under construction.

Following a visit to the Life-boat Societies in Holland and Germany in 1961, it was decided to build two 70-foot boats which could be used either for patrolling or as station life-boats. They are fine, seaworthy boats, like a small trawler.

These two boats, which went into service in 1965, have carried out many services, that of the second boat, 70-002 stationed at Kirkwall in Orkney, last November, being particularly meritorious. Apart from their draught, the main disadvantage is that such boats are expensive to build and man. However, as two boats cannot be



Inflatables were first introduced into service in 1962, and the current development is the Atlantic 21 rigid bottomed inshore rescue boat, here shown at speed.

*by courtesy of David Parker*



A 44-foot steel life-boat. A development of this U.S. Coast Guard life-boat, with a speed of 17 knots is destined for Falmouth. The R.N.L.I. has already six of the 44-foot version in service.

operated without a relief, a third boat is being built at Bideford for launching in July, 1973.

The first step towards faster boats for the Institution came with the purchase of a 44-foot steel life-boat from the United States Coast Guard in May, 1964. After successful evaluation, the Institution built six boats to this design, giving them an aluminium instead of a steel deck. A further eight of these boats are currently on order.

Experience of these six boats in service has been very satisfactory. It has been shown, for instance, that they can operate in shoal water without undue risk to the propellers. They lie afloat. Shortly after their introduction, the Institution designed a 50-foot boat to similar basic design, also to be built of steel. The tank tests were satisfactory, but no boats were built at that time. However, two of these boats are now being built. This is an exciting project.

As already mentioned, there was some resistance at the beginning of the period to the introduction of faster life-boats but this has gradually lessened, when it was realised that faster boats could be built without sacrificing seakeeping qualities, and also that many life-boat crews were asking for more speed. Moreover and most important it was necessary to have faster boats to enable the Institution's fleet to be deployed to the best advantage, both operationally and economically.

Consequently a staff requirement was drawn up for a 20-knot boat, fully self-righting with an all-weather capability, which would lie afloat,

length to be about 52 feet and draught 4 feet 9 inches. *Arun* is the result. She was built of cold moulded ply and launched in May last year; this hull design is capable of speeds up to 28 knots, but with the machinery installed, a top speed of 19.95 knots was achieved. She is a good seaboat. Her chief disadvantage is her high freeboard. The second prototype will be better in this respect, as the deck line is lowered amidships, thus making it easier to haul a man out of the water.

A great deal of thought has been given to g.r.p. construction and the Institution has been fortunate in being able to call on much expert advice. As a result, it has been decided to build a third prototype in cold moulded ply from which a plug may be made for possible eventual construction of the hull in g.r.p.

The second and third boats will have rather more power than *Arun* so as to achieve 22 or 23 knots which is considered sufficient. The third prototype will have a rounded transom but a similar deck layout to the second boat.

Another project which is at an interesting stage is a design for a steel slipway and afloat life-boat. The object is to produce a boat which will have an all-weather capability, but which will be easier and cheaper to build than the Solent class. She will be fully self-righting and possibly a little faster than the Solents.

There have also been considerable developments in the field of inflatable and small craft. Much experience has been gained since the

(continued on page 452)



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# Technical Developments

(from page 450)

first inflatables were introduced in 1962, particularly as regards floorboards and the construction and maintenance of the craft.

In 1968 the Institution commissioned the design of a fast rigid hull for inshore rescue. The 18-foot McLachlan with ragged chines has proved successful. She is a good seaboat and has a speed of 22 knots with petrol engines, and 18½ knots with diesel units. Seven have been built to date.

Considerable development of inflatables and semi-inflatables has been carried out at Atlantic College, on the north shore of the Bristol Channel, by the students under the direction of Rear-Admiral Desmond Hoare. The Institution has provided most of the finance for this development and has carried out the evaluation of prototypes. It has now reached the stage where the Atlantic 21 is being produced for service. These boats, with a speed of about 28 knots, have a rigid bottom, the latest of which is of g.r.p. construction.

Nowadays, the Institution's inshore life-boats, of which 113 were in service last summer, are more active and save more lives than the conventional boats. Consequently developments are always in progress.

In addition to the developments in the design of boats the Institution has done a great deal to improve equipment and first aid and medical aspects also receive a great deal of attention. With 21 life-boats building or on order and more to be ordered shortly, it will be appreciated, the R.N.L.I. is extremely busy.

Developing a fast boat of say 20 knots has taken longer than originally hoped, but it is now well on the way to fulfilment with both the Arun class and the 50-foot steel boat. It will be interesting to see which most nearly meets the requirements when both are available for comparative evaluation next year.

Unfortunately the geography of the British Isles, with the paucity of good harbours, means slipway and carriage launching has to continue. It goes against the grain to continue building conventional life-boats of a basic design, which cannot be made to go faster, but it is necessary to replace the large number of non-self-righting life-boats in the fleet as soon as possible. Nineteen-eighty is the target year for the completion of this programme.

## NEW YEAR HONOURS

The R.N.L.I. received recognition in the New Year Honours.

### O.B.E.

Lt.-Commander W. L. G. Dutton, R.D., R.N.R., Chief Inspector of Life-boats. Deputy to the then Chief Inspector from 1958 to 1961, when he was appointed to his present position, Commander Dutton joined the life-boat service in 1946 as Irish district inspector. He served as western district inspector from 1954 to 1958.

### B.E.M.

Coxswain James Wilson, of the St. Abbs, Berwickshire, life-boat joined the crew in 1947. He was assistant mechanic from 1951 to 1953, when he was appointed coxswain.

### M.B.E.

Mr. A. J. Schermuly, of Kingsdown, Deal, Kent, is the fourth son of the founder of the marine and military pyrotechnics company which bears his name. Mr. Schermuly, whose award is for services to the R.N.L.I., retired from the company in 1962. He had been appointed joint managing director in 1960 and, for many years before that, had been the technical director. Since his retirement he has actively pursued his long standing interest in the R.N.L.I. He is president of the Walmer life-boat station and has sailed many times with the boat as a crew member.

## Mr. John D. Russell

Mr. John D. Russell, the senior partner of Binder, Hamlyn & Co. (Chartered Accountants), who died in January, joined the Committee of Management of the Royal National Life-boat Institution in 1954, and was elected a vice president in 1969. He gave invaluable help to the Institution over 18 years in financial and other matters.

He was a member of the Council of Chartered Accountants and a Post Flag Officer of the Royal Yacht Squadron. Mr. Russell served in the 1939-45 war, rising to the rank of Commander, R.N.V.R.



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## AIRBORNE LIFE-BOATS

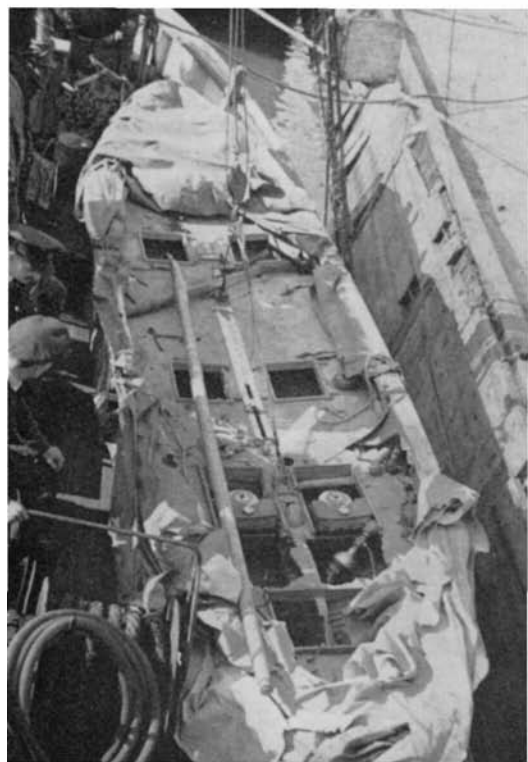
● I was looking at back numbers of *THE LIFE-BOAT* and came on your issue of January, 1971, in which an airborne life-boat in connection with the Wells, Norfolk, article was shown being dropped off the east coast on 5th May, 1943.

I took part in a similar operation some weeks later—on 26th July, 1943—which had an unusual ending. For the airborne life-boat dropped by the R.A.F. was brought into Great Yarmouth aboard the Danish trawler *Betty* FN 41 whose captain had been overpowered by the American crew she had picked up! However, I never met the Americans or the Danish crew of the trawler as I was shot down myself soon after the *Betty* tied up at Yarmouth. Perhaps the two photographs will revive memories and perhaps lead to other aspects of the

American and Danish story being related.

You may wonder why in July, 1943, my own Halifax crew knew nothing about airborne life-boats although the first drop had occurred in May. The squadron I was with, No. 138, was a clandestine operations unit. From the first quarter moon till the last quarter moon we were supplying resistance units and during the non-moon period we kept a few crews on to assist with air sea rescue work. Being such a high security unit and not professional A.S.R. chaps no doubt the airborne life-boat gen didn't filter down to us until much later. I may say that it was a great surprise to see such a thing in the air.

Homing on a distress signal we had found an American aircrew sitting in their doughnut dinghy at 54° 39'N 05° 34'E. Base ordered us to



R.A.F. officers examining the airborne life-boat on the deck of the Danish trawler *Betty* FN 41 at Great Yarmouth in July, 1943.

The trawler crew had slashed the inflated whale back bags at bow and stern to deflate them. The other picture shows the *Betty* moored at Great Yarmouth with (left) the Nelson Column just visible.

by courtesy of Group Captain F. C. Griffiths.



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circle them and transmit a homing signal. In due course, and to our consternation, appeared an 'enemy aircraft' which on dropping an airborne life-boat transformed itself into a Hudson.

In 17 minutes the airborne life-boat with all the Americans aboard and both engines running was heading west at six knots and with the approaching darkness we left the life-boat on its homeward course.

But the drama was not yet over.

Back at the Halifax's base at R.A.F. Tempsford another aircraft and crew were prepared during the night to fly fuel to the life-boat at dawn if it could be found—for it was realised that the fuel range of the life-boat was insufficient for it to reach England.

And found it was at dawn still steaming westward. The fuel supplies were dropped but the parachutes to which they were attached were unfortunately seen by trawler FN 41. Although she had DENMARK painted on her side, she was skippered by a German. He had seen the parachutes descending and, heading towards them, found the airborne life-boat and the Americans.

Taking both Americans and the airborne life-boat on board his trawler he headed south towards the Dutch Friesian Islands. The Halifax was watching and flew parallel to the trawler firing all four rear guns across her bow, signalling in English by Aldis lamp, 'Steer west or I will sink you'. The trawler turned west. But to the westward were fogbanks and into these fogbanks the trawler disappeared.

Disconsolately, the Halifax crew returned to base. All hope was lost now. Obviously, the trawler skipper would have changed course again for Holland as soon as he was in the fog.

Came the dawn on day three, 28th July, and a telephone call from Yarmouth to R.A.F. Tempsford to say that a Danish trawler called the *Betty* had steamed into Yarmouth through the fog and through the minefields and had brought in an American Fortress crew and an airborne life-boat.

It appeared that when the Halifax fired across the trawler's bow on the morning of 27th July the Danish trawler crew had locked up the German captain and taken over the ship—and so we got our airborne life-boat back and a full Fortress crew to fight again.—F. C. GRIFFITHS, *Group Captain (retd.), Ty Isa, Llanfair Dyffryn Clwyd, Ruthin, Denbighshire.*

*When the R.A.F. on 5th May, 1943, dropped an airborne life-boat for the first time to a 'ditched' bomber crew 50 miles off the East Anglian coast, the survivors got to within 12 miles of Wells before their life-boat broke down. A motor launch, however, beat the local life-boat to the casualty. Group Captain Griffiths, incidentally, is honorary secretary of the Ruthin branch of the R.N.L.I. We have no idea what became of the fishing boat. Her port distinguishing letters showed her port of registry as Frederikshavn, Denmark.—EDITOR.*

## THE JOURNAL

● I feel I must write to add to the comments made by Mr. Dennis Sale in letters in the October Journal. I feel he has made some valid points regarding coverage of the life-boat service in the reshaped Journal.

I started taking the Journal in October, 1970, and therefore got the last of the old format. In January, 1971, the Journal was of course altered and here I must say that the layout and presentation are a great improvement and obviously must attract a wider readership and this is where I feel that a slight change would benefit the Journal.

I am asking if it would be possible to include more reports of services over the quarter. I haven't done any calculations like Mr Sale did but it is obvious that over the months the reports of services by life-boats is nothing like what it was before the Journal was altered.

I have looked at the October, 1970, Journal and there you reported a lot of services in monthly and life-boat area order, and they are very interesting to read. In the October, 1972, Journal there are reports of only four services although I admit that two are very detailed and interesting.

Therefore what I am basically driving at is that as a keen life-boat enthusiast who lives away from the coast, the Journal is my only source of official descriptions of life-boat rescues and services, and I feel that to some extent this is being denied to me by the lack of reports in the Journal.—KENNETH UPTON, *West Hallam, Derby.*

*Bearing in mind the number of services now being dealt with by the R.N.L.I. it would be impossible to accommodate reports on the scale they were reported up to the change of format in 1971, but we hope Mr. Upton will agree that in this number more prominence is given to life-boat services.—EDITOR.*

## OVERWEIGHT

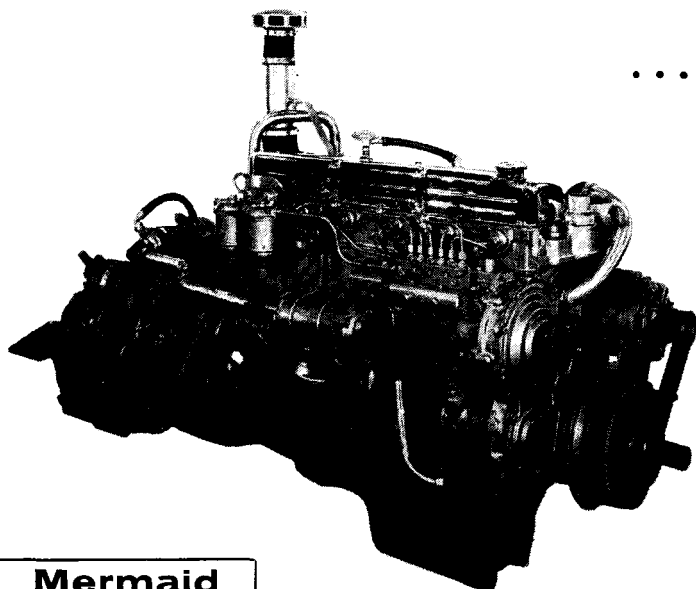
● Please find enclosed a cheque to the value of £15, this being a donation to the R.N.L.I. by Corporal Smith of this unit.

It may be of interest to you to know the circumstances surrounding the collection of this donation by the above named N.C.O. Cpl. Smith is a very much overweight person who has made various threats and promises to slim. Various members of the unit made bets with as to how many pounds weight he could lose in a week or a month, etc.

The enclosed cheque is the result of the bets which were made. Needless to say any weight lost by this N.C.O. must have been regained for he appears to be no slimmer.—F. POULTER, *Captain, 73 Field Workshop (Aircraft) R.E.M.E., Br.F.P.O 23.*

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# The Log of a Sky Pilot

WORK AND ADVENTURE AROUND THE  
GOODWIN SANDS

BY THE  
Rev. Thomas Stanley Treanor, M.A.

*Chaplain, Missions to Seamen, Deal and the Downs*

AUTHOR OF  
"HEROES OF THE GOODWIN SANDS."



LONDON

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The title page of *The Log of a Sky Pilot*.

THE Rev. Thomas Stanley Treanor, M.A., came from the parish of Achill, on the west coast of Ireland, and in July, 1878, was appointed chaplain to the Missions to Seamen for Deal and the Downs. A scholar and author, Treanor could read Greek and converse in many languages, and his passion for souls coupled with masterly seamanship earned him the affectionate title 'Sky Pilot'.

## THOMAS STANLEY TREANOR

by Gregory Holyoake

The days of Deal's prominence as a naval station with its own large dockyard were over, but the Downs, that anchorage of deep water bounded on the west by the mainland and towards the east by the Goodwin Sands, remained an important sea route for shipping to and from the port of London. On a single night in his first year of office, Treanor counted 500 ships with an estimated 5,000 sailors sheltering in the Downs, and another year reported 20 steamers at anchor at one time apart from 300 other vessels. Naturally, the Missions to Seamen regarded the Downs as one of its 12 great roadstead stations.

Originally founded by Lord Shaftesbury, the Downs mission station was opened in 1859. Funds for mission rooms were raised by a bazaar in Deal Castle organised by Lady Granville and Lady Sydney. Admiral Hill, the last Captain of Sandown Castle, gave permission for stones from the demolished castle to be used in the foundations. These rooms at the top of Exchange Street facing the sea were for the reception of shipwrecked mariners, but were also used for Sunday services and boatmen's recreation.

The Mission's oversight included coastguard stations and lightships as well as 800 of the renowned Deal boatmen. In one year Treanor



The trio: the Rev. T. S. Treanor, chaplain and steersman, Coxswain G. Norris and Bowman S. Wilds.



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by courtesy of Derek Ball

The North Deal boatmen's rooms were once the Missions to Seamen station.

visited 400 homes and 890 ships, spending an average of 250 days afloat annually. At first he hired local boats, but eventually the Mission acquired its own galley punt at a cost of £50. Bishop Parry of Dover dedicated *The Countess Sydney*, which was later joined by a second galley, *Evangeline*. The two were worked together until 1906 when replaced by *Quiver IX*. The crew of the Mission boat were George Norris, coxswain, and Stephen Wilds, bowman. The chaplain steered.

*Countess Sydney*, her familiar *Blue Angel* flag streaming, would sail to the nearest ship where the crew, destined for a long voyage and caught in a moment of 'loneliness and leisure', would welcome Treanor. A collapsible harmonium was hauled aboard, and the captain, mates, apprentices, cook and carpenter, as well as passengers of all nationalities, gathered round for a simple service.

Treanor carried bibles in 20 languages and the prayer book in 10, also 100 hymn books, London newspapers, magazines, presents of mufflers, mittens, needle-cases and helmets made by Deal ladies for the crew, and a formidable array of temperance cards, medals and tracts—'words to make the heart quake and the very ears of impenitent sinners to tingle'.

Numerous visits were made to the North and South Sand Head lightships, but the East Goodwin Lightship, 10 miles from land and a mile and three-quarters from the outer edge

of the Goodwin Sands, was difficult and dangerous to reach, the Mission boat returning often in fog across the dreaded sands. The Tongue and Edinburgh lightships, 25 miles off Ramsgate, might be reached on spring tides, but only with favourable winds and fair weather. Sometimes the galley was towed home at 10 knots by a passing friendly steamer. Most isolated were the Galloper and Long Sand lightships on the confines of the North Sea, reached by a crew of five leaving at seven in the morning in a magnificent 20-ton lugger, *Guiding Star*.

Treanor's sheer determination is demonstrated in his efforts to reach the Varne lightship, 20 miles off Folkestone, in the summer of 1891. The crew of the mission boat with the coxswain of the Deal life-boat, set off loaded with provisions in the large and powerful galley punt *Success*. Ten miles from the intended destination, the sea became heavy, gigantic waves almost deluging the boat, spray stinging the men's faces, nearly blinding them, so that they were forced back to the shelter of Dover harbour.

This illustration, 'Jack! What About Your Religion, Now', was published in Treanor's book *The Log of a Sky Pilot*.



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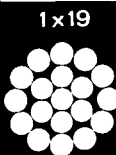
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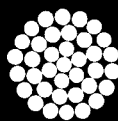
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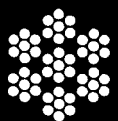
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3	1/8"	1590	—	1200	952	1120
4	5/32"	2820	—	2130	1690	2000
5	3/16"	4410	—	3330	2650	3130
6	1/4"	6350	—	4180	3810	4500
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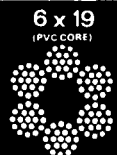
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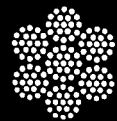
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A second attempt a fortnight later began with a favourable light wind and ended in thick fog when the crew could barely see the length of the boat. 'All kinds of ghostly shapes and spectral ships, all manner of imaginary noises and sounds came at us out of that wreathing, vaporous fog.' Although they got within 500 yards of the lightship the men had to return.

On the third attempt, a suitable tide carried the galley straight to the lightship, and the sailors enjoyed the missionary's three-hour stay, and gifts of fruit, flowers, vegetables, newspapers and the inevitable woollen wear from the ladies. It was a glorious evening when the boatmen returned, but the wind had dropped and the crew were obliged to row home. 'Our splendid boat, though built for speed and strength under sail, was too weighty and too big for rowing'—but row they did, the whole 20 miles, dressed in cumbersome sea boots, sou-westers and oilskins.

As local honorary secretary to the R.N.L.I., Treanor was responsible for the Kingsdown, Walmer and Deal life-boat stations. He rarely accompanied the life-boat crew, but remained ashore ready to offer spiritual comfort to returning rescuers and survivors. In his book, *Heroes of the Goodwin Sands*, he describes graphically many of these heroic rescue attempts by local boatmen of men and ships held fast

on the Goodwin Sands, that great sandbank eight miles long and four miles wide, whose shape and currents are changing hourly, lying in wait right in the highway of shipping, the dreaded 'ship-swallower'.

Treanor arranged for 12 almshouses and a large beach plot and capstan grounds to be made available for retired boatmen, and when he died in November, 1910, a new mission motor-boat, *Stanley Treanor*, was named after him. His successor was the Rev. P. L. Negus. The Downs mission station was the last station doing work afloat at sea, and before his death Treanor had reported seeing only 1,840 ships at anchor in a single year, but by the time of the mission's closure in 1931 the work was practically limited to visits to the Goodwin lightships with the customary Christmas hampers.

### Mr. T. G. Bedwell

Mr T. G. Bedwell, of Beaconsfield, Bucks., who died recently, gave, together with his wife, the life-boat which is now on service at the Gorleston and Great Yarmouth station. This boat was one of the first of the 44-foot steel class of life-boat to be introduced into the service of the R.N.L.I., and few things gave Mr. Bedwell greater pleasure than to learn of the outstanding achievements of the *Khami* and her crew in saving life at sea.



# THE CENTRAL APPEALS COMMITTEE

FOR those wishing to contact the secretary or chairman of the Central Appeals Committee from outside the London area the dialling code is 0689, the number being 38209. Inside the London area the dialling is 66 38209. The address is 126a High Street, Orpington, Kent.

The 1972 national sponsored walk has now earned the R.N.L.I. £21,477. The 1972 swim has brought in £13,680. Of this sum about £200 has been raised by schools taking part, the project being run in conjunction with the English Schools' Swimming Association. There are still a large number of results to come in and the final total will be considerably more.

One of the fund raising suggestions received was for an inflatable power boat race, and this will be run by the Royal Motor Yacht Club in Poole Bay on 28th July under R.Y.A. Rules. Entry fees will be donated to the R.N.L.I. Those interested should write to the Secretary, Royal Motor Yacht Club, Panorama Road, Sandbanks, Poole, Dorset.

Unforeseen circumstances have caused the postponement of the midnight matinee until the spring of 1974.

The next national event it is hoped to run is a sponsored knit-in. A pilot scheme proved that this can be a very profitable method of fund raising and, in addition, a pleasant and sociable way of doing so, with a minimum amount of preparation and organisation.

A further suggestion that free gift sales should be held was considered for the second time. This suggestion came from the Aberdeen branch who believed that it would be necessary for two or more branches or guilds to cooperate to ensure success. The CAC feel that the idea, although considered a good one, is not one which could be carried out on a national scale. However, there may well be parts of the country

where conditions are suitable, and where funds could be raised for the Institution, and broad details are therefore given for enthusiastic supporters to follow up.

The proposal is that the sale should be held on a single day in the areas which agree to take part (possibly in 1974 or even 1975 or 1976). An approach would be made to the National Institute of Auctioneers and Valuers seeking their support in making premises available free of charge, the giving of the services of the auctioneers, and the waiving of commission on the sales.

Cooperation would be necessary within areas to ensure that sufficient gifts of a suitable nature were available at the auction rooms, and public appeals for (according to the area) livestock, furniture, agricultural products, household goods, etc., made, inviting the public to donate these items to be auctioned on behalf of the Institution.

To prevent the salerooms being crowded with people who attend merely out of curiosity and with no intention of bidding, it is suggested that an admission charge should be made of, say, 10p per head, the ticket to acknowledge that this is a donation to the funds of the Institution. It would be necessary for appeal letters to be sent out, posters to be displayed in prominent positions, and for personal canvassing to be carried out. It is hoped that the local press would be willing to give good coverage to these sales. The Aberdeen branch intend to run a pilot scheme in the spring of 1974.

It has been pointed out that the photograph of the sponsored cycle ride published at the top of the CAC feature (page 421) in the January issue of THE LIFE-BOAT was not, in fact, a CAC project.



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Mrs. Hutchings and her husband on life-boat day at Sennen Cove, Cornwall.

## Mrs. Hutchings' Scrapbooks

IN the early hours of 24th March, 1964, the Sennen Cove life-boat *Susan Ashley* rescued the crew of the French trawler *Victoire Roger* from under the cliffs at Land's End. The coxswain was awarded a bronze second service clasp for gallantry and certificates went to the crew. My scrapbook started with this rescue, the story of which came from a copy of *THE LIFE-BOAT*. The local press also gave us a lot of publicity so plenty of press cuttings resulted. Just four days later—on 28th March—I married Hedley Hutchings, a member of the crew of the *Susan Ashley*, and my interest in the R.N.L.I. really started. I joined our ladies' life-boat guild to take as active a part as possible in giving our crew every help.

During the next two years my scrapbook gradually filled. The *Susan Ashley* launched many times to aid yachts, trawlers, etc. Among the more unusual launches was one to aid the submarine H.M.S. *Seraph* when she broke her tow line while on the way to be broken up. Pictures and cuttings of this service were very good. During this time, people cut off by the tide were rescued, and a man with a suspected fracture of the skull was safely brought ashore from a ship some miles off shore.

**Mrs. Veronica Hutchings, of Sennen Cove, Cornwall, is the wife of Mr. Hedley Hutchings, a member of the local life-boat crew. *THE LIFE-BOAT* recently invited her to describe her scrapbooks in which she diligently records with natural pride the work of the Sennen crew. There has been a life-boat at Sennen since 1853, the last boat being the *Susan Ashley*, a 41-foot Watson type, under the command of coxswain Horace Pengilly. The scrapbooks cover the years 1964-1972.**

In 1967 our coxswain, Henry Nicholas, retired and our present coxswain, Eric Pengilly, took over. During this year the crew launched to look for a Marine and five Wrens whose dinghy engine had broken down. In 1967 the boat was launched on 10 occasions and seven lives and two vessels were saved, so the scissors and glue were busy! On 11th July, 1967, my husband was present at St. James's Palace where he met the late Princess Marina, Duchess of Kent, on the 25th anniversary of her presidency of the R.N.L.I.

On Good Friday, 1968, the *Susan Ashley* went to the aid of a 'galleon'—the museum ship *Hispaniola*, and towed her to St. Ives. While returning to Sennen after 22 hours at sea, the coxswain was asked to make for the Wolf Rock lighthouse to aid a keeper who was ill. The weather was bad and a helicopter eventually took the sick man off while our life-boat stood by. She then returned home after more than 30 hours at sea.

A few days later she was launched again but was unable to assist the yacht *Ra* which ran aground on her maiden voyage. Although the life-boat was on the scene in 15 minutes it was too late: a heavy tide smashed the *Ra* to pieces in a matter of minutes but her owner got safely ashore.

In 1969, beside the usual run of rescues, our life-boat and crew became stars of the film *Bequest to a Village*. Plenty of publicity arose from this event and all those associated with our branch and officials from London came to our first showing held at a cinema in Penzance. Among rescues in 1969 was one in December when a sick man was lifted from the Seven Stones lightship (the Seven Stones was where the *Torrey Canyon* ran aground). The year 1969 brought tragedy to the Longhope life-boat and this is mentioned in the scrapbook.

Unfortunately, 1970 started sadly with the loss of the Fraserburgh life-boat in January. The death also occurred in 1970 of our former coxswain, Henry Nicholas. Many R.N.L.I. repre-



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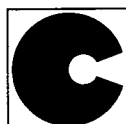
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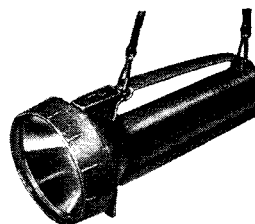
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Young son Wayne Hutchings, aged 1½, 'in training' last year.

representatives came to pay their last respects on that dull October day. Press cuttings resulted from launches of the *Susan Ashley* that year.

In 1971 Sir Alec Rose was guest of honour at our dinner at the Land's End Hotel. Sir Alec said of the sea: 'You can fight the sea but you can never conquer it'. How well we know this! The life-boat assisted a trawler and helped to search for two local men drowned while fishing, and still during 1971 the usual more routine jobs cropped up.

In 1972 the news came that we were to get a new life-boat the *Diana White* to replace our precious *Susan Ashley*. The new boat will be a self-righter, with radar and the crew will be under cover while at sea. For all that the *Susan Ashley* will be sadly missed.

On 7th September, 1972, our coxswain and crew saved the crew of the French trawler

*Lavarenne* from under the cliffs at Land's End, and the very next evening our boat towed a yacht to Newlyn in appalling conditions. This was to be her last service call with us, for on 29th October the *Susan Ashley* went down our slipway for the last time en route for Falmouth where, after an overhaul, she will go for use as a relief boat.

The second scrapbook filled rapidly in 1972 with photos and cuttings resulting from the Cornish Life-boat Appeal. We are attempting for the first time to provide much of the money for our own life-boat at Sennen and also one for Falmouth. The total cost will be about £160,000.

Prince Charles, Jimmy Savile, local councils, concerts, exhibitions and cathedral services have all generously contributed to our cause and raised a great deal of money.

'Songs of Praise' was recorded from Sennen Cove and our life-boat took an active part. Hundreds of people from all over the country wrote letters and expressed their appreciation of the work done by the R.N.L.I. after seeing this televised.

The scrapbooks are also crammed with articles regarding the exceptional fund-raising events organised by the Sennen ladies' life-boat guild who have raised thousands of pounds over the years.

My second scrapbook appropriately ends with a photograph of the official last launch of the *Susan Ashley* after 25 years' service. The third book will, I hope, start with the arrival of the *Diana White*, a 37-foot Rother type, in 1973. We trust she will play as distinguished a part in sea rescue work for the R.N.L.I. as her predecessor.

## For Cruise

Mr. John Taylor, aged 16, of Cullercoats, North Shields, whose father, Mr. R. J. Taylor, is a leading member of the Cullercoats ILB and was an officer for 12 years in the conventional life-boat previously stationed there, has been accepted for a berth by the Marine Society for the Sail Training Association cruise starting on 12th August, 1973.

## Deaths

The following ex-coxswains have passed away in recent months: Mr. Alfred Woodford (Brooke, I.O.W.), Mr. Thomas Douglas (Holy Island), Mr. James Lethbridge (St. Mary's, Isle of Scilly), Mr. Eric Taylor (Whitby),

Mr. William Parker (Gorleston) and Mr. Donald Francis (Moelfre).

The sudden death has also taken place of Coxswain Hubert Distin, of the Salcombe life-boat, who was 52. He joined the life-boat crew under his coxswain father, Mr. Eddie Dustin, who is still alive.

## Classified Advertisements

Readers are reminded that THE LIFE-BOAT, with a print run of 35,000 copies, is an attractive medium for classified sales and wants advertisements. Classified rates are 15p a word; panels £10 an inch.

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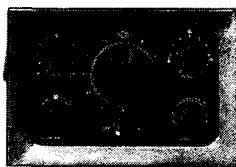
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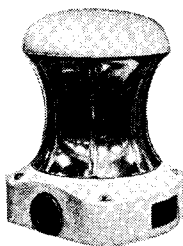
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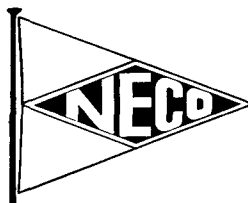


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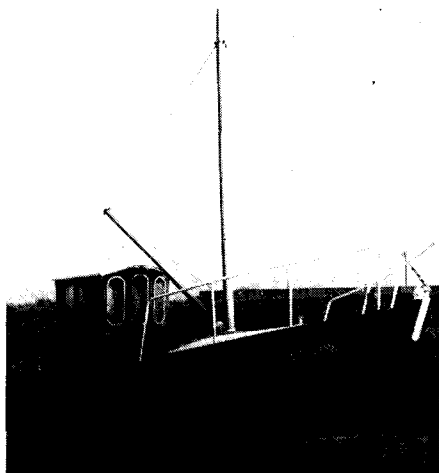


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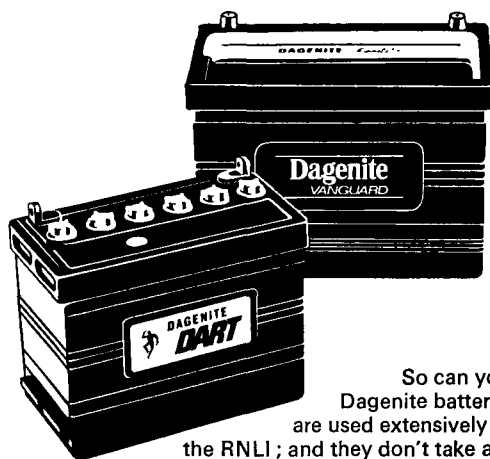
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# SHORELINE SECTION

by the first week in February, we passed the 1,000th registration of members subscribing direct to Life-boat House, and since the Shoreline Scheme was started on 31st October, 1972, we have received over £12,000 from subscriptions and insignia sales. This is very encouraging.

At the YLA committee meeting on 13th February, it was decided that because yachtsmen and other users of coastal waters for pleasure have a natural and active interest in the life-boat service they could register or enrol as special offshore members. We have added, therefore, this type of membership to the normal Shoreline enrolment form at an annual subscription of £3.

We are introducing a flag and dinghy burgee, both incorporating the life-boat house flag symbol especially for recognition of offshore members around the coast and on inland waters. In addition they will receive a copy of THE LIFE-BOAT each quarter.

Existing YLA members, who number nearly 10,000 themselves, will be transferred to the offshore membership list during the year and we welcome them into the Shoreline Scheme. We will be writing to them all in due course informing them of the change in name and issuing fresh membership cards on renewal of subscription. No new members will be registered with the YLA after 31st March, 1973.

There are bound to be some administrative problems during the early months of the Shoreline Scheme but, on the whole, everything has gone remarkably smoothly. Until we move to Poole, the actual membership office is at the Depot, Boreham Wood, but any further information may be obtained from 42 Grosvenor Gardens, London, SW1W 0EF.

Why not introduce one friend as a new member and help to double the membership list?

## YLA INSIGNIA

Small quantities of YLA insignia are available for purchase by members at clearance prices. The prices are (each): flags: dinghy burgee, 60p, dinghy racing pennant 60p; YLA house flag: 8 inches by 12 inches 60p; 12 inches by 18 inches £1; 16 inches by 24 inches £1.50; dinghy bow plates per pair: 25p; plaques: 25p; YLA ties: £1; key fobs: 25p; YLA badges: 20p. Orders and remittances to YLA, 29a Castle Street, Salisbury. SP1 1TT.

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Fund raising with 200% PROFIT ON OUTLAY! Send stamp for catalogue of imprinted ball-pens and 20 other quick-sellers. Provincial Supplies, 1 Gardenfield Lane, Berkhamstead, Herts.

### FOR SALE

Advertising pencils, superb ball pens, combs, brushes, each gold stamped Life-boat name, etc., raise funds, quickly, easily. Bran Tub Toys: samples. Northern Novelties, Bradford 2 (BD2 3AF).

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FOR ALL INSURANCE, Phone, Call or Write J. A. Harrison (Brokers) Ltd. "Security House", 160-161 Bromsgrove Street, Birmingham B5 6NY Telephone: 021-692 1245 (10 lines). For keenest rates, service and security.





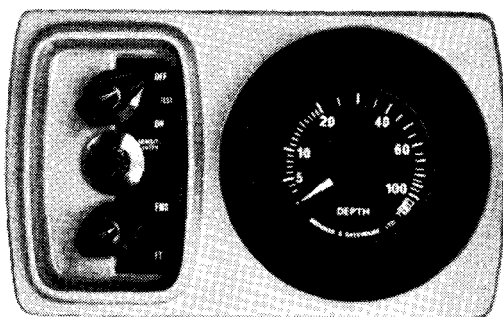
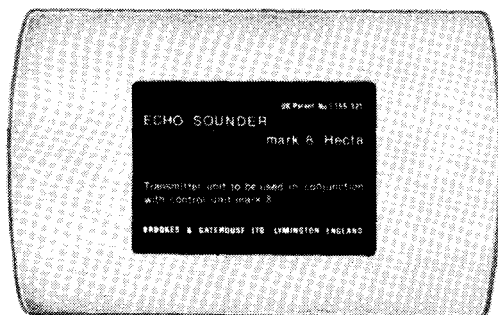
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## BOOK CORNER

● Much in demand in recent years but soon out of print after its appearance in 1958, Cyril Jolly's book *Henry Blogg of Cromer* (George Harrap, £1.90) has been reprinted with the usual illustrations. Joining the Cromer, Norfolk, life-boat



Coxswain Henry Blogg, G.C., B.E.M., of Cromer—from the painting by T. C. Dugdale, A.R.A., which hangs in the R.N.L.I. headquarters in London.

in 1894 at the age of 18, Henry Blogg in later years won the R.N.L.I.'s gold medal three times and the silver medal four times. Among his other awards were the George Cross and the British Empire Medal. Henry Blogg, whose exploits are so well known in R.N.L.I. circles, died in 1954. At £1.90 this book is good value.—C.R.E.

● *A History of Yachting in Pictures*, by Peter Heaton (Tom Stacey, price £3.90), is a beautifully illustrated book—the pictures are in black and white and colour—at a very modest price by an author of the classic, *Sailing*, published in 1949. The author, who has owned many boats and has known the sea in many moods, has also written other books of nautical interest. He writes:

'Yachting as we know it today... and as practised by the general run of what we may term "yachtsmen", which includes racing and cruising and the social function of the "yacht club", is a development from the original Dutch conception. The word yacht is a Dutch word. . . . In the same dictionary "jaght, jaghte, or jaght schip" are given as meaning a swift, light-built vessel of war, a ship which, probably designed in the first instance for naval use, came to be used also for commerce and pleasure.' The contents are dealt with under the following headings: Origins and Definitions, Yachts of the Stuart Court, The First Yacht Clubs, 1838 to 1919, 1919 to 1939, Yachting Since 1945 and a look at the future.—C.R.E.

● In *Inflatable Boats* by John Watney (Ian Allan, £2.50), the author's obvious enthusiasm for this type of craft is very apparent. The book covers every facet of inflatable boating from the historical, through the construction and handling, to the use of inflatables for exploration. One chapter is devoted to the R.N.L.I. inflatables and another covers the rigid inflatables which are now coming into service with the R.N.L.I. The book is copiously illustrated, most of the photographs being attributed to the author. One photograph showing a man, carrying a child, stepping from a yacht into an inflatable tender, looks, however, a most unseamanlike manoeuvre, but otherwise the photographs illustrate the text very well. Nearly half of the book is taken up with descriptions of currently available inflatable boats. This information may become out of date fairly quickly, but apart from this, it could become a standard reference book on inflatable boats.—R.D.P.

● There is a widely held opinion among landmen—we won't call them lubbers—that sailors tie knots which will not come undone. This, like so many land based ideas, is totally erroneous. Sailors make knots, but more often bends and hitches, which *will* come undone but only when required. Few things are more infuriating or liable to be more dangerous aboard any craft than a solidly jammed bend or hitch. In *The Marlinspike Sailor* (David & Charles, £2.95) Hervey Garrett Smith has described and clearly illustrated enough rope manipulating to see any enthusiastic seaman through his seafaring life, and spare time. That it is also lighthearted may be judged from the description of a heaving line, given to a small boy, as something for sailors to hang on to when they are seasick!—E.W.M.

# ILBs are lubricated by Duckhams



Since experimental trials in '63 the ILBs have proved so successful that there are now over 100 of them in regular use as well as the 135 conventional lifeboats. Last year, these tough, nearly indestructible craft, were called out 1,291 times; some two or three times a day.

For this sort of use as ever, reliability is the key word. That is why with the engines that drive them, Duckhams outboard Two Stroke Oil and Duckhams Dryspark is in regular use giving the performance and protecting the engine.

Duckhams Oils, Summit House, West Wickham, Kent BR4 0SJ



# SOME WAYS OF RAISING MONEY

Mr. C. J. H. Thornhill, of Stanbrook and Thornhill, Holland Street, London, writes: I have kept a life-boat collecting box on my yacht (a smack built in 1894) for a year and during that period, by merely rattling it around the crew at weekends, usually after supper on Saturday night, I have collected, quite painlessly, £10 which has been sent to the R.N.L.I. I do not know how many thousand boats there are but if only a small proportion of them were to do as I have done an enormous sum of money would be collected and it would come from a section of society under the greatest obligation to pay, the yachtsmen. I think anyone who took up this suggestion would find that the life-boat box makes an attractive piece of decoration in his boat.

Collections made aboard the S.S. Orsova for the R.N.L.I. were remembered in December when a plaque was presented to Captain D. A. Hansing on the vessel. Just over £1,260 was raised in a little over a year, the money all being handed to the Romsey branch, whose chairman, Mr. Simon Attlee, attended the plaque presentation.

'Ned', the barge horse, and Mr. E. Wrangles, who was sponsored by 140 people for £137, were two of the participants in the Hertford walk in aid of the R.N.L.I. along the towpath of the River Lee from Hertford to Dobbs Weir last year. Where the busy A10 crosses the river walkers were ferried under the road in boats by Hertford Sea Cadets. Total proceeds from the walk amounted to £450.

by courtesy of the Hertfordshire Mercury



Hertford branch of the R.N.L.I., found a fruitful source of revenue when Mrs. E. Gudgin picked 154 lb. of blackberries and 314 lb. of apples and sold them for charity. She was able to give over £10 to the life-boat service.

Ryde ladies' life-boat guild made £70 during the year by the sale of sun hats (life-boat hats). The vice-chairman of the guild, Mrs. Hamilton Black, had taught child members how to make the hats, the material for which cost 25p per hat. The hats were made out of gingham, one yard (34-inch squares in length and 23-inch squares width) making two hats. The inside was lined with nylon. Out of the left-over strips of each yard dolls' hats were made and sold for 5p each.

Better late than never comes a note about a novel fund-raising device used at the Moat Boat Race at the Bishops Palace, Wells, Somerset, last Whitsun. Mr. Ivor Howcroft, former chairman of the Wells branch, now living at Cardiff, writes: "The novel attraction on which we raised some £17 was the "static bicycle race". Through my wife's physiotherapist department at the Mendip Hospital, we were loaned the bicycle and contestants of all ages keenly competed to cycle the farthest distance in 30 seconds against the pedal distance meter geared to the pedals."

Mr. Philip Hodgson, honorary secretary of the Filey branch of the R.N.L.I., reports that the dinghy raffled last year was won by Mrs. Patchett, of Keyingham. She very generously gave this back to be sold, and R.N.L.I. Filey benefited by over £300.

Mr. J. Chantler, the honorary secretary of the Portsdown branch of the R.N.L.I., presented a pendant to Mrs N. Richards, president of Cosham Women's Co-operative Guild, in recognition of the guild's help to the R.N.L.I. The Women's Co-operative Guild have adopted the life-boat service as their charity of the year.

Mrs. Judith Reynolds, of Sussex Road, Gorleston, spends all her spare time from January to November making Christmas decorations which she sells each year from a stall on Yarmouth market place. Each year the proceeds go to a charity and last year was the turn of the R.N.L.I. The ladies' guild committee helped with the actual selling and the result exceeded



The sale of table lamps made by Mr. A. W. Hawkes, of Ipswich, has now passed the 300 mark. A note about his lamps appears on this page.

every expectation and every other year—about £200 was the record until 1972. There are literally hundreds of arrangements by her ranging in price from 8p to £1.

Illustrated on this page is one of Mr. A. W. Hawkes' well known table lamps made in aid of the R.N.L.I. Formerly of Waldringfield, Mr. Hawkes, who now lives at Ipswich, believes he has made and sold close on 300 of these lamps over the past eight or nine years. He adds: 'About £1.50 to £2 profit is made on each lamp depending on prices of raw material, shades being especially variable. This looks to me like £500 odd for table lamps in the eight years.' Mr Hawkes started collecting for the R.N.L.I. 45 years ago.

News reaches THE LIFE-BOAT of the success of Mr. Christopher Waddington's dance held at his boatyard (Wicormarine Ltd.) in Portchester, Hampshire, last year in aid of the R.N.L.I. Over £500 was handed to the life-boat service. The dance was planned several months in advance by Mr. Waddington, his wife and staff. Interested supporters are urged to make early inquiries about this year's dance expected to be held in July. It will be the third.

In December Wing Commander R. E. Lewis, of the Leatherne Bottel, Goring-on-Thames, organised a sponsored swim across the River Thames. In addition, Danny La Rue, who owns the Swan at Streatley, kindly gave six bottles of champagne to be auctioned. The two events raised £100.30 for the Henley-on-Thames branch of the R.N.L.I.

The second Anglesey ball in aid of the R.N.L.I. raised £300. It was held at the recreation centre at Wilfa nuclear power station—perhaps the first time the R.N.L.I. has had the free use of such facilities at any nuclear power station.

## HAMPSHIRE ROSE APPEAL PHILATELIC ENVELOPE



A SPECIAL APPEAL is to be made from May, 1973, to September, 1974, for £50,000 towards the cost of a Rother class life-boat (above). It will be called the Hampshire Rose Appeal and the Chairman of the Committee will be Sir Alec Rose, K.B.

The appeal will be launched on 20th May at a Water Fair to be held at Portsea Island, and to mark the occasion and assist in fund raising, a special philatelic souvenir envelope will be issued, with a picture of a Rother class life-boat. A one day only official Post Office commemorative postmark will be used to cancel the stamped envelopes. Although they will be on sale at the Water Fair at Portsea Island, they may also be obtained by post from the address below. Orders should contain full remittance payable to RNLI, Hampshire Rose Appeal. Please write names and addresses clearly in block letters,

- 'Hampshire Rose' Souvenir envelope 30p each
- As above, but carried on Eastney inshore life-boat 50p each
- As above, but also signed by Sir Alec Rose, K.B., £1 each

RNLI SOUVENIR ENVELOPES,  
29a CASTLE STREET, SALISBURY, WILTS.





Last year the Braunton and district branch of the R.N.L.I. in North Devon organised a number of efforts, the first being a raffle involving a model tug made by an Appledore man. It raised during the summer over £60. Picture shows Mr. A. J. Goodwin, honorary secretary, on the right with Mr. Frank Smith, chairman, holding the boat. The Braunton branch has been in being for about a year and has already raised hundreds of pounds for the life-boat service.

*Mr James Elliot, honorary secretary of the Stonehaven ILB station, writes: 'A roundabout was constructed by Mr. David Andrews, retired fisherman, from model life-boats, and it has attracted considerable attention from visitors to our town. The local ILB was housed in the centre of the harbour area and we were able to collect sufficient from our life-boat box to pay for all local expenses. Then a new boathouse was provided just outside the harbour area, where it was not possible to leave the money box unattended. On approaching Mr. Andrews to see if he would allow the box to be beside his roundabout, he most readily agreed and put out the box each day. From the month of July to the end of October, 1972, he collected for the maintenance of the local life-boat exactly £100.'*

'Flicks', a Newfoundland dog owned by Mr. and Mrs. M. Rydin, collecting for the R.N.L.I. during Cowes Week last year.

*by courtesy of Mrs. J. Warren*



*by courtesy of Reg Vincent*

'Honey', owned by Weymouth's life-boat mechanic, Mr. D. Sargent, once picked up a large collecting box, sat on the quayside with it for a couple of hours, and collected £2 for the R.N.L.I. That was the start of the dog's collecting for the life-boat service. In a matter of weeks the dog raised over £400.

*The Shanklin junior branch was formed last summer. The age of members is limited to between eight and 13, and they are guided by an adult member of the Shanklin branch. Their first main effort was a disco party in November. Members are too young to collect on flag-days but they assist the adult committee at local functions. Support from schools is one of their aims. The Shanklin junior branch is thought to be composed of the youngest group of its kind aiding the R.N.L.I.*

*Formed as recently as August last year, the Burnham-on-Crouch, Essex, ladies' life-boat guild had by mid-December raised about £600. Mrs. Gail Young, the chairman, writes: 'The fund raising started with a sherry party held at Mrs. Kettley's house. The occasion was the first Sunday of the Burnham Week Regatta and the Prime Minister, Mr. Edward Heath, despite many other commitments, attended and stayed to meet all the other guests.'*



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DR544

# HOW TO SAVE A HELICOPTER— THE LYME REGIS WAY\*

AFTER a fortnight of incessant rain, the weather changed for the better, and on 17th July, 1972, everything seemed set fair for a successful life-boat week. The *pièce de résistance* was to be a display by a Royal Navy helicopter from No. 771 Squadron, H.M.S. *Osprey*, Portland, in conjunction with our ILB. This was to take place on the Wednesday afternoon, operations and weather permitting, and the details were worked out between an officer from the squadron and Mr. Peter Gill, our first helmsman.

It was a fine day and Lyme Regis was crowded with holiday makers, many of whom had assembled on the north wall of the Cobb, from

and life-boats. To mark the conclusion, the helicopter flew eastwards across the harbour towards the life-boat, which was standing off about 100 yards from the wall. It was then to have fired a flare and released a streamer, before flying off to its base at Portland.

As it approached at a height of about 40 feet, suddenly above the noise of the life-boat engines, a slight change of note was heard in one of its engines. Mr. Gill immediately slammed down both throttles and, seconds later, the helicopter pancaked into the sea, throwing up great clouds of spray as the rotor arms thrashed through the water. When the rotors finally stopped, the ILB crew found themselves within 15 feet of the machine.

As soon as they could sum up the situation, they picked up two members of the helicopter crew from the water and two from the cabin, leaving the captain on board at the controls. They then attached a line to the tail of the aircraft, which was sinking, and towed it, stern first, for about 200 yards, to beach it on a sandy bottom.

Before long two relief helicopters arrived from Portland. These collected the crews and retrieved certain equipment. Meanwhile, as the tide receded, a tractor arrived and towed the casualty to above the high water mark.

In next to no time, or so it seemed, police reinforcements arrived from Bridport and Dorchester to control the rapidly increasing crowds, while firemen and appliances began to hose down the aircraft and thus minimise the corrosive effects of salt water. In the evening naval detachments from Portland arrived to mount guard over the aircraft until it could be lifted on to a transporter which, a couple of days later, took it away for repair.

## **Classified Advertisements**

**Readers are reminded that THE LIFE-BOAT, with a print run of 35,000 copies, is an attractive medium for classified sales and wants advertisements. Classified rates are 15p a word; panels £10 an inch.**

which vantage area they could watch the display at close quarters. Our own crew consisted of three very experienced members, Mr. Gill, Mr. Brian Miller and Mr. John Chase.

Purpose of the demonstration was to show the need for close co-operation between helicopters

*\*This interesting report was sent in by Major-General R. W. Jelf, C.B.E., honorary secretary of the Lyme Regis ILB, which is a Dell Quay dory type.*

## **LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND ILBs**

1st September 1972 to 30th November 1972: Launches 482, lives saved 317

### **THE STATION FLEET**

(as at 30/11/72)

135 station life-boats

116 inshore life-boats operating in the summer (37 in the winter)

**LIVES RESCUED 96,462**

from the Institution's foundation in 1824 to 30th November, 1972



by courtesy of J. R. Oldfield

Six stages in the helicopter episode at Lyme Regis: in flight, descent into the sea, flotation bags inflated, the ILB alongside, towing the helicopter, the helicopter safely beached.

The captain of H.M.S. *Osprey* wrote: 'Now that the excitement has died down, and my aircraft is safely at the air repair yard, I want to express my thanks for the prompt and efficient way your crew helped last Wednesday. The aircraft will probably fly again after re-furbishing, thanks to your towing it ashore quickly and without allowing it to capsize. Although I cannot promise to support your life-boat week next year in quite such a spectacular manner, I am sure you realise how grateful I am for your efficiency!'

To the helmsman and crew, the Director of the R.N.L.I., Captain Nigel Dixon, R.N., wrote: 'Your prompt reaction in anticipating an accident when the helicopter was heard to be in trouble undoubtedly averted a tragedy. The efficient manner in which you rescued the helicopter's crew and then towed the helicopter ashore, is also highly commendable and I send you an expression of the Institution's sincere appreciation. I add my personal thanks for the excellent service performed by you all on this occasion.'

## DIFFICULT RESCUE FROM ROCK

THE Pwllheli life-boat and the Abersoch ILB, stationed on the Caernarvonshire coast, answered a call on 25th June, 1972, when two men in a motor boat were reported overdue.

The search started when, at 11.20 p.m. on 24th June, the coastguard at Porthdinllaen told the honorary secretary at Pwllheli that two men in a dinghy with an outboard engine had left Hell's Mouth for Abersoch and had not arrived. Concern was felt for their safety, and the Pwllheli life-boat, *Katherine and Virgoe Buckland*, was launched at 11.40 in a strong south westerly wind with a rough sea.

The life-boat made for the area and started searching off Tudwal's Island and along the coast from Abersoch to Hell's Mouth. Nothing was sighted and the search was called off at 3 a.m. on 25th June until first light, the life-boat being moored at Abersoch for the night. She started searching again at 4.15 in worsening weather conditions. Visibility was reduced with driving rain and there was a heavy swell running.

The life-boat searched the same area of coastline and at 5.15 two men were sighted on a rock under the cliffs on the west side of Cilan Head. The life-boat positioned herself up wind of the casualties, the anchor was dropped, and the boat veered down to about 100 feet from the rock, using the full scope of the anchor cable plus extra length gained by bending on a 2-inch nylon securing line. During this operation

the breeches buoy was rigged and made ready for use.

At 5.25 the Abersoch ILB was launched to assist the Pwllheli life-boat. An attempt was made to fire the line-throwing gun but the trigger mechanism was found to be jammed. While attempting to effect a repair to the gun the Abersoch ILB came alongside the life-boat and received a situation report.

After a brief discussion it was decided to veer the ILB in towards the casualty, using a veering line from the life-boat and the ILB going astern on her engines. Two life-jackets and a breeches buoy were passed into the ILB, and Pwllheli life-boat crew member Mr. Roy Morris joined the crew of the Abersoch ILB to assist with the rescue. The ILB veered down to within 10 to 15 feet of the casualties while the life-boat discharged storm oil in an effort to subdue the waves.

The heavy breaking swell and rough sea together with the backlash from the sheer cliff face made the situation extremely dangerous for the crew of the ILB. The Abersoch boat's anchor line was disconnected and, used as a heaving line, was thrown to the marooned men who succeeded in grabbing it on the second attempt. To this line the casualties bent on another line which they had salvaged from the wreck of their dinghy. The life-jackets and breeches buoy were passed to the survivors and



The Thames Coastguard rescue headquarters at Walton-on-Naze, Essex, late last year staged a special air and sea exercise off Clacton pier for visiting officials. Visible in the picture are the Coastguard helicopter, the Harwich life-boat, West Mersea's new Atlantic 21 ILB, and in the background the Clacton life-boat and the Essex police launch *Watchful*.

# "Never sail without Schermuly— they have a flare for saving lives"

Take the advice of the people who know that it makes good sense to carry a pack of signal flares... just in case!

Schermuly Yacht Signals are available pre-packed to meet various requirements — from the Dinghy pack of 3 hand flares for boats of less than 18 feet, to Deep Water Packs for ocean going sailors.

Schermuly signals are approved by the Department of Trade and Industry, while the packs conform to regulations and/or recommendations issued by that Department.

Ask your chandler for further information, or write to:

## SCHERMULY

Schermuly Limited, Newdigate,  
Dorking, Surrey. RH5 5AN

(Special terms for YLA members on page 487)



instructions on their use shouted across to them. The other end of the ILB anchor cable was wisely secured to the life-boat's veering line as an added precaution by Mr. Morris in case the ILB became separated.

The first survivor was instructed to climb into the breeches buoy and at the right moment jumped on to the crest of a rising wave and was pulled clear. The ILB engine was stopped and as the casualty was being pulled towards the inflatable the life-boat crew pulled it clear of the area. Once the first survivor was dragged into the ILB the boat was repositioned and the operation repeated for the second man.

At 6.38 both survivors and Pwllheli crew members were transferred to the Pwllheli life-boat and given rum, hot soup and dry clothing. Both boats returned independently to their respective stations. The survivors were landed at Pwllheli.

The survivors said that their outboard motor had broken down when approaching Gilan Head and the dinghy was set down on to the cliffs. Using a paddle they had managed to reach the rock and scramble on to it. Their boat was lifted on to the rock and swept into the gully between the rock and cliff face. According to the survivors, it was sucked under and smashed

to pieces. They were nearly exhausted when they were rescued and did not think they could have survived much longer on the rock.

The thanks of the Institution inscribed on vellum have been accorded to Acting Coxswain W. McGill and Crew Member Morris (Pwllheli), and to Helmsman Barrie McGill and Crew Member Michael Bosley (Abersoch). The following members of the Pwllheli life-boat were presented with certificates to commemorate their participation in the service: Acting 2nd Coxswain/Mechanic Owen Roberts, Assistant Mechanic Tom Jones, Acting Second Assistant Mechanic M. Faulkner and Crew Members Brian Green and R. Roberts.

### No. 6 Life-boat Area

## LIFE-BOAT AND TUG IN HARD TOW

THE Falmouth, Cornwall, life-boat on 8th August, 1972, following the sighting of a red

flare at about 3.40 a.m., saved a schooner and 10 people.

The wind was south westerly, force 6-7, with a rough sea and heavy swell. There were sharp rain squalls. The relief life-boat *The Princess Royal* (Civil Service No. 7), which is a 46-foot Watson cabin life-boat, slipped her moorings at 4.10 with a crew of seven. After a passage of nine miles in a rough following sea, a red flare was sighted about two miles ahead at 5.14.

Then at 5.48 the casualty was sighted in a position  $\frac{1}{2}$  mile south of Dodman Point, and at 6.01 the life-boat passed a tow line which, however, broke almost immediately under the strain of the lifting seas.

The schooner *Mina* was at anchor heading south west with her rudder seriously damaged. She was rolling and pitching heavily and frequently putting her bowsprit under. The m.v. *Sussex* was standing by about a mile to the south east.

The weather had deteriorated further, the wind was south westerly force 8-9, with a rough sea and heavy swell. Visibility was very poor with heavy rain squalls.

Coxswain Walter Brown considered the *Mina* too large a yacht to tow in the heavy sea and at 6.29 the assistance of the tug *Orinoco* was requested. This was acknowledged by the tug giving an ETA in three hours.

At 7.28 the *Mina* anchor cable parted and she was in danger of drifting on to the lee shore under Dodman Point. She was now heading north east, having turned under the windage of her mainmast. Coxswain Brown considered there was no time to lose and approached the *Mina* on her starboard side. As the life-boat came alongside she ranged some 10 feet up and down on the *Mina*. Eight members of the crew, including four girls, were nevertheless transferred to the life-boat, leaving two members who elected to stay. The life-boat's port rubbing piece and bow pudding sustained damage.

A tow line was again passed to the *Mina's* stern, and with her engine assisting, the life-boat maintained this position off Dodman Point at 8 o'clock. The confused sea in the area and the backwash off the cliffs made towing almost impossible for the life-boat, and the tow line parted at 8.08 to be reconnected almost immediately. The life-boat held this position, making slight headway to the south east, for about  $1\frac{1}{2}$  hours.

At 9.45 the tug *Orinoco* arrived on the scene and the tow was transferred  $1\frac{1}{4}$  miles south south east of Dodman Point. The m.v. *Sussex* then left, having stood by and assisted in communication between the life-boat and Falmouth Coastguard.

With the *Mina* under tow by the *Orinoco* and the Falmouth life-boat escorting, passage was

made towards Falmouth. At 12.10 p.m. the Falmouth life-boat returned two crew members back aboard the *Mina* to assist in pumping operations. Harbour was reached at 3.30.

For this service Coxswain Brown has been awarded the Institution's bronze medal for gallantry. The following were presented with certificates to commemorate their participation in the service: 2nd Coxswain Arthur C. West, Motor Mechanic Vivian D. Pentecost, Assistant Mechanic Ronald F. Twydle, and Crew Members Barry J. Timmins, James T. Painter and Ronald Pentecost.

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## No. 5 Life-boat Area

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# GROUNDED YACHT

THE Eastney, Hampshire, ILB on 18th June, 1972, went to the aid of the yacht *Florya* and rescued three people.

At 1 p.m. on that day Hayling Island Coastguard reported that a large yacht was standing into danger off the East Winner Bank at the entrance to Langstone harbour. Shortly after this message the yacht grounded on the eastern side of the East Winner and fired red flares.

From among the duty crew who were already standing by, the honorary secretary selected the three most experienced crew members, and McLachlan ILB 18-008 slipped her moorings at 1.5 and made at full speed towards the Langstone bar buoy.

The weather was overcast with drizzle and only moderate visibility. The wind was south west force 7-8, gusting at times to force 9. A rough sea was running, especially in the vicinity of the Langstone bar, and the speed was reduced accordingly when the ILB left the harbour entrance.

The ILB cleared the southern end of the East Winner and rounded up on a northerly course towards the casualty, which was about one cable off shore. Better progress was made in the slight lee provided by the bank against the south westerly wind.

The yacht, which was identified as the *Florya*, a 29 foot g.r.p. sloop with a crew of three, was lying to ground tackle, was rolling heavily and pounding on the bank of the rising tide. The ILB approached close to the casualty at 1.40 and then grounded herself quite heavily when about 30 yards from the yacht. She was manoeuvred off by using her engines without sustaining any damage.

On instructions from the helmsman of the ILB two crew members from the yacht veered down towards the life-boat in an inflatable dinghy and were taken safely on board. Unfortunately,





*by courtesy of Arthur W. Dick*

The Bridlington, Yorkshire, 37-foot life-boat *William Henry and Mary King*, which was built in 1967, nearly always makes a good subject when she leaves or returns to harbour. These pictures, taken on 4th December, 1972, show her in rough weather when she was called out to escort fishing boats to safety.

while the dinghy was being hauled back to the yacht, the veering line parted and the third man was unable to retrieve the dinghy. As the tide was making, the helmsman decided to make a further attempt at going alongside the casualty. This attempt was successful, and with the bow of the ILB momentarily hard against the quarter of the yacht, the third man was hauled on board.

Hayling Island Coastguard were then advised that all members of the yacht's crew had been taken safely on board and that the ILB was returning to her station. The helicopter from No. 22 Squadron, R.A.F. Thorney Island, which had been hovering but was unable to assist owing to the danger of fouling the yacht's mast, also returned to its base.

The ILB was subjected to a difficult and very uncomfortable return passage, especially while working clear of the bank and crossing Langstone bar. Over a period of about 10 minutes several heavy seas were taken aboard and twice the ILB was completely filled, although on each occasion the water was cleared quickly through the freeing ports. After crossing the bar the sea conditions improved and the ILB reached her station at 2.45.

The thanks of the Institution inscribed on vellum were accorded to Helmsman John Fletcher, and two members of his crew, Mr. Francis Thomas Hawkins and Mr. Graham Jewell, each received a certificate to commemorate their part in the rescue.

was made fast round the casualty, the other end being secured round the rock. The casualty was lowered down to the beach.

Mr. James lowered himself on the rope to a position below the overhanging rock and retrieved the casualty's transistor radio. The radio was still playing pop music. Then Mr. James returned to the overhanging rock, disconnected the line, and returned to the beach.

A framed letter of appreciation signed by the Chairman of the Institution, Commander F. R. H. Swann, O.B.E., R.N.V.R., has been sent to Helmsman James.

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## No. 7 Life-boat Area

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# MUSIC WHILE YOU WORK

THE sighting of a man in distress on Culver Cliff near Minehead, Somerset, on 2nd July, 1972, led to a rescue by the local ILB. He was first seen standing on a small overhanging rock, about 50 feet up, waving a towel. The man's transistor radio continued to play pop music.

At 11.15 a.m. ILB crew member Mr. Kevin Escott was advised by a local boatman that a man had been sighted half-way up Culver Cliff, about half a mile west of the life-boat station. The ILB was launched with a crew of four into a force 4, north westerly wind and moderate sea.

The ILB went at full speed to the area off Culver Cliff and the position of the casualty was pointed out by the first informant, Mr. Edward Slade, who had returned to the scene in his boat. Crew members David James and Christopher Rundle landed on the beach, and Mr. James who was in command, instructed the ILB to stand off and wait for further instructions.

Mr. James scaled the cliff face, which consisted of loose chalk and grass, and reached the casualty who appeared to be in good health but refused to climb down. Instructions were passed down to Mr. Rundle to recall the ILB and remove the anchor line.

The anchor line was passed ashore and Mr. Rundle attempted to climb up with it to the overhanging rock but was unable to do so. Mr. James descended and took the rope up the cliff to the casualty. The lower end of the rope was passed down to Mr. Rundle, a bight of the rope

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## No. 7 Life-boat Area

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# TROUBLE ON THE BAR

THE ability to be able to anticipate a dangerous situation is useful at sea and this was demonstrated at Cardigan on 13th August, 1972, when the local ILB was called out before she was actually needed.

At about 11.30 a.m. on that day Mr. J. W. Marr, the deputy launching authority, afloat in his motor fishing vessel, saw that the Cardigan bar was beginning to look potentially dangerous. Several boats were in the vicinity. Anticipating trouble, Mr. Marr called out the ILB by firing distress flares, and positioned his fishing boat off the groyne.

The ILB came alongside at 12.15 and was told to stand by to give assistance if wanted. At this moment the yacht *Hi-Hope*, trying to enter the river, capsized on the bar in very confused water. The ILB closed the yacht and rescued the owner and made towards Poppit. Shortly after leaving *Hi-Hope* the crew members of the ILB became aware that the boat was holed forward.

A second boat, *Tyn-Tuc*, capsized close by Mr. Marr's boat, throwing four people into the water. Mr. Marr tried to recall the ILB by firing more distress flares and rockets and his crew member, Mr. Brian Francis, went into the water to give help to the crew of the second capsized boat.

The ILB landed the first survivor and returned in answer to the distress signals. Her progress was, however, slow due to the amount of water she had shipped. On crossing the bar the ILB ran into very confused water and was capsized by a large steep falling sea, being turned stern over bow. Crew members V. Evans and R. Evans climbed back on to the upturned boat and remained with her until

rescued by Mr. M. Nugent, crew member, in his own boat. He also took the ILB in tow.

The four people in the water along with Mr. Francis from Mr. Marr's boat were picked up by Mr. Gordon Matthews in his cruiser *Pat* and landed on the beach.

The thanks of the Institution inscribed on vellum were accorded to Mr. Francis. Framed letters of appreciation signed by the Chairman of the R.N.L.I., Commander F. R. H. Swann, O.B.E., R.N.V.R., have been sent to Messrs Evans and Mr. Marr; and a letter of thanks signed by the Director, Captain Nigel Dixon, R.N. each to Mr. Nugent and Mr. Matthews.

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#### No. 1 Life-boat Area

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### FISHERMEN SAVED

A shore-boat case, which took place on 3rd December, 1971, at Kinlochbervie, Argyll, has been reported to the R.N.L.I., two people having been saved from the motor boat *Venture* thanks to a considerate fellow fisherman.

Two fishing boats went out at about 8 a.m.: the *Venture*, manned by Mr. J. A. Morrison, and his brother Mr. L. Morrison, to fish on the north side of the Loch, while the *Loch Innes* continued round the headland to haul lobster pots.

The wind was south west force 7 with a moderate sea and a moderate swell creating a considerable amount of motion in the loch.

At about 9.15 the skipper and owner of the *Loch Innes* Mr. Cathel Campbell, with his crew, Mr. R. Morrison and Mr. A. Munro, realised that the weather conditions were deteriorating and ceased hauling. Knowing that the *Venture* was fishing near by they decided to check that all was well before returning to harbour. Wind conditions were now south west force 8 with a rough sea and moderate swell.

On rounding the point there was no sign of the *Venture* and it was at first presumed that the boat had returned to harbour. However, at 9.30 the crew of the *Loch Innes* sighted fish boxes and other gear floating in the water. A closer inspection of the area followed and the two Morrison brothers were sighted clinging to a life-buoy. They were drifting and being blown close inshore where the cliffs are steep-to. At the foot the sea swell was extremely dangerous and confused.

Skipper Cathel Campbell did not hesitate in taking his boat close inshore. Extreme difficulty was experienced in bringing the boat alongside the men in the water: the confused sea and swell smashing on the rocks and against the steep shore created a dangerous sea state, coupled with the backwash from the shore.

The two survivors were taken aboard the *Loch Innes*. Both men had been in the water for about 20 minutes and were showing signs of extreme exhaustion. A message was radioed ashore requesting a doctor, and the casualties were taken into Kinlochbervie harbour.

The thanks of the Institution inscribed on vellum were accorded to Skipper Campbell. His crew, Mr. Morrison and Mr. Munro, each received a certificate for their part in the rescue.

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#### No. 6 Life-boat Area

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### COXSWAIN DIVES FOR BOY

In a life-saving service at St. Ives, Cornwall, on 26th July, 1972, Coxswain Thomas Cocking, who had been taken to the scene by motor launch ahead of the ILB, dived overboard to assist a boy who was in distress.

The operation started when the St. Ives Coastguard told the honorary secretary that a boy was in the sea off St. Ives Head. The ILB crew were alerted by telephone by Coxswain Cocking at 11.11 a.m. and the ILB was launched at 11.15 with two men.

Immediately following the alerting of the ILB crew Coxswain Cocking ran down to the harbour and, seeing the motor launch *Silver Star* alongside the quay, requested the owner, Mr R.

In May, 1972, Princess Anne visited the St. Ives, Cornwall, life-boat station where she met Coxswain Thomas Cocking who two months later dived for the boy described in the report on this page.

by courtesy of Studio St. Ives Ltd.



Pollard, to take him to the scene of the incident.

*Silver Star* slipped from the quay and took only a few minutes to cover the  $\frac{1}{4}$  mile to the casualty. The boy was found clinging to a rock, which was awash. He was having difficulty in maintaining a hold in the surge of the ground sea. Unable to get closer with the *Silver Star*, and with the ILB not yet on the scene, Coxswain Cocking dived overboard and swam 120 yards to the boy.

On reaching him he helped the boy to a safer position to await the arrival of the ILB. Both men were finally taken aboard the ILB which returned to St Ives at 11.28.

A framed letter of appreciation signed by the Chairman of the Institution, Commander F. R. H. Swann, O.B.E., R.N.V.R., has been sent to Coxswain Cocking.

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## No. 6 Life-boat Area

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### A CLIFF SAVE

AT 2.25 p.m. on 10th June, 1972, the coxswain of the Clovelly, North Devon, life-boat was advised by a member of the public that two men were trapped on the cliff face below Gallant Rock to the west of Clovelly. Gesturing hand signals from the shore attracted the attention of the

Clovelly crew, who were aboard life-boat *44.001* at the mooring, and two volunteers, Boat Mechanics R. G. Tanner and P. J. Croft, landed in the ILB, also on temporary duty at the station, to investigate.

The wind was north west, force 3, and the ILB took only two minutes to land Mr. Tanner and Mr. Croft, who were equipped with a nylon line. Then the boat returned to life-boat *44.001* to report the situation.

The two men were trapped on a ledge some 20 feet above the beach but due to rock falls found their footholds insecure. This prevented them from climbing down. They were in no danger, however, from the rising tide as the high water mark was some 20 yards from the base of the cliff.

Mr. Tanner and Mr. Croft, wearing working clothes and seaboots, were not dressed for the work in hand, but they went ahead with the rescue. They scaled a steep dirt track to a height of 100 feet, crossed the cliff at this point, which is covered in scrub and undergrowth, and arrived at a point directly above the casualties. Using a nylon line secured at this point they climbed down the cliff and helped the two men to safety to the beach below.

Framed letters of appreciation signed by the Chairman of the Institution, Commander F. R. H. Swann, O.B.E., R.N.V.R., have been sent to Boat Mechanics Tanner and Croft.

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## Life-boat launches on Service during the months September, October and November, 1972

Aberdeen, Aberdeenshire  
Aith, Shetland  
Aldeburgh, Suffolk  
Amble, Northumberland  
Angle, Pembrokeshire  
Appledore, North Devon  
Arklow, Co. Wicklow  
Ballycotton, Co. Cork  
Barra Island, Outer Hebrides  
Barrow, Lancashire  
Barry Dock, Glamorganshire  
Bembridge, Isle of Wight  
Bridlington, Yorkshire  
Broughty Ferry, Angus  
Calshot, Hampshire  
Campbeltown, Argyll  
Clacton-on-Sea, Essex  
Cloughiey-Portavogie, Co. Down  
Clovelly, North Devon  
Cromer, Norfolk  
Douglas, Isle of Man  
Dover, Kent  
Dungeness, Kent

October 14th.  
October 26th and 29th.  
November 29th.  
October 27th.  
October 2nd, 15th and November 12th.  
October 29th and November 4th.  
October 1st and November 8th.  
November 9th.  
September 3rd, 8th, 30th and November 30th.  
September 20th.  
September 9th, 10th, 23rd, October 21st, 26th and November 9th.  
September 10th and 24th.  
October 20th, 26th and November 9th.  
October 26th.  
September 12th and October 15th.  
September 17th.  
September 23rd, October 9th and November 11th.  
September 30th.  
October 13th, 29th and November 21st.  
September 12th and October 25th.  
September 15th.  
September 10th, 19th, 28th, October 1st and November 24th.  
September 11th, 23rd (twice), October 10th (twice), 16th, 29th and November 29th.

**Dunmore East, Co. Waterford**  
**Eastbourne, Sussex**  
**Exmouth, South Devon**  
**Falmouth, Cornwall**  
**Filey, Yorkshire**  
**Fishguard, Pembrokeshire**  
**Flamborough, Yorkshire**  
**Fleetwood, Lancashire**  
**Galway Bay, Co. Galway**

**Girvan, Ayrshire**  
**Great Yarmouth and Gorleston, Norfolk**  
**Harwich, Essex**  
**Hastings, Sussex**  
**Holyhead, Anglesey**  
**Howth, Co. Dublin**  
**Hoylake, Cheshire**  
**Humber, Yorkshire**

**Islay, Inner Hebrides**  
**Kilmore, Co. Wexford**  
**Lerwick, Shetland**  
**Llandudno, Caernarvonshire**  
**Lochinver, Sutherland**  
**Longhope, Orkney**  
**Lowestoft, Suffolk**  
**Lytham-St. Anne's, Lancashire**  
**Mallaig, Inverness-shire**  
**Margate, Kent**  
**Minehead, Somerset**  
**The Mumbles, Glamorganshire**  
**Newbiggin, Northumberland**  
**Newhaven, Sussex**  
**New Quay, Cardiganshire**  
**North Sunderland, Northumberland**  
**Padstow, Cornwall**  
**Penlee, Cornwall**

**Plymouth, South Devon**  
**Poole, Dorset**  
**Port Erin, Isle of Man**  
**Portrush, Co. Antrim**  
**Port St. Mary, Scilly Islands**  
**Pwllheli, Caernarvonshire**  
**Ramsgate, Kent**  
**Redcar, Yorkshire**  
**Rhyl, Flintshire**  
**Runswick, Yorkshire**  
**St. Abbs, Berwickshire**  
**St. David's, Pembrokeshire**  
**St. Helier, Jersey**  
**St. Ives, Cornwall**  
**St. Mary's, Scilly Islands**  
**St. Peter Port, Guernsey**  
**Salcombe, South Devon**

**Seaham, Durham**  
**Selsey, Sussex**  
**Sennen Cove, Cornwall**  
**Sheerness, Kent**  
**Sheringham, Norfolk**  
**Shoreham Harbour, Sussex**  
**Skegness, Lincolnshire**  
**Southend-on-Sea, Essex**  
**Stornoway, Outer Hebrides**  
**Swanage, Dorset**  
**Teesmouth, Yorkshire**

September 21st.  
 September 10th, October 22nd and November 25th.  
 September 10th and October 16th.  
 October 18th and November 24th.  
 September 11th and November 19th.  
 October 23rd.  
 September 4th, 10th and October 15th.  
 September 11th, 14th, October 7th and 21st.  
 September 4th, 9th, October 3rd, 4th, 19th, November 8th and 19th.  
 October 1st, November 14th and 27th.  
 October 29th, 30th, November 11th, 18th, 21st and 27th.  
 September 14th, 22nd and October 6th.  
 November 4th.  
 September 21st, October 17th and November 25th.  
 September 3rd, 23rd and October 29th.  
 September 11th and November 25th.  
 September 16th, 23rd, 30th, October 7th, 22nd and November 17th.  
 September 2nd.  
 September 2nd, October 3rd, 12th and November 5th.  
 October 2nd, 27th and November 19th.  
 September 9th.  
 October 5th.  
 October 9th.  
 September 11th and 22nd.  
 September 11th and October 3rd.  
 October 4th.  
 September 9th, 15th, 23rd, 27th and October 16th.  
 September 3rd and November 15th.  
 September 9th.  
 October 27th.  
 October 1st and 15th.  
 September 24th, October 1st and November 3rd.  
 September 10th and October 2nd.  
 September 1st.  
 September 10th, 25th, October 16th (twice), 17th, November 5th (twice) and November 22nd.  
 October 22nd, November 2nd and 8th.  
 September 9th and November 9th.  
 September 14th.  
 September 10th, 16th and October 3rd.  
 September 30th.  
 November 20th and 21st.  
 September 21st, 24th, 28th, October 10th and 29th.  
 November 16th.  
 October 1st, 29th and November 25th.  
 October 12th.  
 September 17th.  
 September 11th.  
 September 9th.  
 October 5th, November 19th and 23rd.  
 September 30th and October 2nd.  
 October 6th, 13th, 18th and November 18th.  
 September 13th, 23rd, 24th, October 11th, 26th, 29th, 31st and November 3rd.  
 November 6th.  
 October 15th.  
 September 7th, 8th and 23rd.  
 September 3rd, 7th, 24th, October 12th, 14th and 15th.  
 September 16th and October 19th.  
 September 30th and October 8th.  
 October 2nd, November 1st and 27th.  
 October 12th.  
 September 25th, October 13th, November 8th, 9th, 14th and 23rd.  
 September 1st and 14th.  
 October 14th.

Tenby, Pembrokeshire  
 Torbay, South Devon  
 Troon, Ayrshire  
 Tynemouth, Northumberland  
 Valentia, Co. Kerry  
 Walmer, Kent  
 Walton and Frinton, Essex  
 Weymouth, Dorset  
 Whitby, Yorkshire  
 Wick, Caithness  
 Wicklow, Co. Wicklow  
 Workington, Cumberland  
 Yarmouth, Isle of Wight

September 4th and 6th.  
 September 27th and November 5th.  
 September 13th.  
 September 20th.  
 October 7th, November 9th and 15th.  
 September 24th and October 1st.  
 September 14th, 22nd, October 11th, 16th and November 1st.  
 September 1st, 3rd, 4th, 8th, November 11th and 23rd.  
 October 8th, 27th, November 7th and 8th.  
 September 3rd, 17th, October 28th and November 10th.  
 October 10th and 28th.  
 September 9th.  
 September 3rd, 22nd, October 5th and November 12th.

## **ILB launches on Service during the months September, October and November, 1972**

Aberdeen, Aberdeenshire  
 Abersoch, Caernarvonshire  
 Aberystwyth, Cardiganshire  
 Atlantic College, Glamorganshire  
 Bangor, Co. Down  
 Barrow, Lancashire  
 Bembridge, Isle of Wight  
 Blackpool, Lancashire  
 Bridlington, Yorkshire  
 Broughty Ferry, Angus  
 Bude, Cornwall  
 Burnham-on-Crouch, Essex  
 Cardigan, Cardiganshire  
 Clacton-on-Sea, Essex  
 Conway, Caernarvonshire  
 Criccieth, Carnarvonshire  
 Eastbourne, Sussex  
 Eastney, Hampshire  
 Eastney (A508), Hampshire  
 Exmouth, South Devon  
 Filey, Yorkshire  
 Fleetwood, Lancashire  
 Flint, Flintshire  
 Great Yarmouth and Gorleston, Norfolk  
 Happisburgh, Norfolk  
 Hartlepool, Durham  
 Hastings, Sussex  
 Helensburgh, Dumbartonshire  
 Holyhead, Anglesey  
 Horden and Port Eynon, Glamorganshire  
 Humbermouth, Lincolnshire  
 Kinghorn, Fife  
 Largs, Ayrshire

September 4th and October 5th.  
 September 1st, 3rd, 12th, 15th, 22nd and 30th.  
 September 30th and October 21st.  
 September 12th, 15th, 16th, October 8th and November 24th.  
 September 4th.  
 September 17th.  
 September 3rd.  
 October 4th and 7th.  
 September 10th and 17th.  
 September 8th.  
 September 25th.  
 September 2nd and October 3rd.  
 October 15th.  
 September 2nd and 13th.  
 September 26th, October 22nd and November 23rd.  
 September 17th.  
 September 3rd, 4th and 9th.  
 September 3rd, 9th, 16th, 20th and October 9th.  
 November 5th.  
 September 10th.  
 September 11th, 12th and October 6th.  
 October 31st.  
 September 9th.  
 September 7th and November 15th.  
 September 10th.  
 September 27th and October 1st (four times).  
 September 3rd and 16th.  
 October 8th.  
 October 29th.  
 September 12th.  
 September 24th (twice).  
 September 3rd and 20th.  
 September 6th, 9th, 10th, 11th, 24th, 30th, October 1st (twice), 3rd, 8th, 17th, 21st, 26th, 29th and November 5th.  
 September 2nd, 30th, October 14th, 15th and 31st.  
 September 3rd, 10th, October 20th and 29th.  
 September 16th, October 21st, 27th and November 8th.  
 September 26th and October 16th.  
 September 4th, 16th, October 3rd, 17th and 25th.  
 September 12th.  
 September 3rd (twice).

Littlehampton, Sussex  
 Littlestone-on-Sea, Kent  
 Llandudno, Caernarvonshire  
 Lyme Regis, Dorset  
 Lytham-St. Anne's, Lancashire  
 Margate, Kent  
 Minehead, Somerset



**Moelfre, Anglesey**  
**Mudford, Hampshire**  
**Mumbles, Glamorganshire**  
**New Quay, Cardiganshire**  
**Newquay, Cornwall**  
**North Sunderland, Northumberland**  
**Oban, Argyll**  
**Peel, Isle of Man**  
**Pill, Somerset**  
**Plymouth, South Devon**  
**Poole, Dorset**  
**Port Isaac, Cornwall**  
**Port St. Mary, Isle of Man**  
**Pwllheli, Caernarvonshire**  
**Queensferry, West Lothian**  
**Ramsgate, Kent**  
**Redbay, Co. Antrim**  
**Redcar, Yorkshire**  
**Rhyl, Flintshire**  
**Rye Harbour, Sussex**  
**St. Agnes, Cornwall**  
**St. Bees, Cumberland**  
**Selsey, Sussex**  
**Shoreham Harbour, Sussex**  
**Silloth, Cumberland**  
**Skegness, Lincolnshire**  
**Southend-on-Sea, Essex**

**Southwold, Suffolk**  
**Stonehaven, Kincardineshire**  
**Tenby, Pembrokeshire**  
**Tighnabruaich, Argyll**  
**Torbay, Devon**  
**Tre-Arddur Bay, Anglesey**  
**Tynemouth, Northumberland**  
**West Mersea, Essex**  
**Whitby, Yorkshire**  
**Whitstable, Kent**  
**Yarmouth, Isle of Wight**  
**Atlantic 21.B500, at Appledore on**  
**evaluation trials**

October 7th and 21st.  
 September 10th.  
 October 8th.  
 October 22nd.  
 September 2nd, 3rd (twice), 11th, 20th, 23rd and October 21st.  
 September 11th and 24th.  
 September 17th, 25th and October 3rd.  
 October 15th.  
 September 3rd, 11th, October 3rd, 15th and 22nd (twice).  
 September 2nd, 9th, 30th, October 15th, 18th and 31st.  
 October 1st.  
 September 1st.  
 September 18th.  
 October 30th.  
 October 6th, 13th and November 18th.  
 September 10th, 21st and October 15th.  
 September 14th and October 15th.  
 September 16th.  
 September 17th.  
 September 3rd (twice) and October 28th.  
 September 3rd and 12th.  
 September 9th and 10th.  
 September 4th, 9th, 12th, October 1st and 14th.  
 September 1st, 3rd, 4th, 14th and October 8th.  
 September 30th.  
 October 22nd.  
 September 10th, 17th, 23rd, 24th, October 4th and November 11th (twice).  
 September 3rd, 15th, October 8th, 30th and November 18th.  
 October 15th.  
 October 5th.  
 September 2nd.  
 September 4th, 9th, 10th, 16th, 17th and October 2nd.  
 September 8th.  
 September 10th and 17th.  
 September 2nd, 3rd and 17th.  
 September 24th (twice) and October 25th (twice).  
 September 30th, October 6th, November 11th and 13th.  
 September 3rd, 14th and October 7th.  
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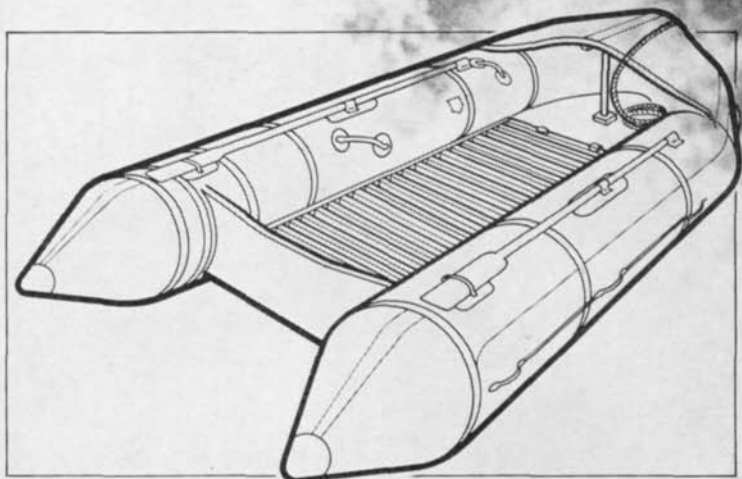
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