

THE LIFEBOAT

THE JOURNAL OF THE RNLI



Volume XLVII Number 472 Summer 1980

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The Captain takes his hat off to the RNLI.



THE LIFEBOAT

Summer 1980

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Volume XLVII Number 472

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COVER PICTURE

Bridlington 37ft Oakley lifeboat William Henry and Mary King setting out through heavy swells in the harbour mouth on August 14, 1979, to go to the help of the fishing coble Sincerity a mile south east of the station. The lifeboat was under the command of Second Coxswain Denis Atkins as the coxswain was on leave. It was ebb tide and, with a gale, force 8, blowing from the south east, the weather and sea were very rough. The lifeboat launched at 1300, reached the fishing coble at 1320 and then, with both boats streaming their drogues, Sincerity was escorted safely back to her berth at 1400. The photograph was taken by Tim M. Carter.

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

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NOTES OF THE QUARTER

WHEN, ON MARCH 27, HRH The Duke of Kent attended the first meeting of the Committee of Management to be held in the RNLI's new London premises, it was the first time that a President of the Institution had addressed such a meeting. The Duke expressed the RNLI's thanks to The Marine Society whose initiative and enterprise had transformed the old Archbishop Temple's School into new offices. The Society has made available a small suite for the RNLI and is generously allowing the use of its council chamber for many of the Institution's regular committee meetings.

Following the meeting, the Duke of Atholl, Chairman of the Institution, and Rear Admiral Wilfred Graham, the Director, showed the Duke of Kent over the RNLI offices, introducing to him the members of staff who work there.

Service to merchant shipping

The last two winters have been marked by storms of unusual ferocity. A number of merchant ships have come to grief and many have been helped by lifeboats. Last year, the medals awarded to the Humber, Wells and Bridlington coxswains were all for service to merchant vessels, as were the

HRH The Duke of Kent visited the Institution's London base in The Marine Society's premises, Lambeth, last March to attend a meeting of the Committee of Management, the first such meeting ever to be addressed by the President. Following the meeting, the Duke was shown over the RNLI offices by the Duke of Atholl (r.), Chairman of the Institution, and Rear Admiral Wilfred Graham (c.), the Director.



three silver medals presented at this year's annual presentation of awards to the coxswains from Selsey, Shoreham and Padstow. All the services were carried out in extreme conditions and most were prolonged. Intense cold, overwhelming seas and storm force winds met the lifeboats which were sometimes thrown against the much larger casualties.

Expressed as a percentage of total lifeboat services, the number to merchant vessels is relatively small; but these services are likely to be the most arduous, lengthy and potentially dangerous of all and they show how vital the lifeboat service is to all seafarers.

'This is Your Life'

Lifeboat coxswains are accustomed to dealing with unusual situations but Coxswain Brian Bevan of Humber was lost for words when Eamonn Andrews stepped up to him in the Kodak Galleries in High Holborn, London, in March and told him, 'This is your life'. Coxswain Bevan was joined on the television programme by his wife, Ann, and their son, by his crew and their wives and by some of the people Humber lifeboat had rescued. Former Bridlington lifeboat coxswain, John King, and the present Bridlington coxswain, Fred Walkington, both took part in the programme; Brian and Fred had

at one time served together in Bridlington lifeboat while John King was coxswain.

When the programme was broadcast, it was seen by 18.1 million viewers.

Coxswain Bevan is the seventh lifeboat coxswain to have appeared on 'This is Your Life'. The other six are Eddie Madron of Penlee; Archie Rowe of Coverack; Dan Kirkpatrick of Longhope; Richard Evans of Moelfre, whose programme was so popular that it was repeated; Henry 'Shrimp' Davies of Cromer; and Alf Pavey of Weymouth.

Kodak photographic exhibition

Two hours after Coxswain Bevan's surprise encounter, the photographic exhibition 'In Danger's House', sponsored by Kodak, was opened by Raymond Baxter, a member of the Committee of Management and chairman of the Public Relations Committee of the RNLI. He was introduced by Mr R. Freeman Wright, a director of Kodak, who had been connected with Sennen Cove for more than 20 years, counting the crew as his friends. Strangely enough, Raymond Baxter's own connections with the lifeboat service had also begun at Sennen Cove when, at the age of 12, he accompanied his sister to a dance held on the sanded floor of the boathouse and was taken out on a practice launch the next day.

In thanking Kodak and the photographers whose picture made up the exhibition, Mr Baxter emphasised that the great strength of the lifeboat service is that its supporters voluntarily give of their own as best they may, be it in financial backing or personal service; the work of the photographers was a classic example of just that splendid precept—from each according to his ability. Mr Baxter then vividly brought home to his listeners the constant service of our lifeboats:

'Each day, around our coasts, lifeboats will launch seven times. When we are sitting down to breakfast, having our lunch at midday, an afternoon cup of tea, our dinner in the evening, somewhere the maroons are being fired. And



'This is your life ...' When Eamonn Andrews approached Brian Bevan at the Kodak Photographic Gallery, High Holborn, last March, it was the seventh time he had said these famous words to a lifeboat coxswain. Superintendent Coxswain Bevan of Humber was awarded the gold, silver and bronze medals for services during the winter of 1978 and 1979.



The Civil Service and Post Office Lifeboat Fund has already donated 38 lifeboats to the Institution and has started to contribute towards a 39th, and Miss Connie H. Henry, who has recently taken over as honorary secretary of the Fund from John Chapman, was welcomed to Poole in May. She was accompanied by John Moore, deputy chairman of the Fund. On a tour round HQ with John Atterton (l.), deputy director, the visitors were shown the design for the new fast slipway lifeboat by Symington Macdonald, chief staff officer (technical).

stations whose crews were involved in the search and rescue operation when storms struck the fleet of 303 yachts. The questions covered the effect of hypothermia, seasickness, fatigue, vision, morale, heat in cabin lifeboats, use of rations and effectiveness of protective clothing.

It is the first time that an attempt has been made to gather information in this way and the response from the stations was good, providing some very useful material for discussion by the Medical and Survival Committee. As was to be expected, the need for good clothing as an insulation against the cold and wet was underlined, including warm gloves and spare clothes for survivors, and also the importance of hot food and drinks and toilet facilities on prolonged services. One point which emerged from the answers was the value of the new bump caps being issued to stations, both because of the added warmth they give to the head and also because they help the wearer to brace himself against the boat to meet the violent movement of the sea.

when we are in our beds at night they will be fired three times more. On average, three lives will be saved by lifeboats every day. And no matter what the type of lifeboat, whether she is in a boathouse or on moorings, she will be immaculate and all her gear maintained to the highest standard at all times.'

The exhibition 'In Danger's Hour' was on view in the Kodak Gallery, High Holborn, for a month in the spring

and during the year it will be shown again at Woburn Abbey.

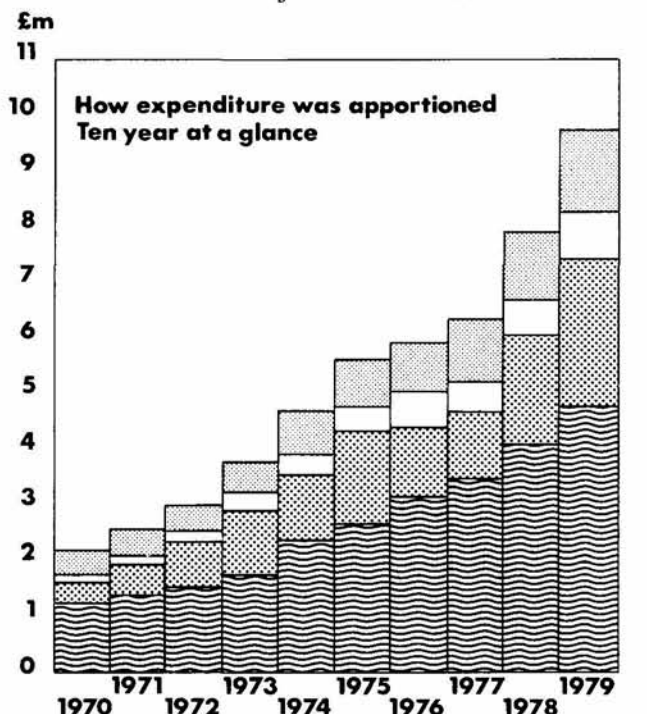
Questionnaire

Following last year's Fastnet Race, and with the agreement of the Medical and Survival Committee, Dr William J. Guild of the Department of Physiology, Edinburgh University, who is also an enthusiastic supporter of the RNLI, sent a questionnaire to the 13 lifeboat

Summary of Accounts for 1979

A VISUAL REPRESENTATION

Full accounts are available from Poole headquarters and a detailed report of the annual general meeting held on May 22 at the Royal Festival Hall, London, will be published in the autumn issue of THE LIFEBOAT.



Areas of Expenditure Key

LIFEBOAT SERVICE

Operational Recurrent

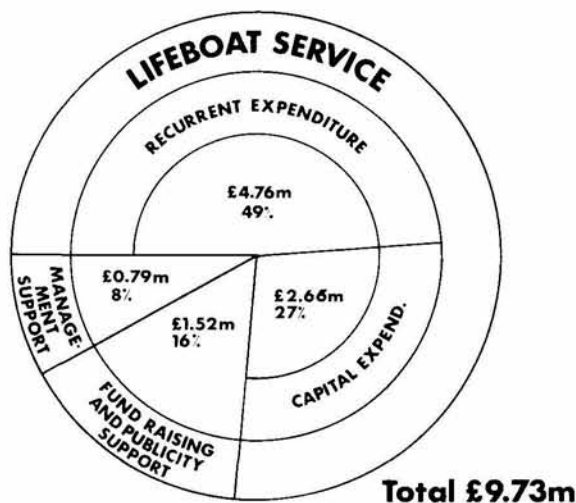
Operational Capital

LIFEBOAT SUPPORT

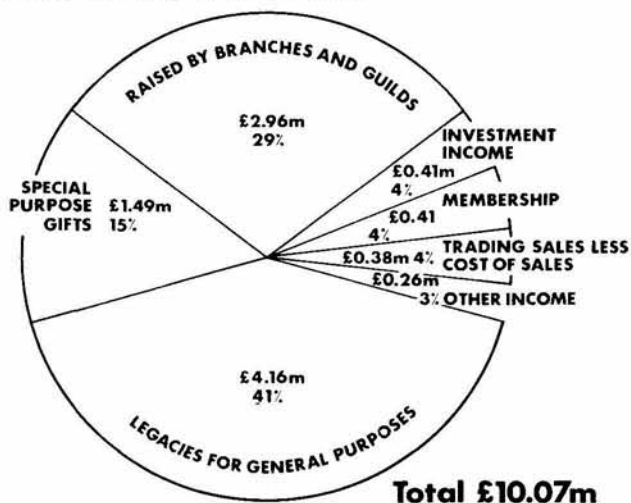
Management Support

Fund Raising Support

What it cost in 1979



How the money was raised



LIFEBOAT SERVICES

South Western Division

Stood by in storm

ON SATURDAY, December 15, 1979, HM Coastguard informed the honorary secretary of Padstow lifeboat station that a vessel three miles north west of Trevoze Head had transmitted a mayday distress signal and needed immediate help. In view of the extreme weather conditions the honorary secretary decided to go to the boathouse before authorising a launch. Here he learned that the vessel was the 2,800-ton Greek freighter *Skopelos Sky*, now 2½ miles north of Padstow Bay steering 035° at 7 knots with 15 crew on board. At 1944 a mayday relay from Land's End Radio stated that *Skopelos Sky* had a dangerous list and required helicopter assistance.

The wind had been blowing up to violent storm, force 11, from a generally westerly direction since the previous day and by 0600 had reached force 14 on the anemometer at RAF St Mawgan. Widespread damage had been caused in Cornwall. It was now north west storm, force 10, gusting to hurricane, force 12, with rain squalls, and the tide was in the second hour of flood. The seas were by far the worst any of the lifeboat crew had ever contemplated.

Coxswain Trevor England had all stowages checked for security should the lifeboat be capsized and ordered all lifejacket light plugs removed and all personal safety lines to be worn. Then, after consultation between the coxswain and the honorary secretary, the 48ft 6in Oakley lifeboat *James and Catherine Macfarlane* was launched at 0952.

Within a minute of leaving the slip the lifeboat was clear of any lee and Coxswain England shouted the first of his customary warnings to the crew in the after cabin on the approach of an extra heavy sea. After a few minutes, however, he ceased shouting warnings because extraordinary seas were continuous. He set course 055°M to clear Newland Island and found himself having repeatedly to ease the throttles as enormous seas were encountered. Even so, the lifeboat achieved only one knot less than her maximum speed and, with nearly half a knot of flood tide

helping her, she rounded Newland at 1020. *Skopelos Sky* was 1½ miles offshore in Portquin Bay with a starboard list.

Coxswain England's first thoughts were to ask her to anchor, but neither the lifeboat nor coastguards could obtain any reply from *Skopelos Sky*, which was now on a south-west course. The Coastguard designated helicopter *Rescue 69* 'on scene commander'. At 1035 the lifeboat prepared to approach the freighter's port quarter, and Second Coxswain Richard Tummon took charge on deck, putting fenders out on the lifeboat's starboard side. The casualty then altered course north east and the lifeboat's fenders had to be changed to the port side. During this operation one fender was lost overboard and Coxswain England decided to retrieve it in order to see if it would be possible to rescue survivors from the water.

Helicopter *Rescue 69* told the lifeboat on VHF radio that he had no communication with the casualty and asked the lifeboat to stand by while he attempted to lift the crew. An additional helicopter then arrived on scene. He, too, reported no communication with the casualty, but the lifeboat had now established communication with *Skopelos Sky* on 2182 kHz and this proved to be the only means of contact.

Coxswain England asked the master if he could anchor and received the reply that it was too rough to send a man on to the fo'c'sle. Ilfracombe

Portquin Bay, Cornwall, December 15, 1979: Padstow lifeboat, the 48ft 6in Oakley *James and Catherine Macfarlane* stands by the Greek freighter *Skopelos Sky* in an onshore storm gusting to hurricane force.



Radio asked the lifeboat to obtain the intentions and full description of the casualty, while the Coastguard asked the lifeboat to obtain details of the cargo and bunkers carried because they were now unable to raise her on MF. The lifeboat was able to pass the information that *Skopelos Sky* was 105 metres long, 17 feet draught and intended to keep five men on board to try to save the vessel. She carried drums of lubricating oil and 90 tons of bunkers.

After three men had been lifted off, the helicopter's winchman hit the freighter's superstructure three times and the pilot suggested the lifeboat go in for the remainder. The casualty steamed head to sea and the survivors were gathered aft, but the height of decks was such that it depended on the arrival of the right sea at the appropriate moment to carry the lifeboat high enough to get the men off. The lifeboat was ranging between the level of the casualty's propeller boss and her main deck.

Coxswain England used all his very considerable boat-handing skill and the full power of his engines. Even so the lifeboat's forward fairlead was badly damaged when *Skopelos Sky* rolled heavily on to the lifeboat. After five alongside attempts, during which one man threw his suitcase down on to the lifeboat, the freighter's crew waved the lifeboat away indicating that they would only abandon ship by helicopter. Throughout the five attempts to get alongside Second Coxswain Tummon and his deck party were on the foredeck of the lifeboat ready to receive the survivors.

Coxswain England had by now concluded that rescue by lifeboat was impossible, except perhaps from the sea itself, and so he asked the helicopter to try again. The lifeboat then stood by the casualty's stern while seven more men were lifted. It was just after 1100 and the 'on scene commander' asked the lifeboat to remain standing by until further notice.

Skopelos Sky now began steaming east-west in a figure-of-eight pattern across Portquin Bay at 5 to 6 knots, with the wind and sea mainly on alternate beams, still with her starboard list due to the shift of cargo.

At 1400 the wind was still gusting to force 12 and the state of the sea in Portquin Bay was awesome. Close inshore nothing could survive. People watching from the cliffs 200 feet high at Doyden Point were losing sight of the lifeboat completely for many seconds at a time although she was no more than a quarter of a mile off shore. Coxswain England afterwards said he felt like 'an insect in a ploughed field'.

The lifeboat kept constant station on the casualty's quarter, taking every possible advantage of whatever lee the freighter herself afforded but being dangerously exposed every time

Skopelos Sky reversed her course; then it was only the most skilful handling by the coxswain in meeting the worst of the waves which was preventing a capsize.

Arrangements were being made for Clovelly's 71ft Clyde class lifeboat *City of Bristol* to take over from Padstow lifeboat at dusk with Padstow relieving again in the morning. Clovelly lifeboat had to be diverted to answer another call, however, and Coxswain England said he would be willing to remain with *Skopelos Sky* all night if necessary.

By 1500 it was apparent that it would be dark before long and helicopter rescue might be impossible. Coxswain England advised the master of the casualty to steam to seaward and drop both anchors and all the cable he had in an attempt to save the ship, but the master was unwilling to take this action because of the heavy seas being shipped over the fo'c'sle.

In the next hour the lifeboat relayed three messages from the Coastguard to the master of *Skopelos Sky* advising helicopter lift, which could no longer be delayed. As the last message came through at 1555 the helicopter *Rescue 21* asked the lifeboat to inform the casualty that he would now fly over him and advised him that the remaining crew should come off now. At about 1600 the master said he would head into wind to drop anchor and then he would be ready to be lifted off in about 15 minutes. He asked the lifeboat to stand close by while he sent a man forward to let go anchor in case the man should be washed overboard. The lifeboat came in as close as possible to the freighter's side and the anchor was dropped at about 1620. However, not enough cable was veered and it simply hung up and down. *Rescue 21* lifted off three more men by 1635 and it was then dark.

The master and one oiler were still on board and they shut down *Skopelos Sky*'s engines and switched off all her lights as she lay bows south west and began drifting in with the lifeboat still between her and the shore. By 1700 only the master remained to be lifted. *Rescue 21* had departed and a Sea King, *Rescue 90*, using her searchlight, was trying to lift the master from the after end of the ship.

At 1710 Coxswain England reported that he estimated the casualty would be ashore in about 15 minutes. Soon afterwards the people on the cliffs lost sight of the lifeboat as she disappeared under the headland over which spray was still flying. Five minutes later the coxswain reported that he was now pulling out from between the casualty and the shore.

The Sea King was still trying to rescue the last man as *Skopelos Sky* grounded below Doyden Point at 1723. Then he was lifted clear and seconds later the entire freighter was obliterated in spray as she was hit by an enormous breaker. As the spray cleared, what had been a list to starboard, that is to

seaward, had been transformed into a 45 degrees list to port, hard among the rocks. The lifeboat congratulated the Sea King.

With the tide now at half ebb, it would be eight hours before it would be possible to enter Padstow. The crew were already suffering from their long ordeal with the sea and so Coxswain England decided to try to rehouse.

There was a certain amount of shelter from the north west at the foot of the slip and the wind had moderated to gale, force 8, to strong gale, force 9, by the time the lifeboat arrived at 1810, but there was still a heavy run on the boathouse slipway. Coxswain England found the keelway on his first attempt but the lifeboat ranged 30 feet up and down the slipway and the haul-up span was damaged by the keel. The lifeboat was then held clear on her engines and breasting ropes for 30 minutes while the spare span was fitted and the winch wire re-flaked by the launchers who were at times being submerged up to their necks. Coxswain England put her back on the slipway, again at the first attempt and, though ranging and thumping very hard, she was hauled clear at 1900. No damage had been sustained except that to her bow when alongside the casualty and she was reported ready for service again at 2000.

For this service a bar to his silver medal was awarded to Coxswain Trevor R. England and the thanks of the Institution inscribed on vellum were accorded to Second Coxswain/Assistant Mechanic Richard J. Tummon, Motor Mechanic Horace E. Murt, Emergency Mechanics Arthur J. May and Peter J. Poole and Crew Members Sidney P. Porter, Allan C. Tarby and Edward L. Hicks. The thanks of the Institution inscribed on vellum were also accorded to each of the slipway helpers: Head Launcher Patrick N. Rabey, Shore Attendant John W. S. Thomas, Assistant Winchman William J. Tucker and Shore Helpers Ian W. Macer, Timothy P. Lloyd, Ian G. Kendall, Stewart Porter and Frederick W. Norfolk. A vellum service certificate was presented to Winchman Ernest R. Bennett.

One onlooker, Air Commodore A. E. Clouston, RAF (Retd), later wrote to Coxswain England to congratulate him and his crew. In his letter he said:

'Local old timers and seafarers agree the storm was the worst in living memory. From my house I overlook Constantine Bay Trevoze Head and I have never seen such seas in Cornwall or in over 40 years of flying over most oceans in all parts of the world.'

'When the radio announced a ship was in distress and the Padstow lifeboat had been called out, considering the hurricane conditions prevailing I gave you small chance of surviving. The fact you and your crew launched, gave assistance and returned safely speaks volumes for your capability as seamen. Furthermore, this was the most outstanding act of

unselfish courage and seamanship that I have known in my lifetime . . . All due credit to the excellent work of your shore based launching and recovery crew who made your trip possible.

'The country should be proud to possess such outstandingly courageous seamen as you and your crew . . . Good luck.'

South Eastern Division

Twenty-six rescued

HM COASTGUARD at Shoreham MRSC telephoned the honorary secretary of **Shoreham Harbour** lifeboat station at 0817 on Monday January 21 asking that the lifeboat be placed on standby; a merchant vessel, the 3,500-ton Greek freighter *Athina B*, loaded with pumice from the Azores and bound for Shoreham, was in difficulties some mile and a half off the harbour.

A strong gale, force 9, was blowing from the south east giving a very rough sea and heavy swell. Visibility, generally good, was reduced to poor in rain squalls. It was low water with the tide setting east north east at one knot and there was some 8 foot of water over the harbour bar.

Annual clearing of the shingle from the lifeboat slipway toe was in progress, so the 42ft *Watson Dorothy and Philip Constant* was lying afloat.

At 0827 *Athina B* asked for lifeboat assistance, the maroons were fired and at 0840 *Dorothy and Philip Constant*, under the command of Coxswain Kenneth Voice, slipped her temporary moorings and headed across the bar and out of harbour at half speed.

Once over the bar, speed was increased to full and by 0848 the lifeboat was off the casualty. *Athina B* was lying head to wind almost beam on to the tide and seas with her anchor out and her engines going slow ahead. Seas were breaking continuously over her starboard side and, with a draught of some 19 feet, she was alternately taking the ground and floating.

Coxswain Voice had the lifeboat bows heavily fendered; he then ordered his crew to the port side of the deck before going alongside the port side of the casualty, keeping the lifeboat's stern clear to prevent rudder damage. Continually manoeuvring forward and astern, Coxswain Voice managed to maintain station despite the very rough seas which were carrying the lifeboat some 15 feet up and down the freighter's side. With excellent timing, the deck crew managed to snatch the captain's wife, young daughter and six-year-old child from *Athina B*'s side deck on to the lifeboat. Nobody else could at that time be persuaded to leave, so the lifeboat steamed clear.

By now the wind had increased to storm force 10, still from the south east, and the very rough seas had risen to 20 feet high with spray reducing visibility.

Following radio discussions with the casualty, it was agreed that another attempt should be made to take off the remaining woman and anybody else wanting to leave the ship. The lifeboat was moving into position for a second run in when she was picked up and overwhelmed by a very large wave which flooded the cockpit, breaking three guardrail stanchions with its force.

While the cockpit drained through the scuppers, the lifeboat was successfully brought alongside the ship's port side but before anyone could be transferred she was again lifted bodily by a huge wave and her bows came crashing down on to the ship's gunwale. She pulled clear and came alongside *Athina B*'s port side amidships where one woman was safely taken off on to the lifeboat. It was now about 0910.

By 0930 Coxswain Voice was becoming concerned about the health of the second woman survivor, who was suffering from shock, seasickness and hypothermia. Motor Mechanic Jack Silverson, a first aider, had wrapped her in blankets and reassured her but he thought she should have medical treatment as soon as possible. So the lifeboat made for Shoreham, asking to be met on arrival by an ambulance.

Ten minutes later, with drogue streamed, the lifeboat was picked up by a large sea just off the harbour entrance; she was pooped and took a sheer hard aport. However, the drogue quickly brought the stern round to the sea, the freeing ports rapidly drained the cockpit and without further incident the lifeboat entered harbour to land the four survivors. One crew member was also landed while two extra crew members were embarked before the lifeboat left harbour again at 1022 to return to the casualty.

By 1032 Shoreham lifeboat was once

again off *Athina B* and Coxswain Voice asked that her crew should be ready on deck wearing lifejackets before he started the run in. The freighter had swung round and was heading south south west, so Coxswain Voice decided to go alongside her starboard side where there was some lee from the storm even though waves were now breaking over the freighter from the south east.

Coxswain Voice manoeuvred the lifeboat alongside *Athina B* amidships where, despite the violent pitching, good station was maintained while 11 of the crew jumped into the waiting arms of the lifeboat crew.

By now, 1052, the Newhaven tug *Meeching* had arrived and, as the master of *Athina B*, who was in communication with the tugmaster, told the lifeboat that he wished to keep the remaining crew on board, Coxswain Voice set course for Shoreham to land the 11 survivors. Again the drogue was streamed entering harbour as there was no abatement of the storm.

After the survivors had been landed, at 1125, the damage to the lifeboat was inspected by the district surveyor of lifeboats (SE), who had come from Osborne's boatyard at Littlehampton. Damage was found to be basically superficial and at 1140 the lifeboat returned to sea to stand by *Athina B*. By 1219, however, the freighter had refloated and was out of immediate danger and as at that time none of her remaining crew wanted to abandon her and she was close to Shoreham Harbour, it was agreed that the lifeboat should return to station and stand by there.

After another run into harbour with the drogue streamed, the crew returned home for dry clothes and food, to remuster at 1500. Then, at near high water, *Dorothy and Philip Constant* was hauled up into the boathouse so

Athina B after she had finally been driven ashore on Brighton Beach. The entrance to Shoreham Harbour is beyond the distant power station chimneys (top left).

photograph by courtesy of 'Evening News'



that her hull could be inspected more thoroughly. No serious damage was found and she was returned to her temporary mooring where her stanchions were repaired. It was expected that she would be needed again as *Athina B*, which was attempting to claw off the shore, had radioed that she had only enough fuel for three more hours, but in the meantime the crew dispersed to stand by at their own homes.

At 2015 Shoreham Coastguard asked that the crew be reassembled and half an hour later *Athina B*, now half a mile south west of Brighton Marina, put out a mayday distress call asking for lifeboat assistance. *Dorothy and Philip Constant*, after crossing the bar, set a south-easterly course for this new position at full speed.

The tide was again near low water and setting east north east at one knot. The wind had veered to the south west and eased slightly to gale force 8 to 9. Visibility was good.

At 2050 the launch of *Newhaven* lifeboat was requested by the Coastguard and at 2105 the 44ft Waveney *Louis Marchesi of Round Table* slipped her moorings with Coxswain/Mechanic Leonard Patten in command. Once clear of the very rough seas at the entrance to Newhaven Harbour she set out to the west at 10 knots. Before long, however, she had to reduce speed when a large sea hit her, spinning her through 90 degrees. Course was resumed at 8 knots but at 2115 a sea about 15 to 20 feet high hit the lifeboat which corkscrewed up the side of the wave, then lay over on her beam ends. The capsize lights operated as she was laid over with the wheelhouse flooded, but the capsize switches were cancelled and the lifeboat resumed her westerly heading. One crew member washed overside but still attached by his lifeline was brought back inboard and Second Coxswain Alan Boyle was given first aid for a head wound he had sustained.

Newhaven lifeboat continued westward for a further three miles until, at 2145, Shoreham Coastguard told her that everyone had been rescued from *Athina B*, whereupon she returned to station. She arrived at 2230 and Second Coxswain Boyle was taken to hospital for medical treatment.

Meanwhile, at 2109, *Athina B* reported that she was lying beam to the seas, her no. 1 hatch cover was stove in, and she was unable to get crew forward to let go the anchor as she was being swept overall by seas and spray. Coxswain Voice asked her to identify herself by switching on her decklights. This she did and when Shoreham lifeboat was abeam Brighton Palace Pier, at 2135, the casualty could be seen by the lifeboat crew.

The south-westerly wind had arisen once more to strong gale, force 9, gusting to storm, force 10. Shoreham lifeboat continued her passage towards Brighton Marina in the very rough fol-



With five motor fishing vessels preparing to try to enter harbour in an easterly gale and very rough seas, Scarborough lifeboat, the 37ft Oakley Amelia, launched at 1426 on March 18 and stood by at the entrance. Coastguards stood by on the piers with rocket apparatus. It was decided, however, that entry would be too dangerous and that the fishing boats should ride out the storm. Scarborough lifeboat returned to harbour, remaining afloat overnight, and stood by again at 0545 the next morning while, in moderating weather, the fishing boats came safely into port. photograph by courtesy of 'Scarborough Evening News'

lowing and quartering seas, some of which filled the cockpit. *Athina B* was found heading east north east with seas breaking over her but well aground in heavy surf some 250 yards off the beach and about 400 yards east of the Palace Pier.

Coxswain Voice approached the casualty in the surf at slow speed, illuminating her with a parachute flare. Once abreast of *Athina B*'s stern he started to put on port helm to bring the lifeboat along her lee side, but the lifeboat was suddenly hit by a large sea on the port quarter which picked her up and turned her through 90 degrees so that she was heading straight for *Athina B*'s quarter and being swept inshore. Coxswain Voice increased speed to full on both engines but in the surf this had less than the usual effect and it was impossible to prevent the stern of the lifeboat hitting the starboard quarter of *Athina B* and scraping down her starboard side until just forward of her bridge.

While the lifeboat was ranging some 12 to 15 feet up and down *Athina B*'s side, ten of her crew threw themselves and their suitcases at the lifeboat's deck, where the lifeboatmen were waiting to catch them. It was thought that this accounted for the entire ship complement until another man was seen standing on the bridge. He was finally persuaded to climb down from the bridge, but mistimed his jump and landed in the water close to the lifeboat's port quarter. Coxswain Voice immediately stopped the port propeller and put the starboard engine to ahead to prevent the man being crushed between the two boats. Second Coxswain Kenneth Everard helped by Assistant Mechanic Michal Fox and Emergency Mechanic Geoff Tugwell quickly pulled the last survivor out of

the water to safety. It was now 2141.

The lifeboat rounded *Athina B*'s bows, cleared the Palace Pier and set course for Shoreham. She entered harbour with her drogue streamed at 2245. The 11 survivors were landed and taken into council care while crew members made the lifeboat ready for service; she was back on her temporary moorings at 2350. In all, 26 people had been rescued.

For this service the silver medal was awarded to Coxswain Kenneth F. D. Voice of Shoreham Harbour and the thanks of the Institution inscribed on vellum were accorded to Second Coxswain Kenneth L. Everard, Motor Mechanic Jack Silverson, Assistant Mechanic Michael J. Fox, Emergency Mechanics Geoff Tugwell and John Landale and Crew Member Peter R. Huxtable. Letters of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Crew Members Peter Everard and Derek J. Silverson, who were aboard for only part of these services.

South Western Division

Coaster on rocks

A VESSEL on the rocks at Prawle Point was reported to the honorary secretary of *Salcombe* lifeboat station by Prawle Point Coastguard at 2233 on Sunday December 16, 1979. Less than ten minutes later *Salcombe*'s 47ft *Watson* lifeboat, *The Baltic Exchange*, under the command of Coxswain John Graham Griffiths, slipped her moorings and set out at full speed.

The wind at *Salcombe* Harbour Bar was south west strong breeze to near gale, force 6 to 7, but increasing. Visibility was good but decreasing. The

tide was in the first hour of flood.

By 2307 when the lifeboat reached Prawle Point the wind had increased to strong gale, force 9, and she was experiencing very rough seas, estimated at between 30 to 40 feet high; they had been building up before the south-westerly gales which had been blowing for the past week.

Up till this time the Coastguard did not know the identity of the stranded vessel, but Coxswain Griffiths was able to report by VHF radio that she was the coaster *Heye P* of Ramsey. At first there was no sign of life on board, but then the coxswain reported that there were people in the wheelhouse.

The coaster had gone ashore on Sea Gull Rock, an island separated from Prawle Point by a gully about 80 feet wide through which thundering seas were sluicing from both ends. The Coastguard rescue team on shore was unable to cross the gully and had to set up their lights and equipment on the mainland.

As the coastguards were finding it difficult to get a rocket line across to the casualty, Coxswain Griffiths ordered a line to be fired from the lifeboat. He realised that in the prevailing conditions he would not be able to make a rescue by breeches buoy but hoped that, as he was firing down wind, he would be able to reach the coastguards ashore and haul out their jackstay to the ship. Both Coastguard and lifeboat rocket lines straddled the coaster's wheelhouse, but the wheelhouse was being swept, and occasionally buried, by huge seas and the crew could make no attempt to secure the lines. They indicated that they would like to be taken off by helicopter.

At 2330 the lifeboat anchored and tried to veer down close to the coaster's side, but with the anchor down the lifeboat was pitching violently, shipping very heavy seas forward and snatching at the line. So close was she to dangerous rocks that the anchor was

hove in to recover it, but it had to be cut away with an axe by Second Coxswain/Mechanic Edward Hannaford.

Meanwhile, at 2333, a Sea King helicopter took off from RNAS Culdrose, arriving on scene at 0014. The wind had veered westerly force 9 and seas were breaking over the coaster. On her first approach, while hovering at about 30 feet, the helicopter was engulfed in dense spray, but with great skill the pilot pulled clear and made another approach.

The Coastguard light was too far from the coaster to give enough help so the casualty was illuminated by the lifeboat searchlight, manned from the foredeck by Assistant Mechanic Brian Cater and Crew Member Frank Smith. Supporting each other across the rope stowage bin, on the port side forward, they were continually swept by seas. The position of the lifeboat, very close to the rocks, was maintained by Coxswain Griffiths on helm and engines.

All three of the coaster's crew were lifted off safely one at a time, even though the winch wire became entangled with a signal mast during the second operation.

At 0033 Salcombe lifeboat left the scene and returned to station at 0055. After refuelling and washing down, she was removed at 0131.

Before daylight the wheelhouse had been swept from the coaster, which was a total wreck.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain John Graham Griffiths and vellum service certificates were presented to Second Coxswain/Mechanic Edward Hannaford, Assistant Mechanic Brian Cater and Crew Members Frank Smith, Peter Taylor, Brian Cooper and David Gibbens. A letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Captain W. A. Tofts, RN, commanding officer, RNAS Culdrose.

South Western Division

Catamaran in distress

THE HONORARY SECRETARY of **Lyme Regis** inshore lifeboat station was informed by Portland Coastguard at 1135 on Monday May 28, 1979, that a red flare had been fired from a white boat about 1½ miles south of Beer Head, about 6½ miles west south west of Lyme Regis.

The day was squally, with a near gale, force 7, blowing from south south west and the forecast was that the wind would increase to full gale, force 8. The tide was at half ebb and it was apparent that the sea condition was bad, particularly in the shallows off Lyme Regis where the steep, breaking waves were 10 to 15 feet high. Continuous heavy rain was reducing visibility to less than half a mile.

The honorary secretary told the Coastguard that he would only consider launching if his most experienced helmsman was available. Within minutes the senior helmsman, John Hodder, arrived at the boathouse. After due consideration of the situation he told the honorary secretary he felt the boat would be capable of coping with the conditions and it was agreed that she should launch on the strict understanding that she must return to station if the weather deteriorated further.

Maroons were fired and at 1150 the Atlantic 21 was launched, manned by Helmsman John Hodder and three experienced crew members, Paul Wason, Graham Turner and Tim Zair. Helmsman Hodder took the exceptional precaution of instructing all his crew to inflate their lifejackets before the lifeboat left harbour.

On rounding Beacon Post off the harbour entrance the worst of the sea was encountered and Helmsman Hodder asked Paul Wason to lie in the bows of the boat to help keep them down. He did so, using the inflatable stretcher as a mattress. Once clear of the shallows and rocks in this area the seas lessened to about 12 feet, breaking forward of the port beam, but the Atlantic 21 was able to make good no more than 13 knots.

When off Culverhole Point, about 2½ miles from Beer Head, the ILB learned from the Coastguard that a fishing boat had launched off a lee shore, reached the casualty, a catamaran, and taken her in tow towards Beer Roads. The Atlantic 21 altered course to starboard to intercept.

The 24ft fishing boat, *Pearl* was under the command of her skipper, David Newton, who is an auxiliary coastguard, with Norman Jackson, Keith Turner and David Driver as his crew.

The wind was now gusting well over force 8 in the squalls and visibility in the continuous heavy rain was such that the tow was not sighted until about

The coaster Heye P, her wheelhouse swept away, a total wreck on Sea Gull Rock, Prawle Point.
photograph by courtesy of W. Budgett



half a mile away, when it was quarter of a mile east of Beer Head.

The Atlantic 21 came up with the two boats at about 1220 and escorted them to Beer Roads. On arriving at a mooring just off the beach, *Pearl* passed the tow line through the ring of the buoy and then went ahead slowly until the catamaran reached the mooring and her crew could make her fast. The mooring was, however, in broken water and, as no one thought the casualty would last long, *Pearl* asked the ILB to take off her two crew. The catamaran, tide-rode, was lying beam on to the sea making it very difficult for the lifeboat to approach; but, waiting for lulls between the waves, Helmsman Hodder twice brought his boat alongside so skilfully that he was able to take one man off each time without mishap either to them or to the Atlantic 21. Then, while *Pearl* steamed into the sea, Helmsman Hodder brought his boat alongside the fishing boat and put the two men on board.

The fishing boat indicated that she intended returning to the beach whence she launched, so the Atlantic 21 stood by. *Pearl* was heeled right over by an exceptionally large breaker while she turned for the run in, but all was well and she successfully beached a few minutes later at 1243.

The Atlantic 21 then returned to station, making good about 15 knots with the sea on her starboard quarter and calling the Coastguard to give her position every five minutes *en route* as there was concern for her safety. She eventually rehousing at 1330.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were sent to Helmsman John Hodder and to David Newton, *Pearl's* skipper.

North Western Division

Trapped in mud

TWO YOUNG GIRLS, Mandy Warren and Katie Flowers, were walking near Benarth Point on Conwy Estuary on Saturday morning, January 19, when, at about 0915, they heard shouts for help in the distance and shots being fired. They ran to the shore and saw a man trapped on the mud bank by the rising spring tide which was coming in fast. Realising the danger he was in, Mandy remained on the shore to keep him in sight, while Katie ran to the nearest telephone to raise the alarm.

On receiving the call, Conwy Police immediately informed the deputy launching authority of Conwy inshore lifeboat station, who fired the maroons. The crew assembled within minutes and the D class inflatable lifeboat was launched at 0920. Reaching the man a few minutes later, Helmsman John F. Smith and Crew Member Trevor Jones found him trapped chest high in the mud with the flood tide rising rapidly.

Irish lifeboat stations which took part in the Fastnet Race rescue operation last August were presented with special Fastnet awards by the Irish Federation of Marine Industries. The presentations were made by the Federation's vice-chairman, Joe O'Driscoll (c.) at the 1980 Dublin International Boat Show to (l. to r.) Second Coxswain John Walsh (Dunmore East), Coxswain Christy Collins (Baltimore), Coxswain Tom McLeod (Ballycotton) and Coxswain Sammy Mearns (Courtmacsherry Harbour).



He was taken aboard the inflatable lifeboat and brought ashore; the ILB was rehousing and once again ready for service at 0940.

The man had been out wild-fowling on the estuary mud flats and had been trapped in an exceptionally dangerous area of deep soft mud gullies some of which are as much as 9 feet deep. But for the prompt and correct action of the two girls he might have lost his life and letters of appreciation signed by Cdr Bruce Cairns, RNLi chief of operations, were sent to Mandy Warren and Katie Flowers.

South Western Division

Mainsail jammed

A MAYDAY distress signal was received by Portland Coastguard at 1709 on Tuesday April 1 from the yacht *Fair Festina* whose mainsail was jammed. There was a gale, force 8, blowing from the west and the sea was very rough.

The yacht had eight people on board, five of them aged between ten and nineteen years, and some of them were suffering from severe seasickness. Several vessels in the immediate area heard the call and said they would go to the yacht.

At 1754 *Fair Festina* reported that one of her crew had a fractured finger. An attempt to take him off by helicopter proved impossible because the yacht could not lower her mainsail.

Weymouth lifeboat was requested to launch and at 1830 the 52ft Barnett relief lifeboat *Euphrosyne Kendal*, on temporary duty at the station, slipped her moorings and set course for *Fair Festina*, 13½ miles to the south east. Several attempts were made to take off the yacht's crew by the vessels *City of Florence* and *Univenture*, but it was not possible in the high seas. They were asked to stand by until the arrival of the lifeboat.

Euphrosyne Kendal reached the

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Yarmouth, Isle of Wight, 52ft Arun lifeboat Joy and John Wade returning to station on Saturday March 29. She had launched to go to the help of a Norwegian cargo vessel *Germa Geisha* in difficulties about nine miles south east of St Catherine's Light; she had a 30 degree list and, with a near gale blowing from the west, the seas were very rough. The lifeboat stood by while a helicopter lifted off *Germa Geisha's* 13 crew and then continued to stand by as a safety measure for other shipping and to mark the position of the sinking ship until relieved by HMS Alverstton.



The reconstruction of Tenby Lifeboat House

by Ian Haken

DURING A REGULAR inspection at Tenby in 1978 the RNLI's consulting engineers, Lewis and Duvivier, found that since their previous triennial upkeep and maintenance inspection many of the timber piles of the lifeboat house had deteriorated unexpectedly, making the substructure unsafe. As a precaution the boat was moored afloat and the boathouse closed while the extent of the reinstatement work that would be necessary was investigated. If the boathouse itself was not to be disturbed, it would mean building up a new substructure before the old decayed timber was cut away.

Recommendations were submitted to the Institution in June 1979 and, following its approval, competitive tenders were obtained. The contract was

awarded to Miller Engineering and Construction Ltd and work started last October.

Essentially the contract was divided into three sections: the underpinning of the existing boathouse; the replacement of the existing access bridge; and the renewal of the top 40 metres of the keelway.

Substructure

If the work was to be done over the winter period, it was essential to drive the piles to support the boathouse's new substructure during the spring tides of October 3 to 10. Working through both day and night low tides, six 600mm diameter tubular steel piles were driven on each side of the boathouse. Both the contractor and the residents of Tenby are to be congratulated on the successful completion of this phase of the work by October 7 without any complaints.

The new substructure of the boathouse was formed from galvanised steel section columns and bracing members made in Derby. During the winter they were gradually bolted together on Tenby beach, moved to the lifeboat station and then erected at low tide. The operation of erecting the transverse members called for great skill by both the erection gang and the crane driver because the sections had to be threaded between the existing timber work. The bolting together of the steel frames was successfully accomplished without damaging the existing supports and underpinning of the boathouse, and replacement of

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Galvanised steel section columns and bracing members were bolted together on the beach and then (right) lifted into place by crane at low water.

(Below) Slipway: new galvanised steel panels were bolted to the transoms, to the tops of which up to a metre of concrete had been added.



Ian Haken is one of the Lewis and Duvivier's senior engineers.



Six 600mm diameter tubular steel piles were driven on each side to support the new galvanised steel substructure which was built up before the decayed timber was cut away.



The new access bridge spans from shore to boathouse with just one central support founded on a rock outcrop.





The Brede

PROTOTYPE OF A NEW EXPERIMENTAL LIFEBOAT BASED ON THE LOCHIN 33

Overall length	33ft 0in
Waterline length	27ft 6in
Maximum beam	12ft 0in
Loaded draught	4ft 3in
Displacement	8½ tons
Engines	

Twin Caterpillar 3208 naturally aspirated marine diesels
with twin disc MG506 2:1 reduction gearboxes

Power	203 shp at 2,800 rpm
Fuel capacity	182 gallons
Speed	20 knots
Crew	4



The Brede's self-righting capability is provided by her watertight wheelhouse and the GRP-covered polyurethane buoyancy block mounted on her stern.

For her righting trials she was hauled over by crane (left and bottom left), the strops being tripped (below right) when she was fully inverted. Within seconds (bottom, page 49) she had righted and cleared the water from her decks.



OVER THE PAST FEW YEARS the RNLI has been exploring the possibilities of introducing into its fleet new lifeboats of about 35 feet overall. The intention is that boats of this size should be available for allocation to stations for which the operational requirements demand a lifeboat larger, and with greater range, than the RNLI's present Atlantic 21 rigid inflatable lifeboat, but where a boat with the longer endurance of the 37ft 6in Rother, at present the smallest of the Institution's modern displacement lifeboats, would not be justified. The new lifeboats were required to be fast, essentially simple but with outstanding seakeeping qualities.

Development work has been in progress now for some little while on two designs; both are within the specified size range; both are fast; but, following different lines of thought, each has its own individual, but complementary, characteristics. Thus they offer the Institution added flexibility of choice when planning effective operational cover. A prototype of each of the two new classes is at present undergoing evaluation trials and both are showing great promise. One, described in the Spring issue of *THE LIFEBOAT*, is the experimental prototype rigid inflatable RNLI Medina, designed and developed at the RNLI's Cowes Base and built by the W. A. Souther and Son. The other, also an experimental prototype lifeboat, is the Brede, based on a commercial GRP hull of more traditional design, the Lochin 33, which has been developed and built to RNLI requirements by Lochin Marine (Rye) Ltd under the supervision and guidance of the Institution's technical staff.

The original Lochin 33 was first introduced in the early 1970s as a fishing boat for amateur sea anglers. Her builder, Frank Nichols, in commissioning her lines to be drawn by Robert Tucker, specified that she should be fast; that she should be as stable as possible, with a generous beam to length ratio; and that she should have good sea keeping capabilities whether driven at displacement or planing speeds. All these qualities, so desirable in a pleasure boat for sea angling, are

just the sort of qualities needed in a workboat, and it soon became clear that the Lochin 33, adapted for a variety of purposes, would be used more and more as a commercial boat. Well over 300 hulls have been built to the basic design and the Lochin is to be found in Scandinavia, along the seaboard of Northern Europe, in various parts of the Mediterranean and in America as well as all round the British Isles. The design has been used for commercial fishing, for sea fishery patrol work, for harbour launch work, as a fire tender and as a ferry. Among those authorities who have included the Lochin 33 in their fleet are the Swedish Navy, the Swedish Fire Service, Trinity House and the Gibraltar Police.

To good design was added a high standard of construction. Lochin Marine's GRP techniques in the building of its hulls are approved by Lloyds and by the equivalent Norwegian body, Det Norske Veritas, as well as by the British White Fish Authority and the Department of Trade and Industry; in fitting out, the firm prides itself on the traditional skills of its shipwrights.

When, therefore, the RNLI was reviewing available commercial hulls for use as the basis of a new lifeboat, it found in the Lochin 33 the qualities of design and construction for which it was looking. It also found a boat already well tried in rough weather and it was decided to evaluate a suitably modified version in a lifeboat rôle. The structural and interior design of the Lochin 33 hull and superstructure for her rôle as an RNLI lifeboat was undertaken by Judd Varley in conjunction with Frank Nichols.

Brede was chosen as the class name for this new lifeboat in conformity with what is becoming the RNLI tradition of naming its modern lifeboats after the rivers or sailing waters by which the first of the class was designed or built. The River Brede is a tributary of the River Rother which flows into the sea at Rye, past Lochin Marine boatyard.

Design and construction

For her overall length of 33ft, the Brede has a generous maximum beam of 12ft and full sections, giving her

good initial stability and ensuring that she will form a good working platform in a seaway whether stopped or at slow speed. Her throttles once opened, however, her broad flattened run aft gives her a planing surface on which she can rise to achieve her high speed. She has a deep forefoot and fine entry below the waterline to cut into head seas, but to balance her full stern her bows have ample flare and buoyancy and when running in rough weather will ride up the waves. A deep keel, sloping down aft to make her loaded draught 4ft 3in, gives her good directional stability. On station, the Brede will lie afloat at moorings.

In laying up her glass fibre reinforced plastics (GRP) hull a spray technique is used so that the process is fast and continuous, resulting in a finished structure of high quality. The scantlings of the stock hull are sturdy, but for her lifesaving rôle the Brede has been given additional strength. Her frames, which are extended in 'hoops' right round the superstructure wherever possible, are of polyurethane encapsulated in GRP; her longitudinals are hardwood and they, too, are encased in GRP. The wheelhouse is further stiffened with two stainless steel pillars (which also provide good extra supports for the crew moving about the wheelhouse under way).

The hull is divided into five watertight compartments with bulkheads of 19mm marine ply and all void compartments within the hull are filled with foam; in fact the Brede contains enough foam buoyancy to float her even if all her watertight compartments should be flooded at the same time.

For her size, the Brede has an unusually spacious wheelhouse. It is watertight, and, together with a buoyancy block mounted at the after end of her cockpit, provides the boat's self-righting capability. The buoyancy block is made of polyurethane foam covered with GRP.

All controls are in the wheelhouse. The Brede is fitted with Pye Beaver VHF radio, a Ferrograph G240 graphic echo sounder and Decca 060L radar, all so placed that they are within reach or easy vision of the coxswain; thus, with

single lever controls for the engines, the coxswain can handle the boat and all her mechanical and electronic equipment by himself, whenever the rest of the crew are needed on deck; and, with an Easco two-way intercomm unit, he can still be in constant communication with his crew without interfering with the watertight integrity of the wheelhouse.

In designing the layout of the wheelhouse particular attention has been paid to making sure that the crew will arrive on the scene of a casualty warm and dry and in the best possible shape and that survivors can be brought home with the minimum further exposure. There are sprung pedestal seats for coxswain and navigator and upholstered bench seats on the forward side of the main bulkhead for the two remaining crew members and two survivors; all seats have lap straps.

There is a cabin for survivors, large enough to take a stretcher, forward of the wheelhouse. Access for a stretcher will be easy; from the ample space of the cockpit it can be carried below straight through the central watertight doors in the two bulkheads and down into the fore cabin.

Wheelhouse and fore cabin are both well ventilated, the vents all being fitted with valves which will close automatically should the boat be capsized. Equally, they will re-open as soon as the boat rights.

There is a compartment with a chemical toilet in the fore cabin and a water heater is fitted in the wheelhouse so that hot drinks can be prepared on an extended service or for the succour of survivors.

On deck, as below, there are plenty of handholds. Around the foredeck there is an inboard pulpit which itself forms a strong handrail. In addition, a lifeline will be fitted from the forward end of the wheelhouse to the forward end of the pulpit to which the crews' safety lanyards can be attached, giving them the greatest possible secure mobility on deck.

The anchor and all ropes and lines are stowed in the cockpit aft, which is fitted with eight large self-acting freeing ports; no intruding waves will stay on



board for more than a matter of seconds. On each quarter is a strong bollard for towing, and an emergency tiller can be fitted on the starboard rudder stock.

Engines

The Brede is fitted with twin Caterpillar 3208 naturally aspirated marine diesel engines with twin disc MG506 2:1 reduction gearboxes. She has already attained a speed of 20 knots, but trials are still in progress. Different

propellers have been designed and it is thought that her potential speed is 22½ knots; she will, therefore, be the fastest of the RNLI's conventional hull lifeboats.

She has exceptionally good manoeuvrability; indeed, stopped, she can spin in her own length, and she can round a mark with the precision of a racing boat.

The engines are housed under the bridgedeck and within the boat's watertight superstructure. Like all the

Institution's modern lifeboat engines, they are modified so that they will operate after capsize and continue to drive the boat. Access for minor adjustments under way is through small watertight hatches in the bridgedeck and cockpit, but for routine maintenance at moorings there are much larger hatches and the engine room can be opened right up.

Conclusion

The Brede shows promise of becoming a lifeboat which will be fast, seaworthy and efficient, and which at the same time will be economic to build, run and maintain. Initial reaction indicates that she will be well liked by the crews who man her. Early trials in moderate conditions have shown that she is comfortable under way and her manoeuvrability, speed and acceleration are impressive.

In accordance with the Institution's normal practice the prototype Brede will be subjected to thorough evaluation on the coast, to determine whether any modifications are necessary so as to ensure the new design will meet the exacting standards required for operating in lifeboat service conditions before she is accepted as being suitable for station use.

The prototype Brede on early evaluation trials.



Tenby lifeboat house

from page 47

parts of the old rotten timber beams was then begun.

Access bridge

At the same time the old access bridge was removed, so that for a short time Tenby lifeboat house became an island. The new access bridge spans from shore to boathouse with just one central support founded on a rock outcrop. The bridge itself is fabricated from galvanised steel sections and cross members with three inch balau planking for the deck. Tubular steel handrailing with mesh infill panels to the lower bays, and service boxes containing water, oil, telephone and electricity supplies complete the bridge. New access steps of similar construction were also erected.

An interesting feature of the design is that the seaward side of the main access bridge beams are connected to the steelwork supporting the winch. In this way, the winch loads can, in part, be transmitted through the shear legs of the central support to rock anchors drilled into the bedrock.

Slipway

Meanwhile, the timber and steel superstructure of the existing slipway was being cut out. Up to a metre of concrete was added to the tops of the concrete transoms and the new galvanised steel slipway was assembled in panels on the beach. These panels were then placed on to the transoms and

bolted down, working from the seaward end. Inevitably, in spite of accurate dimensioning and repeated site checks, various difficulties were encountered in fitting the units together, but nevertheless, by dint of steelfixing expertise and the use of a large hammer, all was eventually well and the slipway was fixed. The existing keelway in the boathouse was also removed and replaced with channels bolted through stools to the top transoms of the boathouse supporting structure. Laddering plates were fitted through-out.

Sitting tenant

Before the old roller keelway in the boathouse could be removed, a pigeon nesting under the boathouse floor had to be coaxed out; quite a problem since she was sitting out; quite a problem since she was sitting out on three eggs. The foreman spent several evenings talking gently to the bird, much to the surprise of all the men since he never spoke so quietly to them. But eventually his efforts were rewarded and bird, eggs and nest were successfully moved into a cardboard box, fitted with an entry flap, on top of the boathouse telephone box. In spite of all the noise and movement of men and machinery over the next few weeks, the pigeon stayed on the nest and hatched two young on Sunday May 18.

Finishing off

The boathouse timber studding was treated against woodworm and so, too, was the matchwood panelling, through half inch diameter holes drilled in the

centre of each panel. Several hundred holes were drilled and plugged and the final result is almost unnoticeable.

New iron rollers with stainless steel spindles were supplied, packed with grease, placed in position in the keelway and aligned, in time for the first housing test on Friday May 16. We are pleased to be able to say that the boat went in and out smoothly and launched satisfactorily at low water.

It but remained for the walkways on each side of the boathouse to be completed and the cutting out of the old timber and concrete from under the house to be finished off. Then, in June, the lifeboat and her crew were able to move back into their boathouse, complete with, perhaps, a full family of pigeons, at no extra cost.

Foreign coins

Tesco Stores Ltd, the biggest supermarket chain in the British Isles, has kindly agreed to collect foreign coins for the RNLI in their stores from July to September. It is estimated that there are millions of pounds worth of foreign coins, mainly in small amounts, around the country and by offering such a wide range of collecting points Tesco will help the RNLI to boost funds from this source.

Individuals are unable to change small amounts of foreign currency but by collecting in bulk the RNLI can make thousands of pounds a year.

Tesco operates over 500 stores in England, Scotland and Wales.

HERE and THERE

Committee of Management

Commandant Vonla McBride, former director of the WRNS, Christopher Lucy, a stockbroker, and John James, a chartered surveyor, have joined the Committee of Management of the RNLI.

Commandant McBride joined the WRNS in 1949 and was director from 1976 to 1979. She was also appointed honorary ADC to the Queen in 1976.

Mr Lucy is a keen yachtsman and has considerable knowledge of the sea and marine engines.

Mr James is a senior vice president of the Royal Institution of Chartered Surveyors, a trustee of the Grosvenor Estate and a director of the Sun Alliance and London Insurance Group. His hobby is sailing. His great uncle was harbour master and honorary secretary of the Poole lifeboat station for many years.

Services to cruising

In its centenary year the Royal Cruising Club has presented its medal for services to cruising to the Institution, reserving this honour in such a special year for the lifeboat service because 'all members have a very special affection for the RNLI'. The medal was presented to Rear Admiral W. J. Graham, director of the Institution, at the RCC's centenary dinner held in the Painted Hall, Greenwich, in May.

A day at the races

The RNLI is to benefit from the 1980 Charity Race Day at Ascot on September 26 and has set a target of raising £100,000 from the event. All races have been sponsored and extra attractions will include a display by the Ladder Display Team of the Royal Navy before racing begins and a charity auction lunch, conducted by commentator Peter O'Sullivan. A Royal Marine

Band will play throughout the afternoon.

Special group discount rates are being offered, boxes can be hired and the RNLI hopes that the seafaring and racegoing publics will join together in making the day on outstanding success. Information from Ascot Charity Day, RNLI, 202 Lambeth Road, London SE1 (Tel. 01-928 5742).

Mountbatten of Burma appeal

The *Mountbatten of Burma* appeal which was launched one week before the tragic death of Lord Mountbatten passed its target of £100,000 to fund an RNLI Medina lifeboat early this year. Since then a further £50,000 has been raised towards the cost of a second Medina to be known as *Countess Mountbatten of Burma*. The appeal closes at the end of September.

Lady Mountbatten became a vice-president of the Ladies' Lifeboat Guild in 1925 and was elected president in 1944, a post she held at the time of her death.

Stena Line

At the time of the naming of the Stena Line's second Seaspread class multifunctional support vessel MSV *Stena Seaspread* at Gothenburg in March, the president of the Line, Sten A. Olsson, presented to Mr R. M. Addison, chairman of Aberdeen station branch a cheque for £5,000 for launching davits for Aberdeen's D class inflatable lifeboat and other equipment.

Stena Seaspread was named by Mrs Pamela Kelly, wife of the general manager of British National Oil Corporation, to whom the vessel is going on charter, and Mr Addison presented commemorative shields, with crossed flags of BNOC and the RNLI, to Mr Olsson and Mrs Kelly.

Revi painting

An oil painting of the service to *Revi*, for which Brian Bevan, coxswain of Humber lifeboat, was awarded the gold medal, was presented to the RNLI by

the artist, Trevor Parkin, a noted East Anglian painter, and by Spalding branch. A pen and ink reproduction of the original was drawn for the magazine *Coast and Country*, prints of which are available, price 50p plus 25p packing and post, from Spalding branch chairman, Theo G. R. Stibbons, 4 Rainton Court, Spalding, Lincolnshire. Each print is signed by Trevor Parkin and Brian Bevan.

Formula One

Guy Edwards is racing a modified Arrows A1 in this year's British Formula One championship for Ultramar, which has devised a scheme to enable various charities to benefit from its racing programme.

Each race meeting is allocated to a specified charity. At that meeting the Ultramar car driven by Guy Edwards carries the name of the chosen charity which at the end of the day receives a donation depending on the car's performance. Ultramar has allocated two meetings to the RNLI: May 5 at Mallory Park, after which the Institution received a donation of £520, and August 10 at Snetterton.

NW research group

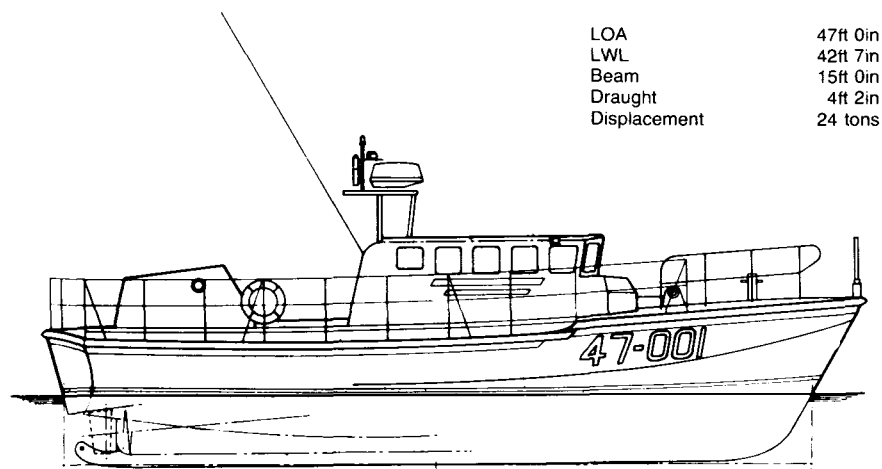
A North West Research Group of the Lifeboat Enthusiasts Society, covering stations from West Kirby north to Barrow, was formed in the spring and welcomes new members. Annual subscription, £1.25 (juniors 75p), includes a quarterly newsletter. Information from David Forshaw, 8 Stratford Road, Lytham-St Anne's, Lancashire.

Insurance and finance

Aegis Insurance Services (Group) Ltd, of Aegis House, Castle Hill, Maidenhead, Berkshire, has planned a complete insurance and financial service for supporters of the RNLI which has the approval of the Committee of Management. The RNLI will benefit financially from this promotion. Details will be found in the leaflet sent out with this copy of the journal.

Fast Slipway Lifeboat

The RNLI has placed an order with Fairey Marine (East Cowes), Isle of Wight, for two prototypes of the new fast slipway lifeboat designed to replace many of the Institution's present slipway lifeboats when they reach the end of their station lives. Whereas, however, the older lifeboats are limited to a maximum speed of 9 knots by their displacement hull form and protected propellers, the fast slipway boat has a new semi-planing hull design, researched by the National Maritime Institute, which will allow her to attain a speed of 15 knots while still protecting the propellers against damage in shoal waters and on launching and recovery. Her overall dimensions were determined to meet the requirement that she should fit into existing boathouses and be launched from existing slipways.





Familiarisation . . .

. . . WITH THE ATLANTIC 21 RIGID INFLATABLE LIFEBOAT

by Chris Rundle

PHOTOGRAPHS BY DAVID PARKER



Capsize drill: in practice, the crew remain in the Atlantic as she is hauled over by crane so that they will fall beneath the hull, where they would probably be should the boat be capsized at sea. In an inverted state the boat floats on her buoyancy tubes allowing plenty of air between the water and the boat.

(Below) Exercise with an RN helicopter from HMS Daedalus was included in the programme.



AN ABILITY TO KEEP ONE'S HEAD, regardless, seems to be one of the basic qualifications lifeboatmen need.

Especially when they find their world suddenly turned upside down. Capsizing is not an everyday occurrence in the lifeboat service and most crew members will never experience it. But if they do, they are going to be grateful if someone has told them what to expect.

Which is why Atlantic 21 crews find the familiarisation courses organised for them so useful. The courses, based at Yarmouth or Cowes, on the Isle of Wight, are offered to helmsmen and crews from stations which are given Atlantic 21 rigid inflatable lifeboats for the first time, and further courses are also organised at regular intervals to enable new crew members to be trained. Capsize drill is one of the most important and valuable sessions during the two-day programme.

The drill is held in a small dock next to Cowes base. The crew take their places on board and the boat is slowly capsized using canvas slings attached to a crane.

The process is agonisingly slow, with the crew hanging on to convenient holds such as the stirrups until the Atlantic, balancing on her sponson and with her hull well clear of the water, finally capsizes. In real life, of course, the process would probably not take more than a couple of seconds. Divisional Inspector John Unwin, who was on an Atlantic 21 when she was capsized in anger, said:

'It all happened so quickly. One second we could see we were going to capsize ("Here's another report to be sent to head office!" flashed through my mind) and the next we were over and checking that all three crew members were safe. That is why the experience at Cowes is so useful: you know what to expect and you have gone through the drill in controlled conditions before you have to put it in practice in earnest.'

In a genuine capsizing, the odds are that the crew will stay with the boat and end up underneath her. And there is no better place to be to gather your thoughts.

Wind and rain may be lashing outside, but under the boat it is quiet, remarkably light and, thanks to the Atlantic's design, incredibly roomy. First priority is a head count to make sure that everyone is there and no one is caught up; the second, to right the boat. Led by the helmsman the crew escape from under the boat at the same point, usually the shoulder just forward of the console and ideally on the starboard side. From there they make their way aft using the grab lines. Once the three crew have attached themselves to the lifelines and are clear of the boat

Chris Rundle is one of the Minehead crew members who, together with crew members from Silloth, attended a two-day Atlantic 21 training course arranged by the RNLI Cowes base last autumn.



Practising beaching, to land well clear of possible breaking waves or heavy surf: as the helmsman brings the Atlantic 21 lifeboat in at speed the two crew members prepare to tilt up the outboard engines clear of the ground.



Easing in between the bow and stern waves of Yarmouth's 52ft Arun to run alongside at about 14 knots: a demanding exercise which is invaluable in training the helmsman to steer with one hand only, leaving the other for the throttles.

the helmsman activates the self-righting gear.

Most Atlantics are fitted with a sea anchor which deploys itself automatically in the event of a capsize. However, after one or two incidents in which the anchor released itself prematurely, the lid of the stowage locker on new boats and boats undergoing survey has been fitted with a spring clip. This, too, is released by a cable from the stern of the boat and, in typical RNLI style, the instruction plate next to the release only reads the right way up when the boat is inverted.

It takes the Atlantic about 12 to 16 seconds to right herself, after which the crew climb back on board between the

engines, the safety lines are restowed and the engines started. It is a tribute to the skill of the staff at Cowes in making outboard motors watertight that even after a prolonged capsize drill, the engines fire faithfully first time.

Despite all the safety precautions, including a diver standing by, capsizing can still be something of a nerve-racker for those experiencing it for the first time, but it teaches lessons that will never be forgotten.

Other aspects of the course include working in the Solent with a naval helicopter, with the bonus of a quick flight for the lifeboat crews.

Beaching the Atlantic, although nothing new for anyone familiar with a

D class inflatable lifeboat, is practised until everyone gets it right, and is followed by a session in the steep, confused seas over the Shingle Bank.

Crews on the course also carry out pacing trials alongside Yarmouth's 52ft Arun lifeboat, a demanding exercise in which the Atlantic is gradually eased in between the bow and stern waves until the two boats are running alongside at around 14 knots. No one pretends this is a manoeuvre that many helmsmen will be called on to carry out every week of their lives but it is an invaluable way to train helmsmen to use the throttles and steer one handed, and to build up confidence in the capabilities of a superb boat.

Lifeboat People

Laurie Prynne, who had been a member of Salcombe lifeboat crew for some 16 years, regularly, from 1961 to 1978, gave about ten lectures a year to cadet members of the Island Cruising Club; in all he must have talked to some 7,000 youngsters telling them about the history and work of the RNLI and discussing safety afloat with them. During much of this period he was Salcombe's harbour master and provided another pair of experienced eyes watching out for the safety of the cadets.

Now that age has caused him to give up the lectures at the club, his place has been taken by Second Coxswain/Mechanic Edward Hannaford and, as a mark of appreciation, the Island

Cruising Club has made Laurie Prynne one of its few honorary members.

* * *

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

March

Mrs Rosina Davis, 80, a devoted RNLI supporter who, for a number of years had helped her husband, Frederick, honorary secretary of Edgware branch, as honorary secretary. She died on Edgware's lifeboat day, the day which, in other years, she had spent sitting outside Burnt Oak station, collecting.

Abraham Barlett, coxswain of Torbay lifeboat from 1960 to 1961. Joining the crew in 1945, he had served as bowman from 1946 to 1953 and as second coxswain from 1953 to 1960.



While Lieutenant Governor for the Bailiwick of Guernsey, Vice-Admiral Sir John Martin, KCB DSC MNI, gave his support to the Institution as president of Guernsey branch while Lady Martin served as president of Guernsey ladies' guild. At the completion of their term of office the lifeboat crew presented Sir John and Lady Martin with a pen and ink drawing of Sir William Arnold, St Peter Port's 52ft Arun. The presentation was made by Coxswain John Petit.

photograph by courtesy of Brian Green

April

Leo Anthony Clegg, DSC DA, coxswain of Aberdeen lifeboat from 1960 to 1969 after serving for a short time as second coxswain.

Mr F. Barltrop, vice-president of Thurrock branch which he had served for more than 20 years.

Ten small boats

In a report of a service by West Mersea Atlantic 21 lifeboat on May 26, 1979, published in the spring issue of THE LIFEBOAT it was incorrectly stated that the lifeboat stood by Stone Sailing Club rescue boat which was in trouble, with one of her crew in the water. At no time during that day was Stone SC rescue boat or any of her crew in any trouble and we apologise for the error. The rescue boat in temporary difficulty because she had run out of fuel came from another club, and she was in fact helped by Stone SC rescue boat. Rescue boats from three local clubs were on the water that day helping capsized and damaged dinghies and their crews.

The single-handed dinghy sailor on the mud flats, whose safety was checked by an RNLI crew member, had already been able to get to a telephone and arrange for his friends to bring his car round.

Lifeboat Museums and display centres

by Richard Mann

Display Manager RNLI

THE RNLI HAS SEVERAL small museums and display centres around the coast where those in search of lifeboat history can find model lifeboats, collections of paintings and photographs, perhaps some examples of equipment no longer used, or perhaps the graphic description of an epic rescue. And as well as being focal points of great general interest, between them these museums and display centres raise many thousands of pounds every year for the lifeboat service.

The first museum to be opened which was devoted exclusively to the saving of life at sea was, appropriately enough, at Bamburgh in Northumberland. It was at Bamburgh that the first boat known to have been given extra buoyancy for lifesaving, Lionel Lukin's 'Unimmergible', had been stationed as early as 1786, and it was at Bamburgh that Grace Darling, daughter of the keeper of the Longstone lighthouse on the Farne Islands, was born in 1815. The Grace Darling Museum, as it is called, commemorates one of the most famous rescues of all time: the heroic action of Grace and her father, William, who put to sea in a small pulling coble to take off nine people from the steamer *Forfarshire* which had foundered on the rocks of the islands on a wild September night in 1838. Their original coble is on display at the museum as well as many pictures, books and relics relating to Grace Darling's life. The present honorary curator is Mr J. F. Bird.

The museum at Bamburgh has acted as an inspiration to many people, and in particular to Eric Thomson, for many years honorary secretary of Whitby lifeboat station. In 1953 Mr Thomson laid the foundations for a lifeboat museum in Whitby's old lifeboat house, a museum that has gone from strength to strength and which today houses one of the most interesting records of lifeboat history. Among its exhibits is the 34ft *Robert and Ellen Robson*, the RNLI's last operational pulling lifeboat which was built in 1918 and which had been stationed at Whitby from 1947 to 1957. Now in honourable retirement, she is one of the few examples of pulling lifeboats still in existence. There are also displays depicting the rescuing of 85 survivors from the hospital ship *Rohilla*, wrecked in Whitby Bay in 1914, and among other models there is one of Whitby's present 44ft Waveney lifeboat *The White Rose of Yorkshire*.

Mr Thomson has been ably assisted, particularly with model making, by his son Peter, the present coxswain of Whitby lifeboat, and also by William Dryden, a former motor mechanic at the station.

Four other old lifeboat houses have also become the homes of lifeboat museums. More often than not it is local interest which provides the incentive for opening a museum in a boat-house which is no longer needed for operational use. Mrs Milligan looks after the museum in Portpatrick on the west coast of Scotland, where the lifeboat now lies afloat. The museum is a great attraction to holidaymakers and is kept in superb condition. Several models are on display, including a very fine example of 'The Original' (see page 57), the first lifeboat designed as a lifeboat and used for that purpose; she was built by Henry Greathead in South Shields in 1789.

Cromer and Eastbourne both have museums in former lifeboat houses. Both have recently been renovated and they, too, attract large numbers of visitors each year during the summer. It is usual for the theme of a museum to be centred around the history of that particular lifeboat station, and at Cromer Henry Blogg, perhaps the most famous coxswain of all time, holds a prominent position. Henry Blogg joined Cromer lifeboat crew in 1894, was second coxswain from 1902 and coxswain from 1909 to 1947, through two world wars; he was awarded three gold medals for gallantry and four silver. Cromer museum is looked after with great devotion by Don Harvey. It has strong connections with Shoreline and is also active in furthering relations with foreign lifeboat societies.

Eastbourne, which is one of the RNLI's earliest museums, is situated in a superb position by the promenade and contains an excellent model display, including: a 43ft Watson pulling and sailing boat from the end of the last century; a steam lifeboat; then, coming up to the present day, a 48ft 6in Solent, a 70ft Clyde cruising lifeboat and an 18ft 6in McLachlan. A particularly interesting exhibit at Eastbourne is the only known original cork lifejacket still to survive.

The old lifeboat house at Clovelly, which used to house a slipway boat, held a small RNLI display for some years, but the Institution has recently converted this boathouse into a museum. Mrs Morris and Mrs Seden

are very active selling souvenirs during the summer months to the many thousands of visitors to this charming North Devon village. Clovelly now has a 70ft cruising lifeboat which lies afloat and which can be seen from the museum when she is at her mooring—and among several models on show in the museum is one of the original 70ft Clyde class lifeboat *Charles H. Barrett* (Civil Service No. 35).

Perhaps one of the most interesting of RNLI museums is at Southwold, Suffolk. It occupies two floors of an old water tower and it is hoped to extend to a third floor in the near future. Mr J. R. Goldsmith and Mr D. B. Kennard, the honorary curators, are both ardent lifeboat supporters and were the driving force in setting up this museum. It has only been open for four years but has already proved to be a tremendous success. Among the many exhibits is a very fine oil painting depicting lifeboatmen preparing to go to sea.

Head office at Poole has a small museum which houses several of the RNLI's finest oil paintings and a changing display of models. One display case is devoted to Sir William Hillary, founder of the Institution, and includes a copy of his *'Appeal to the British Nation on the Humanity and Policy of Forming a National Institution for the Preservation of Lives and Property from Shipwreck'* published in London in 1823; it lies open at the page listing the objects of such an institution. Sir William Hillary's letter of March 24, 1824, accepting the Central Committee's invitation to become a vice-president of the Institution, can also be seen as well as a manuscript written later the same year presenting his ideas for a steam lifeboat—his ideas were always in advance of his time.

All the museums mentioned so far are self-contained, but some lifeboat houses still in operational use also house displays of considerable interest. Examples of such display centres can be found at Dunbar, Bridlington, Margate, Redcar, Exmouth, Coverack, Shoreham and Hastings. They provide the visitor with an opportunity not only of viewing the present lifeboat but also of getting some idea of the types of lifeboat which were housed there in the past. Hastings has just introduced a tape recording of the history of the station together with descriptions of the present 37ft 6in Rother, *The Duke of Kent*, and D class inflatable lifeboat, explaining how they are launched. At first the commentary was only in English but within a few weeks it was made available in several foreign languages.

As well as the museums and displays which are RNLI property, it is quite common to find a large museum with an area or a room allocated for an RNLI display. Perhaps the best examples are at the National Maritime Museum in Greenwich and the Science Museum in Kensington, both of which



Cromer lifeboat museum: Don Harvey (l.), the honorary curator, and Jim Smith, station honorary secretary, with some of the pictures of Coxswain Henry Blogg.



Whitby museum, in the old lifeboat house: At the souvenir stand are (l.) Eric Thomson, founder of the museum, and his main helper, ex Motor Mechanic William Dryden.

have very interesting displays outlining the advances made in lifeboat design since 'The Original'. Other similar examples are the Castle Cornet Museum in Guernsey, where the Institution was recently invited to introduce a display concentrating on the history of St Peter Port lifeboat station, and the small but very attractive museum at Barmouth. On display at the Redcar Zetland Museum is *Zetland* (see page 59), the oldest surviving lifeboat in the world built in 1800 to the same design as 'The Original' but slightly larger; she went to Redcar in



The author, Richard Mann, in the museum at RNLI HQ, West Quay Road, Poole. As the Institution's display manager it is part of his work to care for the Institution's museums and to support the volunteer curators who run them.

1802 and has been there ever since.

Although it is sometimes regrettably necessary to close a museum, as at Aldeburgh recently following the death of Don Cox, others open. Through the efforts of the local branch, the Institution is at present engaged in opening a small museum in an old lighthouse at Harwich.

The most ambitious of museum projects, however, is undoubtedly the proposed National Lifeboat Museum in Bristol. The local committee in Bristol, formed by Peter Elliott, has made considerable progress already on the lifeboat museum which is to be developed in a modern building in the city's docks, and which it is anticipated will eventually hold a wide collection of different classes of full-size lifeboats from both the nineteenth and twentieth centuries. One exhibit has already been acquired. She is *Lizzie Porter*, a 35ft self-righting pulling and sailing lifeboat which, stationed first at Holy Island, Northumberland, and then at North Sunderland, launched 56 times and rescued 77 people. She was sold out of the Institution's service in 1936 but years later was found abandoned, half submerged in a canal in Nottingham. Although at present in a sad condition, *Lizzie Porter* will be restored at Bristol.

Without the help of our voluntary



Portpatrick: Mrs. Milligan, the honorary curator, mans a souvenir stall very popular with holidaymakers who visit the museum housed in the old lifeboat house.

curators it would of course be quite impossible to maintain all our museums and the Institution is deeply grateful to them. They not only contribute a great driving force of enthusiasm, but back that up with many, many hours of hard work. It will be appreciated, however, that as the museums and displays are manned by voluntary supporters in this way, it is not always possible to be specific about hours of opening. In general, they are open during the summer months between 10 am and 4 pm; confirmation of opening hours can usually be obtained through the station honorary secretary.

Eastbourne: Coxswain Derek Huggett (l.) and station honorary secretary Alderman Cecil F. Baker outside the lifeboat museum which enjoys a fine position on the promenade.



Shoreham: Motor Mechanic Jack Silverson, who takes care of the exhibition room in the present lifeboat house, with some of the models and other exhibits on display.



The Development of the Lifeboat

A BRIEF HISTORICAL APPRECIATION

by Eric Middleton

THE EVER INCREASING SPEED of scientific and technological advance over recent years has naturally made itself felt in the design, construction and equipment of lifeboats throughout the world. So rapid have these changes been in the second half of the twentieth century that this may be a suitable time to look back across the years to what may be assumed as the date of the birth of the lifeboat as we know it. It must be admitted that the date adopted here is perhaps entirely arbitrary and not necessarily agreed universally. But for the purpose of this article it will be sufficiently accurate.

It is accepted that the first lifeboat specifically designed and built in Britain was the 'Original' and the date 1789. This boat served at the mouth of the Tyne for nearly 40 years but was in fact preceded by a Northumberland coble, a local fishing craft, which was modified for the purpose and stationed at Bamburgh. Other claimants for the honour of being first to organise a sea rescue service included the Chinese, who also are said to have invented gunpowder, which may be held to have offset the value of their humanitarian efforts!

Although the instinct to render assistance to fellow human beings in distress is a natural one, in the early days of universal seafaring activity there were a number of considerations which tended to over-ride humanitarian feelings. A wreck often brought sudden wealth and desirable property to poor coastal dwellers and in the plundering of stranded ships lives were more likely to be lost than saved.

So the early days of sea rescue no doubt saw frequent tussles between conscience and cupidity. With ships on the open sea attacked and plundered for all sorts of dubious reasons, the pitifully impoverished people on the coast were probably little worse than many a sea captain acclaimed for his exploits. In dealing with history it is necessary to judge human behaviour in the light of what was acceptable at the time—not by present day standards.

The history of the lifeboat covers nearly two centuries, and this time may be divided conveniently into four major

periods of change. A certain amount of overlapping occurs as must be expected, since a fleet of lifeboats cannot be changed overnight.

For hundreds, indeed thousands of years, the only methods of propulsion for sea-going craft were oars and sail and the only major change throughout that time was the discovery that it was possible to sail to windward. The ability to sail towards the direction from which the wind was blowing undoubtedly brought about far reaching changes in navigation, trade and the balance of power.

Pulling and sailing

The first of our four periods covers the days of the pulling and sailing lifeboat and it is by far the longest that we have to consider—really about a hundred years, although the mechanical age had already begun, almost at the outset. But the overlapping already mentioned worked in both directions and the last pulling and sailing lifeboat, then stationed at New Quay, Cardigan-shire, was not replaced until 1948 and a pulling lifeboat remained in service at Whitby until well into the '50s.

During this period the main interest centred on the question of the superiority or otherwise of the self-righter. At one time the greater proportion of boats were self-righting but over the years they became less popular. Even so, in 1910 self-righters still outnumbered other types by nearly two to one; by 1960 there were only three or four self-righting lifeboats left on the coast. But from 1789 until the early days of this century the pulling and sailing boats dominated the shore-based sea rescue service. The fact that in 1890 a rival appeared on the scene had very little impact and there is very little doubt that whatever effect it had on the lifeboats' crews it was not initially one of general enthusiasm.

Steam

The first seriously accepted form of mechanical propulsion was the steam engine, and although a design for a steam driven lifeboat was submitted in 1850 it was not until 1890 that the first steam lifeboat of the RNLI, the *Duke of Northumberland* was placed on service at Harwich. She did duty for 33 years at various stations so may be considered to have been successful. However, a boiler explosion killed her two firemen, fortunately not when she was on a rescue mission or more lives might have been lost. In all five steam lifeboats were built and one of them, the *James Stevens No. 4*, capsized on

service in April, 1900, with the loss of eight lives. One really must salute the engine-room crew of these steam lifeboats and particularly the firemen in the stokehold in heavy weather. This tiny compartment must have been like a miniature Dante's Inferno and very conducive to seasickness.

The internal combustion engine

The advent of the steam lifeboat was not the end but it was the beginning of the end of the era of oars and sail. Indeed, the internal combustion or petrol engine was already in its early stages and clearly had advantages as a means of propulsion for lifeboats. Thus it was that in 1904 a sailing lifeboat hull was modified to take a petrol engine with a view to extended trials to evaluate its characteristics and reliability.

The initial decision to employ mechanical power had been made with the introduction of the steam lifeboats but the adoption of the petrol engine posed even greater problems. The traditions of generations of handling boats under oars and sail were firmly entrenched in the minds of the men who manned the lifeboats and the idea of relying on a quite incomprehensible, odd-shaped lump of metal was obviously not going to appeal to them. No doubt some members of the RNLI Committee of Management were also dubious about the proposed changes and the then surveyor of lifeboats, a Mr Rubie, pointed out in committee that 12 men pulling oars only produced from 2 to 3 horsepower whereas a good suit of sails would produce up to 50 horsepower.

Petrol

So this was the start of the second period mentioned, that of the early petrol-engined lifeboats, and it was clearly stated at this time that all boats would continue to carry their normal complement of oars and sail, the engines being considered auxiliary. This period lasted roughly from the beginning of the present century until the end of World War II. During the six years of the war the building of lifeboats was virtually at a standstill and although new designs were being worked on, actual development could not proceed.

The enormous undertaking of the change from sails to the internal combustion engine took place between the wars. The advance of technology normally engendered by the necessities of war no doubt resulted in improvements in the design of petrol engines, which was reflected in the lifeboat building

Cdr E. W. Middleton, VRD RNVr, joined the RNLI in 1946 as inspector of lifeboats (Western Division), becoming district inspector (general) in 1951. He was appointed assistant chief inspector of lifeboats in 1954 and superintendent of depot in 1958. Among other ways in which he has helped the lifeboat service since his retirement in 1964 was the preparation of a review of coastal operational activities from 1955 to 1965.



Of the four periods in the history of the lifeboat, the first, covering the days of the pulling and sailing boats, is by far the longest. Launch of the 35ft Liverpool lifeboat Samuel Lewis at Skegness in 1906.

programme. However, by the outbreak of war in 1939 the majority of lifeboats were, by today's standards, quite unsophisticated. Diesel engines had recently been introduced but were really still in the trial stage. Radio telephony had been fitted to some of the larger boats but in fact navigational equipment might be described as primitive—a compass and a hand lead-line, in fact. In considering this one must also realise that a large proportion of the crews were inshore fishermen: men so familiar with their stretch of coastline and its waters that they had developed an uncanny instinct of knowing just where they were, even in the pitch dark, fog, falling snow or heavy rainstorms!

World War II

During World War II the building of new boats came to a standstill but there was some slight accretion from lifeboats brought across the channel

A model of 'The Original'. Built by Henry Greathead of South Shields in 1789, 'The Original' lifeboat was based on a model by William Would-have to which modifications were made by Nicholas Fairles, Michael Rockwood and Greathead himself.



before the Germans arrived. Thus, at the end of the war in 1945 the RNLI was faced with the necessity of initiating a huge building programme, a task not made easier by the shortage of materials, manpower (until demobilisation had taken place), and, no doubt, money. On the coast it was not only new boats that were needed but also new coxswains, crews, inspectors and in some places station branch committees. Many of the coxswains and crew members were over 70 years of age, having gallantly manned the boats during the difficult and dangerous days of the war. Now, the younger men who

had been away on active service would be returning home.

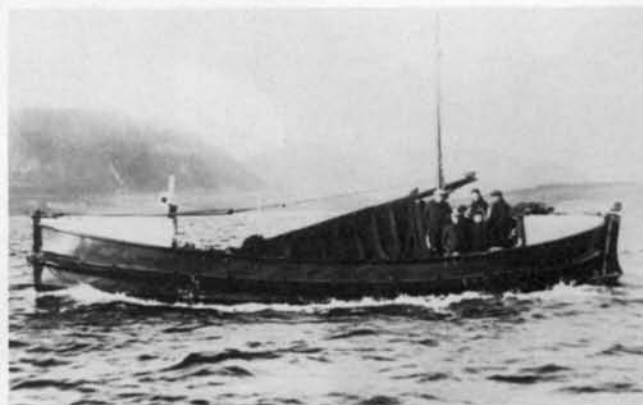
Diesel

The third of our four periods began then in 1945 with one of the most extensive building programmes in the history of the RNLI. The keynote was the change to diesel engines, which minimised the fire risk and extended the radius of action for the same fuel capacity, and the decision that all new boats should have twin screws. Twin screws spelled the end of sails, which for a considerable time had been considered auxiliary to the petrol engine.

The Duke of Northumberland was the first steam, and the first steel, lifeboat. She was built by R. and H. Green of Blackwall and stationed in turn at Harwich, Holyhead and New Brighton, finally returning to Holyhead in 1897, where she remained until 1922. In all she rescued 295 people.



The internal combustion petrol engine was first used to convert sailing and pulling lifeboats to motor. One of the first purpose-designed motor lifeboats was John A. Hay, a 42ft self-righter built in 1908 and stationed at Stromness. She was fitted with a 4-cylinder 30bhp Tylor engine.



Even so, there was still a pulling and sailing lifeboat in service at New Quay, Cardiganshire (or, Dyfed, as it is now) and a pulling boat which operated between the piers at Whitby. The New Quay boat was replaced by a twin screw Liverpool type in 1948 and the Whitby boat was withdrawn in the '50s.

In addition to these major changes, sophisticated instruments, devised or improved as a result of the necessities of war, began to make their appearance. Radio telephony was fitted as standard in all boats allowing constant communication with the Coastguard and the updating of vital information. Radio direction finding took the place of inspired guesstimation and echo sounders at least warned a coxswain that he was about to hit the bottom when working alongside a wreck close inshore. Radar posed more serious problems of top weight and stowage room in the early days but these in their turn were overcome. Once more, war-time invention and technical progress had produced valuable improvements in lifesaving craft and equipment which otherwise might not have taken place for many years.

One of the changes not foreseen in the initial planning stages was the need



The 37ft Oakley, designed by R. A. Oakley, the Institution's surveyor of lifeboats, was the first modern lifeboat with a self-righting capability, and the first boat of the class to be built. J. G. Graves of Sheffield, went on station at Scarborough in 1958. Her self-righting ability is provided by water ballast transferring, should the boat be knocked down, from a bilge tank into a righting tank on her port side. All modern lifeboats undergo righting trials in controlled conditions, being hauled over by crane, before being sent to station.

for better protection from the weather for crews. Among the older RNLI officials, used to the completely open pulling and sailing boats and early motor

lifeboats, there was perhaps a feeling that the iron men who manned the wooden boats had been replaced by softer material. But in fact the new boats with their increased radius of action could mean that crews were thoroughly wet and cold by the time they arrived at a casualty, a fact not calculated to improve their efficiency. So further modifications were made, bigger and better windscreens fitted and wheelhouses designed for the larger boats. In general, these immediate post-war lifeboats were certainly more able and efficient crafts than their predecessors and might be considered some of the finest small rescue crafts ever designed and built. But by modern standards they were slow.



The Atlantic 21 rigid inflatable, powered with twin outboard engines and attaining a speed of 30 knots, first went on station at Hartlepool in 1972. Smaller, inflatable lifeboats were introduced into the RNLI fleet in the 1960s.

The 44ft Waveney, introduced from the US Coast Guard in 1964, was the first of the RNLI's fast afloat boats. The US Coast Guard 44ft steel motor lifeboat seen here is out of Quillycote lifeboat station, Lapush, Washington.



The modern lifeboat

Almost at once the fourth period of development was upon us. The whole pattern of sea rescue was changing rapidly. Commercial sea routes and the types of ship which sailed them were altering almost over night. Whereas pre-war the mighty ocean-going ships were all majestic passenger liners, now it was the cargo vessel and tanker that were growing to unheard of sizes. And a great boom in sea sports meant more and more people were seeking health and recreation on, in or under the sea. With more people at risk, there were more casualties. Speed became the watchword for sea rescue, with more sophisticated equipment occurring in the same breath. The resumption of the four yearly International Lifeboat Conferences widened the outlook of all sea rescue organisations. All these considerations, coupled with rapidly rising costs, posed tremendous problems for the Committee of Management of the RNLI and senior staff. It would

continued on page 60

Letters...

Welcome!

Between the crew of Cromer lifeboat station and our station IJmuiden a friendship has flourished for some years. This culminated in a visit of our lifeboat *Johanna Louisa* to Cromer from May 8 until May 11.

The reception our crew, our inspector and their wives were given was so warm and so overwhelming that they are still speechless.

It was a wonderful occasion and it is in this respect that I thank you and the RNLI for your fine hospitality and friendship.—CH. VAN DER ZWEEP, Director, Royal North and South Holland Lifeboat Service, Amsterdam, The Netherlands.

This letter was received by Rear Admiral W. J. Graham, Director of the RNLI.

Princess Victoria

In an article about Patrick Howarth published in the spring issue of *THE LIFEBOAT* it is stated that the car ferry *Princess Victoria* went down in St George's Channel in February, 1953. You are about 100 miles out. *Princess Victoria* went down in North Channel somewhere from Corsewall Point to Larne, Co. Antrim. Portpatrick lifeboat was called out but as the positions given for *Princess Victoria* were wrong the lifeboat could not find her.

After some time Donaghadee lifeboat was called out and, off the entrance to Belfast Lough, found a ship's lifeboat with 29 people in it, then a raft and a second ship's lifeboat each with a survivor on board.—B. H. BULLICK, 4 College Green, Belfast 7.

The oldest surviving lifeboat

Readers of *THE LIFEBOAT* might be interested in the photograph, below, of the lifeboat *Zetland*, and the fact that

on October 29 of this year it will be one hundred years since she made her last rescue.

To summarise her career briefly, *Zetland* was built by Henry Greathead in 1800 and was purchased by the people of Redcar in 1802. From 1840 she was maintained by the Tees Bay Lifeboat Society until they asked to be taken over by the RNLI in 1858.

On February 17, 1864, *Zetland* was damaged while rescuing the crew of seven from the brig *Brothers*. The RNLI condemned her to be broken up, but the local townsfolk were so outraged that they mobbed the workmen and prevented the work from being done. A subscription was raised and *Zetland* was sent away for repairs and given an honourable retirement. During her 62 years of service she had rescued over 500 people with the loss of only one of her crew.

The RNLI sent one of their self-righters as a replacement, but she was not liked by the fishermen and pilots, many of whom refused to man her. A partial solution came in 1877 when a charitable order known as the United Free Gardeners had a boat built on similar lines to *Zetland*. Thus the boatmen had two types of lifeboat from which to choose.

On October 28, 1880, a terrific storm blew from the east north east. At first light a schooner was sighted being driven toward the shore. She was *Luna*, the first of two vessels of that name to be wrecked at Redcar that day. Her crew of four were rescued by the Free Gardeners lifeboat, but unfortunately the lifeboat carriage got embedded in the sand and was not recovered until the next day.

As the day wore on, further vessels needed help. The brig *Emmanuel Boucher* stranded to the east of Redcar and her crew were saved by the RNLI

lifeboat, *Burton-on-Trent*, despite a hole that was knocked in the lifeboat's hull as she was being launched. The crew of the ss *Tees* were saved by rocket apparatus, while the crew of the German barque *Minna* were helped ashore as the tide ebbed.

Around 2300 that night the brig *Luna* was driven through Redcar Pier and made a breach some 60 yards long. The deck was littered with wreckage and an iron column fell through a skylight and broke the captain's leg. The unfortunate vessel had already lost her masts and anchors while 40 miles out at sea and after being washed through the pier she was little more than a helpless hulk.

Both lifeboats were out of action and it was discovered that the rocket brigade had used all their rockets earlier in the day. The brig was being heavily pounded by the breakers and looked as though she would break up at any moment. There was little alternative but to use *Zetland* and at 0400 the following morning she was successfully launched and brought ashore the crew of seven from *Luna*.

Fortunately *Zetland* has been carefully preserved and is kept in what was the Free Gardeners lifeboat house, now a council museum. A permanent display of models, photographs, fishing and lifeboat equipment trace Redcar's strong connection with the sea. There are also a number of changing exhibitions, all related to the sea or the seaside.—D. PHILLIPSON, 43 Stanley Grove, Redcar, Cleveland.

Coaster on the rocks

May we through your magazine, to which we gratefully subscribe, give our thanks to the helicopter crews from Culdrose and Salcombe lifeboat crew who saved my husband Peter Shaw, mate, Captain Richard Gillis and Mr Bell, crew member, from *Heye-P* on December 19, 1979, when she foundered on the rocks in a terrible storm at Prawle Point.

We cannot praise too highly these dedicated men. Thank you all!

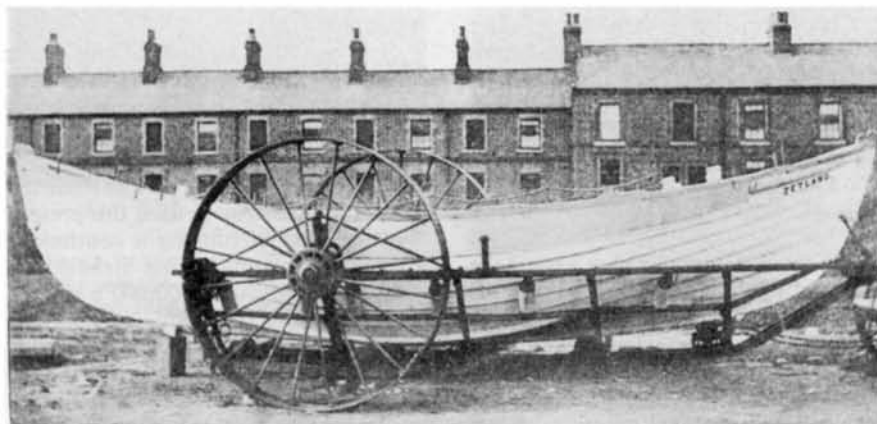
Our thanks also to the doctors and staff at the hospital and whoever the very kind lady was who phoned me at 2 o'clock in the morning to put my mind at rest that my husband was safe. He is now back at sea.—IRENE M. SHAW, White Lodge Guest House, Dagmar Street, Shaldon, Devon.

The service to Heye-P is reported on page 44.—EDITOR.

Brancaster

Reading of the re-opening last year of Hunstanton lifeboat station, on the east of the Wash, reminded me of the days when, as a child, I used to visit Brancaster, about seven miles further east along the Norfolk coast, where there was a lifeboat station from 1874 to 1935.

Zetland, the oldest known surviving lifeboat, went to Redcar in 1802—and has been there ever since.



My grandfather, the Reverend E. K. Kerslake, was Rector of Burnham Deepdale, the next small village to the east, and as our mother had died young we children often spent our school holidays with our grandparents at Deepdale Rectory. Grandfather had helped to form the station branch in 1874 and, together with Mr E. J. Dewing was joint honorary secretary for ten years, after which he continued as secretary alone for another 21 years.

Grandfather often went out on practice launches in the lifeboat. I can well remember that the special duty of the grandchildren was to catch the horses from a field on a neighbouring farm and help to harness them to the lifeboat carriage in the brick-built lifeboat house. The horses, recorded as being 'splendid animals', were lent, free, by local farmers.

My grandfather was honorary secretary until a few years of his death in 1910. The lifeboat house has now been demolished, and the next lifeboat station along the coast is Wells-next-the-Sea.

I am a retired Royal Naval officer who will not see his 84th birthday again, but continue my interest in the lifeboat service.—CAPTAIN RN (RTD), Weybridge, Surrey.

Hobblers

In the old days of sail, the coasting ketches and schooners which used the port of Bude rarely entered the harbour without help from the 'hobblers' who met vessels outside the breakwater in their open rowing boat and acted as pilots.

The word 'hobbler' appears to be almost, if not quite, unique to Bude and obviously derives from 'hoveler'. The latter has a variety of meanings but seems to have been generally used for boatmen working along the coast or acting as unlicensed pilots. In Cassel's *Encyclopaedic Dictionary* (14 volumes, 1884), however, the definition is quite



Two rare postcards sent in by Mr F. A. Fletcher of East Boldon, Tyne and Wear, co-author of two books on exhibitions, show a lifeboat on display at the Imperial Services Exhibition at Earls Court in 1913. The lifeboat was John and Amy, a 34ft self-righting lifeboat, pulling ten oars, built by Thames Ironworks in 1902.



specific: 'one who assists in saving life and property from a wreck'. Was this the original function of our 'hobblers'? Were the hovellers in other small ports the unofficial (or even official) lifeboatmen before the days of true lifeboats? Information on this subject would be much appreciated.—R. M. BERE, West Cottage, Bude Haven, Bude, Cornwall.

Valuable information . . .

The following is an extract from a letter received at RNLI Poole HQ from a solicitor:

The writer particularly remembers, when taking instructions on the preparation of the Will, Mr ——— mentioning that while the sheer volume of charities appealing for legacies had to some extent built up a defence mechanism because he felt that a considerable

amount of the monies are absorbed in administering the charity which is seeking the funds, he was impressed, as an engineer, with some of the technical details which had been supplied by you in one of your information leaflets, of the way in which your lifeboats work and he mentioned at the time that had such information come to his hand at an earlier stage, he would probably have made a regular Deed of Covenant.

We mention this because those administering charities rarely have an opportunity of knowing exactly what appeals to potential benefactors.

The exhibition which you put on at the Earls Court Boat Show in January followed very much this line of thought and you would appear to be in the happy position of administering a charity in which nobody has anything but good to say.

The Development of the Lifeboat

from page 58

no doubt be true to say that this fourth period—say the last 20 to 25 years—has seen the greatest and most far reaching changes in the history of the RNLI.

These changes include the advent of the small inflatable and rigid inflatable lifeboats, and the setting up of an almost duplicate set of lifeboat stations with their own techniques and responsibilities. The building of cruising rescue craft on the continental pattern. The change to faster lifeboats with characteristics very different from those of the Watson type and stemming from the US Coast Guard 44ft steel lifeboat. All giving very much better protection from the weather for crews.

The fitting of very expensive and highly sophisticated navigational equipment and the decision that all lifeboats *must* have self-righting ability. This last requirement perhaps needs some explanation.

The original self-righting boats owed this characteristic to the shape of their hulls. They were narrow beamed with high end-boxes, a sort of modified crescent shape lying on its back. This configuration made it impossible for the boat to remain in the capsized position but the shape of the hull made it a difficult boat to handle in heavy weather. To some extent it may be said that the very features which gave it the self-righting ability also gave this design a tendency to capsize. But a series of disasters in which crews were trapped underneath lifeboats which did not have a self-righting capability led to the decision that self-righting was a

necessity. So new designs were produced, first with self-righting obtained by transfer of water ballast and later by watertight superstructures, combined with hull forms giving maximum stability. These are the lifeboats of today, of which the Arun class is an outstanding example.

It is not the purpose of this short article to dilate on the various new classes of lifeboat or their particular characteristics, but there are two points which must be made:

One is that for the period from the end of World War II until the present day the cost of running a continually expanding and improving lifeboat service has risen from £600,000 a year to over £12,000,000 a year.

The other is that without the brave, efficient and dedicated crews who man the boats, all other efforts would be useless.

Some Ways of Raising Money

Totton and District branch is organising no less than 12 fund-raising events in 1980, and has distributed its programme to 8,000 homes in its area. The first event, a jumble sale in February, realised £313. The branch received donations amounting to £250 in memory of the late Mr. W. G. Burgess of Calmore, Southampton, from his workmates at Husbands Shipyard, Marchwood, some of his relatives and his friends at the Red Lion, Totton.

The crew of Salcombe lifeboat was responsible for £2,290 out of the remarkable £12,728 raised by Salcombe, Hope Cove and Kingsbridge branch in 1979.



Joyce Wells with a sample of the named Easter eggs which she makes and decorates at home to raise money for Brighton branch. In three years she has made 1,748 eggs and contributed £724 to branch funds. If any branch or guild would like advice on egg making, Mrs Wells will be pleased to help. Her address is 3 Channel View Road, Woodingdean, Brighton, Sussex (tel.: Brighton 685277).



The Lancashire School's Symphony Orchestra were among passengers who had to be rescued from the ferry Winston Churchill when she ran aground in Gothenberg, Sweden, last summer. The conductor, Malcolm Doley, is pictured here with the orchestra at a concert at the Guild Hall, Preston, which was specially organised to say thank you to the Swedish rescue services. A collection at the end made by members of the Fulwood and Broughton branch realised £335.35 for the RNLI. photograph by courtesy of the 'Lancashire Evening Post'

Unwanted yachting gear was brought and bought at a sale organised by Skippers Stuart Cromie, John Ball and Alan McGarvey of Down Cruising Club, Northern Ireland, in March. As a result, £500 was presented to Captain the Earl of Roden, RN, honorary secretary of Newcastle lifeboat station.

Moelfre, Amlwch and Amlwch Port ladies' guild held a dance with a cabaret to mark the tenth anniversary of its founding by Mrs J. M. Francis. During the evening a presentation was made to Mrs Francis, now the guild's president. In the past three years the guild has raised £8,685—and £40 was raised by the anniversary dance itself.

A 'thrift' shop is run by the ladies' guild at North Ferriby where nothing but top quality, nearly-new goods are sold. The guild has raised £1,400 within



The Old Boys' Association of Maisie Graham Sea Training School, Scarborough, has been presented with this fine model lifeboat by its maker, Mr G. Dawson and during social functions it has already inspired contributions to the RNLI totalling £28.04.

four months which includes £70 made from a jumble sale of the goods not new enough for the shop.

For several years Bob Frost, headmaster of Kent's Hill Junior School, has arranged a nativity play just before Christmas and donated the proceeds to Canvey Island branch. This year the school presented a fine performance of 'Alice' for three nights; it was attended by Canvey Island branch president, Charles Neale, who at a subsequent assembly of the school was presented with a cheque for the magnificent sum of £156.21. On the same day the branch honorary secretary, Bernard Griffith, attended Cornelius Vermuyden School to receive a cheque for £50.14 from Houghton House, the proceeds of its charity shield quiz.

Miss M. Bird, secretary of the Flamborough lifeboat appeal, found a man staggering up her drive with a full plastic bag clutched to his chest. Asking not to be thanked he deposited the bundle on her kitchen floor. On closer inspection it was found to contain 30 pounds (in weight) of halfpenny coins. A 'count in', with morning coffee, was quickly arranged before the money was banked.

After a coffee morning held on board the Italian ferry *Espresso Olbia* last March, Hakin Point (Dyfed) branch was able to pay an extra £1,400 into its funds. The money had come from a variety of sources including £400 raised by a special effort of the crew of the B and I Line flagship *Connacht* organised by Chief Purser Bob Heapes, £150 from yachtsmen on wireless telegraphy



Earl Mountbatten had strong connections with HMS Mercury, the communications school, in his former rôle as senior communications officer of the Royal Navy. Here Captain John Stevens (l.), chairman of Petersfield branch, receives a cheque for £283 from CPO Ken Hibberd (r.) after the Mercury Club had raised the amount for the Mountbatten of Burma appeal. With them are Lt-Cdr Mike Hill and members of HMS Mercury.

photograph by courtesy of Donald C. Eades



Tunes popular at the turn of the century fill the streets of New Romney every lifeboat day. This 80-year-old piano organ is wheeled out and operated by Mr E. N. Smith (l.), honorary treasurer of Littlestone-on-Sea station branch, and his wife (2nd r.). The other two collectors are Franz and Frauke Radomski from Hamburg who arrange their holidays to coincide with New Romney's flag day and last year helped Mr and Mrs Smith collect £80.

courses at Pembrokeshire Yacht Club and further contributions from the crew of the Italian host ship. A draw was made for a round trip for two from Pembroke to Rosslare, donated by B and I Line and won by John Kendall, and Hakin branch honorary secretary, Ethel Clark, presented an RNLI plaque to Captain David Gillan of Connacht in appreciation of the help received from the ship and her crew who had raised nearly £2,000 for the lifeboat service within a year.

The second auction sale ever to be organised by Coventry ladies' guild made more than double the amount of its predecessor. £750 was raised when a collection of over 200 lots came under the hammer of auctioneer Noel Leaf, who gave his services free of charge. The items for sale were all donated and ranged from early Victorian to brand new goods. Parkside Garage generously allowed its showrooms to be used for the occasion.



This painting of Lowestoft lifeboat has been of triple benefit to the local guild and station; first it was presented to Mrs Irene Craig (l.), chairman of the ladies' guild by its artist Jason Partner (r.) at the annual ball with retired coxswain Tommy Knott looking on. Then it was auctioned for £265 to swell the evening's takings to almost £2,000 and finally the purchaser gave it to the lifeboat crew for their clubhouse.

photograph by courtesy of E. Graystone

The gamekeeper of an estate north of Aberdeen came across a gentleman shooting on his employer's land without permission. The proprietor, who happened to be a keen lifeboat supporter, confronted the transgressor with a choice: either be prosecuted for poaching or make a suitable donation to the RNLI. A cheque for £10 rapidly found its way into Aberdeen's branch funds.

After hearing a lecture at school about the RNLI given by Carl Seager of Reigate and Redhill branch, Fiona Hunter-Craig organised a sponsored three-legged race which made £5 for the Institution. A class at the same school, Dunottar, adopted the RNLI as its special cause and raised £100 for the lifeboat service.



Jack Simpson (r.) is photographed before he embarks on his 100 length sponsored swim at St Dunstan's Pool, Ovingdean which raised about £400 for the RNLI. This was a remarkable achievement particularly as Mr Simpson is blind. Bill Wells (l.), a member of Brighton branch committee, swam some of the way with him and counted the lengths.



Photographic proof of the unlikely rumour that a philanthropic gorilla was spotted at the Earls Court Boat Show. Whether it was fear that encouraged the public to fill his box or whether it was the irresistible music of his pirate captor is unclear, but over £20 was collected. Keen International Marionics managing director, R. P. Suter, was behind the escapade and the disguise.

The 1980 Beaulieu Boat Jumble held on April 13 raised £1,134.70 for the RNLI. The marine jumble collected by Lymington branch and sold on its stall raised £525, Lymington ladies' guild sold £104 worth of souvenirs and the auction held by the Beaulieu Boat Jumble organisers of goods donated by stall holders raised a further £385.70. In addition New Milton and Barton-on-Sea branch raised £120 selling draw tickets for the *Mountbatten of Burma* appeal.

Performances of 'Snow White and the Seven Dwarfs', produced by Mrs Marie Rydin and acted by the Kidlington Lifeboat Theatre Players raised an impressive £2,000 towards the *Mountbatten of Burma* appeal.



In support of the *Mountbatten of Burma* appeal, D flight of WRAF Training Squadron, RAF Hereford, who had taken part in the Earl's funeral service, presented a cheque to Glyn Williams, DOS Wales, on the day of their passing out parade; they had raised £263.75.

The demise of a £136 pile of pennies at the Scarsdale Arms, Edwardes Square, Kensington. The building of the column of coins is supervised by landlord Peter Dunks and his wife Audrey and in this picture Kensington branch treasurer Michael Wallace Heaton (r.) can be seen carefully ensuring not a single penny is lost. The branch receive £1,200 every year from collecting boxes in pubs.



Captain Hornblower, depicted here by the children of Cardinham Primary School, overlooks his costume contemporaries at the Bodmin branch annual ball held at Lanhydrock House. The event made £800, adding to Bodmin's 1979 total of £2,400. The committee members (l. to r.) are Lt-Cdr D. J. Scott, RNR, honorary secretary, Mrs S. Oliver, Mrs B. Scott, Mrs V. Cox, Dr Peter Cox, chairman, Mrs J. Bruce and Tony Oliver.

photograph by courtesy of 'The Cornish Guardian'

The Ralph family, who are members of Lichfield Cruising Club, spent an unusual day beside the Coventry Canal when Brian, Janet and their 13-year-old son Ian earned £629 from sponsors for Criccieth inshore lifeboat by 'bow hauling' a 10-ton cruiser by hand eight miles from Tamworth to Lichfield.

Newport, Gwent, branch held its annual cocktail party at the town's Missions to Seamen last February and made over £800 for the RNLI. Among the guests were the Mayor and Mayoress, Councillor and Mrs Garfield Mathias.

One windy winter weekend Gerald Harding and Martin Curtis, regulars at the Passage Inn, Topsham, Devon, decided along with landlord Graham Evans to organise a draw for the customers, all sea faring folk. The reception to their idea was somewhat luke-warm until it was suggested the proceeds go to the lifeboats. Suddenly the tickets were sold out and £36 was sent to the local Exeter branch.

The 'Dirty Dozen' darts team of The Anchor Inn, Coven, near Wolverhampton, which includes the licensee, Frank Smith, undertook a marathon 12-hour game for sponsorship. With three players throwing constantly, a total of 268,570 points was amassed and £400 raised for the lifeboats. Wolverhampton branch members kept the score and would like to know if it is a record.



The point of no return for Mary Cook, wife of Sheerness honorary medical adviser. The returns of her daring first time parachute jump were considerable, however, as she raised £320 for the lifeboat station in sponsorship.

On its 1980 flag day Bromsgrove ladies' guild reached its highest figure yet: £492.61. The guild's regular star collector is an elderly lady, Mrs Potter, from Catshill. This year she was out all day, filled five boxes and achieved a total of £104.40½.

A project for junior schools in South London has produced remarkable results. A special card is issued to each pupil which enables him or her to 'sell' different components of a lifeboat depicted on the card to friends and relations. Many schools have raised over £200 in this way and Hamsey Green Middle School's sum of £300 has swelled the total South London figure to £2,000 this year.

In its village hall, the Broad Oak section of Rye and Winchelsea branch attracted many from a small, scattered community to a coffee morning which made £210.

The staff at the Electricity Showroom in Fishguard must have been agreeably surprised when a member from the ladies' guild walked in holding a plate of Welsh cakes and a flask of coffee. She had come from a nearby RNLI coffee morning and knowing the staff were workbound had decided to bring the mountain to Mohammed. The entire event raised £190.

Local businesses paid for the tickets of 75 pensioners when they attended the Olde Tyme Music Hall organised by Orpington and District branch in March. The Metropolitan Police Armets Group provided the song and dance for the 300 strong audience and a magnificent £671 was made for the RNLI.

For every day that he went without drinking alcohol, publican Brian West



Thurrock branch members turned a derelict ship's lifeboat given to the branch chairman, Sherwin A. Chase, by a Grays firm of ship breakers into an Oakley lifeboat 'replica'. She is named Henry de Grey and now is used regularly to help raise funds. Thurrock Sea Cadets provided a guard of honour at her launching ceremony.



Gregory Conneely, chairman of Galway and Aran Fishermen's Co-Operative Society, presents a cheque for £1,500, the result of a proportion of its fish auction being made over to the RNLI. (l. to r.) Noel Hickey, chairman of Galway RNLI branch, Bryan Casburn, branch honorary secretary and also secretary of the Co-Operative, Gregory Conneely, Brian Clark, DOS (Ireland), Ted Shine and Jim Smyth, both of the Co-Operative Society, and Trevor Goodbody, commodore of Galway Sailing Club.



The crew of Katy-M, the entry from Kearney and Trecker Marwin, Brighton, pause to talk to Newhaven lifeboat crew after winning the River Ouse annual raft race from Lewes to Newhaven on April 15, knocking two minutes off their own record time. Half their sponsorship money will be donated to the RNLI; in 1978 the KTM raft raised £1,000 for the lifeboats.

photograph by courtesy of 'Evening Argus'

of Caversham accumulated more money in sponsorship for the *Mountbatten of Burma* appeal. By the end of his dry bout, which lasted a month, he was able to hand over £90 to Caversham ladies' guild.

The ladies of Broadstairs guild helped to run a coffee morning that had been organised by Peter Roger of the Royal Albion Hotel and which achieved a £237 profit. Mr Roger is distantly related to Louis Marchesi, the founder of the Round Table movement, after whom Newhaven lifeboat is named.

By three hours of sponsored disco dancing, an energetic duo, Louise Surr (15) and Carol Housden (16) of High Storrs School, Sheffield, raised £12.80 for the lifeboat service.

Chorleywood and Rickmansworth branch arranged an Arabian Night and, apart from the great enjoyment derived from the evening, the dance made £1,046, half of which was given to the RNLI and the other half to King George's Fund for Sailors.

The social and other fund-raising events organised by Dunstable branch in the course of last year led to a final figure of £1,650. As well as a flag day when, in pouring rain, collectors made good use of their oilskins, the branch arranged a cheese and wine party, a plant stall at the local carnival, a bonfire night party and a farmhouse barbecue which was very much enjoyed by all who attended.

West Wight ladies' guild's wine and cheese party at the Royal Solent Yacht Club on March 8 realised £322 for RNLI funds. On April 30 Mr and Mrs J. Gilchrist gave a coffee morning at which, together with the sale of souvenirs, £228 was raised.

Six hundred pounds, proceeds from a special fund-raising project by pupils of Rydens School, Walton-on-Thames, and from the Michael O'Donovan memorial fund, was presented by the school's headmaster to Ken Miles of Dover lifeboat committee to pay for equipment for the station's new lifeboat, *Rotary Service*.



A Christmas pantomime, 'Aladin', performed by the Little Theatre Charity Pantomime Company raised £2,000 for Teesmouth lifeboat. Mr R. E. H. Winterschluden, manager of the company, together with members of the cast, presented the cheque to Mrs A. Carey, chairman of Teesmouth (Middlesbrough) ladies' guild.



These two whisky bottles contained over £200 collected by customers of the White Hart, Aldeburgh, to put towards the Aldeburgh lifeboat appeal. The two men about to take a short cut to emptying the bottles are (l.) John Driver and (r.) Radio Orwell disc jockey Peter Fairhead. Landlord Dickie Bird and his wife Betty are behind the bar.

Two airlines have been helping the RNLI recently; the winners of a golf tournament organised by Air Ecosse donated half of their £1,000 prize to the lifeboats and half to another charity, while Dan-Air Services gave two return tickets between Aberdeen and London as a prize at the 1980 Aberdeen lifeboat ball.

A local dealer has so far paid a total of £200 to Mrs Atha, wife of Halifax branch chairman, for waste paper she saves to help the lifeboats.

In Westgate, Kent, the Greenwich Hotel each year holds a raffle and allows the local Margate ladies' guild to sell souvenirs to its senior citizen guests. £45 was made on a recent raffle and last year £1,000 worth of souvenirs were sold at the hotel.

A meeting after a lengthy time between two seamen in the Channel Port Pub, Dover, was beneficial for the RNLI; one of the men remembered he owed the other £5 but his creditor refused to accept the money. The note was pushed to and fro between them on the bar until the publican in exasperation intervened by pointing out that the RNLI was evidently in far greater need than either of them; so it went into the collecting box.

Shoreline Section

SHORELINE has been growing at a fantastic rate recently, thanks to your support.

First there was the competition announced in the winter issue of *THE LIFEBOAT*, the prize for which was a BMW Series 7 motor car generously given to us by BMW Car Company. You will remember that the name of every Shoreline member who enrolled a new member on a special competition enrolment form was to be included in a draw for the car. In four months 2,578 new members were signed on, which in subscriptions to the Institution for one year alone was worth £12,055. A splendid result.



Shoreline's BMW car competition was won by Squadron Leader P. L. Whitaker (l.). The car was presented to him at Poole a few days after the draw by Vice-Admiral Sir Peter Compston (r.), a deputy chairman of the Committee of Management and chairman of the Fund Raising Committee.

To: The Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.
I enclose subscription to join Shoreline as at:

Member	£3.00 (minimum)	<input type="checkbox"/>
Family Membership	£5.00 (minimum)	<input type="checkbox"/>
Member and Governor	£15.00 (minimum)	<input type="checkbox"/>
Life member and Governor	£150.00 (minimum)	<input type="checkbox"/>
Send me details of how I can help with a Legacy.		

Name

Address

Over 105,000 people would have been lost without the lifeboat service.

The draw for the BMW car took place on Wednesday April 30, when Sir Alec Rose, our number one member, drew the lucky winner's name out of the drum: Squadron Leader P. L. Whitaker of Wexham. Congratulations, Squadron Leader—we hope you have many years of happy motoring. Our commiserations to everyone else whose name was in the drum, but unfortunately we only had one car! But thank you for making the competition such a success.

We are very grateful, too, to all those members who have come along to the various exhibitions up and down the country this spring to help man Shoreline stands. At the Birmingham Boat and Leisure Show in February we enrolled 215 new members; at the Ideal Home Exhibition at Earls Court in March we enrolled 311; and over a sparkling long weekend at Whitsun we enrolled 62 new members at Brighton Boat Show, sited at the marina. There has also been a good response from the various boat shows held in Ireland.

May I remind any of you who are recruiting new members of the great

advantage it is to the Institution if, when new members are enrolled, they sign Deeds of Covenant for their subscriptions? It means that, in addition to the basic subscription, the RNLI can claim tax relief on the amount subscribed at no extra cost to the member. Up till now, the Deed of Covenant had to be for a seven year period, but following the last Budget, new Covenants for four years can now be accepted.

* * *

Shoreline Club No. 2, at Southampton, is holding its first major event, a barbecue, at Farley Mount Country Park on September 19 and any Shoreline members who can attend will be most welcome. Tickets, price £1.50 each, are available from Mrs P. Rowe, 90 Buriton Road, Harestock, Winchester (Tel. Winchester 880612).

An invitation is also extended to Shoreline members, and indeed to branch and guild members, to the annual dinner and dance of Birmingham branch on Trafalgar Day, Tuesday October 21, at the Botanical Gardens, Edgbaston, Birmingham 15. Tickets, price £8 each, from RNLI West Midlands Office, 16 Harborne Road, Edgbaston, Birmingham 15.

* * *

The 37ft 6in Rother lifeboat RNLB *Shoreline*, stationed at Blyth, joined in the welcome given to David Scott Cowper, a Newcastle yachtsman, when he arrived back in his home waters last May after his record breaking circumnavigation in *Ocean Bound*.

Ocean Bound was first escorted part way up the River Tyne by Tynemouth lifeboat and later met and accompanied into Blyth by RNLB *Shoreline*. At a reception given for David Scott Cowper by the Royal Northumberland Yacht, Don Kent, chairman of Blyth station branch, presented a Shoreline tie and flag to the world yachtsman. You will remember that it was the Royal Northumberland YC which, at the time of Blyth lifeboat's naming ceremony, handed to the RNLI Shoreline membership to the value of £1,000.

* * *

It but remains to wish you all a very happy summer.—PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.

How you can help the lifeboatmen

SUPPORT your local branch or guild
JOIN Shoreline, the membership scheme
HELP on flag days
BUY RNLI gifts and souvenirs

SEND RNLI Christmas cards
SELL lottery tickets
GIVE a coffee morning
COLLECT used stamps or foreign coins

For further information write to:
APPEALS SECRETARY, ROYAL NATIONAL LIFE-BOAT INSTITUTION, WEST QUAY ROAD, POOLE, DORSET, BH15 1HZ.

When you have read your copy of THE LIFEBOAT, please pass it on

Books

● It is well for a country that she should number among her sons and daughters adventurous and courageous individualists—where, for instance, would the lifeboat service be without them? Such a man was Augustine Courtauld whose biography, **The Man on the Ice Cap**, has been written by Nicholas Wollaston (Constable, £8.95).

As a young man, August, as he was known, took part in expeditions to Greenland and to the Sahara Desert, but he is undoubtedly best remembered for the part he played in the British Arctic Air Route Expedition to Greenland led by Gino Watkins in 1930 and 1931. For five months of that winter he remained alone on the ice cap, maintaining meteorological observations until the snow became so deep that he was imprisoned in his tent; when relief finally arrived, nothing but a tattered flag was visible above the snow and his three friends, thanking God that all was well, had to dig him out.

August was a fine yachtsman, and for a time enjoyed a sailing partnership in the ex-Bristol Channel pilot cutter *Cariad* with Frank Carr, later to be director of the National Maritime Museum, Greenwich. He was also a loyal supporter of the RNLI, becoming a vice-president of the Institution; although in later years confined to a wheelchair, he still attended Committee of Management meetings almost until his death in 1959. When his mother died he presented a new lifeboat named after her to be stationed at Walton and Frinton, the 46ft 9in Watson *Edian Courtauld*, and the 44ft Waveney now stationed at Poole is named *Augustine Courtauld* as a memorial to the explorer himself; a substantial gift was made towards her cost by August's brother Mr W. P. Courtauld, a present member of the Committee of Management.

The war years did not demand as much of August Courtauld as he would have liked. An officer in the Royal Navy, mainly in coastal forces, he was perhaps too much of an individualist to fit easily into service life, and it would seem that the special talents that he had to offer were not fully used.

It was not so for Freddie Spencer Chapman, one of the three men who had dug August out from under the Arctic snow on that memorable day in 1931. During World War II, Spencer Chapman's principal sphere of action was in Malaya as a member of the Special Operations Executive (SOE).

SOE was formed in 1940 to foment and support clandestine resistance to the enemy wherever it could gain a foothold. Forty years have now passed

since its formation and this milestone has been marked by the publication of **Undercover**, a history of its work by one of its members, Patrick Howarth. Pat, who was public relations officer of the RNLI from 1953 to 1979, had himself served in SOE for almost four years. His book, published by Routledge and Kegan Paul (£7.95), is a veritable picture gallery in words of the international band of gallant men and women who served under SOE's impetus behind enemy lines in the various theatres of war. Each possessed, as well as exceptional self reliance and courage, individual qualifications which fitted them for a special task. Some were serving officers; others came from more surprising backgrounds: explorers, an archaeological student, writers, a musical comedy star, an actor, a member of a cosmetic firm. All too often the record of their exploits ends with their death in action or in enemy hands. Of those who survived, many have made outstanding contributions in other spheres of life.

There is the story of a telephone line along a secret passage built by the Medicis in Florence which served as a link between Germ SS headquarters and the Allied High Command; of the destruction of the heavy water plant in Norway; and, of particular interest at the moment, the links which were formed with the Moscow-trained revolutionary who was to be Yugoslavia's leader for so many years—Tito.

Speaking of **Undercover** at its launching, Maurice Buckmaster, who had commanded the SOE section concerned with British involvement in French resistance, summed up the books as 'masterly, accurate and true'. It is enthralling in itself and, as it includes a full bibliography, it acts as an enticing introduction to an extensive library for further reading.—J.D.

● **The Yachtsman's Doctor**, the author, Dr R. T. Counter, says, is a first aid book for a totally non-medical sailor 'whether pottering locally or venturing across blue waters'. But it would be unwise to venture far with only the doctoring provided by this book. For example the text recommends no active treatment for travellers' diarrhoea but refers the sailor to Appendix B, where there is none either.

The first aid is carefully thought out for a yachtsman and presented with lavish illustrations so that you can do as the author suggests and read it up when the need arises. But in this he creates the danger that the would-be first aider is himself so reassured that he does not realise that in drowning cases there is no time for reading. This point should have a place in the introduction.

There are inconsistencies and omissions and one 'howler', but in spite of these the book, which is published by Nautical Publishing Company, price

£8.50, would be very useful to have on board a yacht cruising around these islands and if carefully revised it could be very good indeed.—G.H.

● **Lifeboat VC** by Ian Skidmore, which was reviewed in the winter 1978/79 issue of *THE LIFEBOAT*, is now available in paperback. This biography of Coxswain Richard Evans of Moelfre, a double gold medallist, is now being published by Pan, price £1.

Another book by Ian Skidmore, **Anglesey and Llyn Shipwrecks** (Christopher Davies, Swansea, £3.95), also includes among accounts of some of the worst shipwrecks and greatest deed of gallantry round the coasts of North Wales, the stories of the two lifeboat services for which Coxswain Evans was awarded the gold medal.—J.D.

● Here are three books which are all available from Mainmasts Books, Saxmundham, Suffolk, IP17 1HZ:

A Lifeboatman's Days (80p plus 20p post and packing) is the self-told story of the life of Coxswain James Cable of Aldeburgh who between 1880 and 1917 was awarded three silver medals in rescues off the Suffolk coast. His short autobiography, which was first published in 1928, is told in an endearing matter-of-fact style and describes his colourful early adventures as a crew member in ships to the far east and as a farmer in Australia. On his return to Aldeburgh he joined the lifeboat crew and the second half of the book recounts some of the remarkable rescues he carried out.

Humber Shipping by Michael E. Ulyatt and Edward W. Paget-Tomlinson (Dalesman Books, £2.25 plus 36p post and packing) catalogues the history and present-day situation of the River Humber ports and their ships. It includes a short chapter on the lifeboat station at Spurn Head and many photographs of ships both ancient and modern.

Shipwrecks of the Ulster Coast by Ian Wilson (Impact-Amergin, £3.50 limp-bound, £5.95 hardbound, plus 75p post and packing) is a thorough record of wreck and rescue between Carlingford Lough and Inishowen Head. In the nineteenth century alone it is estimated that 1,200 ships were lost totally on this part of the coast and throughout the book reference is made to the work of Ulster lifeboats in saving crews from stricken vessels around this treacherous shore.—E.W.-W.

● 'Sailing widows' wanting something constructive to do while their husbands enjoy themselves will be interested in Mary Wright's book **Cornish Guernseys and Knit-Frocks** (Alison Hodge/Ethnographica, £2.95). From conversations with retired seamen who remember their grandmothers knitting furiously in every spare moment, Mary Wright has gathered 30 designs for Guernseys, all of which are fully ex-

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PATRICK HOWARTH

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RNLI 06/80



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plained. But Miss Wright does not concentrate wholly on the productive side of knitting but also on the social and economic side which sometimes involved the entire female population of Cornish fishing villages. The book is available through booksellers or by post from Alison Hodge, 5 Chapel Street, Penzance at £3.45 including postage and packing.—S.G.

● **A Nautical Almanac for Yachtsmen: Channel West and Solent** (Channel Press, £7.95) is a very useful and clear alternative to other almanacs but there is probably still the need for this type of publication with a yearly tidal replacement section coupled with a corrections supplement if needed.

The day shape section has a small error at page 175, but, all in all, this almanac will probably be seen aboard more and more boats because of its special appeal which includes useful pilotage information for both sides of the Channel.—E.J.

● Jeff Morris is well known as the author of a number of booklets about individual lifeboat stations. Now, in **Launch the Lifeboat!**, he has traced the story of Coventry's financial branch

and ladies' guild since their formation nearly 80 years ago. Included in the same booklet is a brief history of Little and Broad Haven, Dyfed, the station to which was allocated the D class inflatable lifeboat funded by Coventry as its contribution to the RNLI's 150th anniversary celebrations in 1974. Thus are station branch and fund raisers drawn together. The booklet, price 50p including post and packing, is available from Coventry branch chairman, Miss G. Hawley, 54 Moseley Avenue, Coventry CV6 1AB.—J.D.

● **Fastnet '79: The Story of Ailish III** by L. T. Gardner (George Godwin, £4.95) is the story by one man about one boat in what proved to be a historic race. It is, however, a compelling story from which lessons can be learnt. Enjoyable reading although the sad aspect is not overlooked.—E.J.

● In **Looking at Sails** (£4.95) Nautical Publishing has produced another of its good informative books. It is written by Bruce Banks, a world class helmsman for more than 30 years and a sailmaker with lofts in several countries, together with Dick Kenny, another racing yachtsman; it is illustrated with photo-

graphs by Alastair Black and John Blomfield, among others, and with simple clear diagrams by Peter Campbell. Its object is stated as being to give every sailor a better understanding of sails and to show how sails should look for maximum performance on any type of sailing boat—and it does just that.—J.D.

● Lloyd's Register of Shipping has published a booklet summarising the services which it can offer yacht owners, builders, moulders and designers. This booklet is available free of charge from Lloyd's Register of Shipping, 71 Fenchurch Street, London EC3M 4BS.

● A good selection of useful sea reference books have been received recently:

Glossary of Marine Technology Terms, published in association with the Institute of Marine Engineers (Heinemann, £5.50).

Sea Lawyer: A Guide for Yachtsmen by Brian Calwell (Adlard Coles, £4.95).

Glénans Weather Forecasting: A Manual for Yachtsmen (David and Charles, £5.95).

Buying a Secondhand Boat by Dave Gannaway (Nautical, £4.45).

Lifeboat Wales '80

Copies of *Lifeboat Wales '80*, containing well illustrated news of lifeboat stations and people in Wales, are available from the RNLI Welsh Office, The Exchange, Mount Stuart Square, Cardiff CF1 6ED, price 50p including post and packing.

Radio Guide

Three radio guide charts, covering between them the waters round Great Britain, Ireland and Northern Europe

as well as the Baltic, are being published annually by Stummel Towing and Co, 99 Regent Street, London W1R 7HB, price £3.90 each. They are edited by Bernard Hayman, former editor of *Yachting World* who is well known for the work he has done to encourage a universal high standard of radio telephony operation and wise use of radio navigation aids.

Each of these charts brings together on one sheet information which would otherwise have to be sought in no less

than nine different publications, so that they form a valuable aid when planning a passage. On board, however, being paper, they will need to be treated carefully if they are to last the season undamaged by sea water.

Stummel Towing provide a free mid-season amendment service, an offer which should be taken up without fail by anyone using these charts; nothing undermines good navigation more than information which has not been kept up to date.

Eighth national lottery

PRIZEWINNERS in the eighth RNLI national lottery, which raised nearly £22,500, were drawn at Poole headquarters on Wednesday April 30 by John Piper. Well known as a broadcaster on Radio Solent, John Piper has

been appointed as regional controller of the IBA's recently established Two Counties Radio station which will start broadcasting from Bournemouth in the autumn.

The draw was supervised by Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee, Rear Admiral W. J. Graham, director of the

Institution, and Cdr E. F. Pritchard, appeals secretary, and among the spectators was Sir Alec Rose who had come to make the draw for the Shoreline BMW car competition. The winners were:

£1,000: D. Lissaman, Coventry, Warwickshire.

£500: G. Hughes, West Lulworth, Dorset.

£250: D. Crook, Bognor Regis, West Sussex.

£25: Miss Victoria Annal, Aberdeen; Mrs E. J. M. Habershon, Maidenhead, Berkshire; Mrs A. J. Powell, Oxford; Miss E. Bale, Leicester; Miss K. Thorpe, Sheffield; S. J. Wootten, Birmingham; M. Waxman, London; D. M. Raven, West Wickham, Kent; L. Claus, Ingatestone, Essex; J. Hind, Redcar, Cleveland.

The ninth lottery will be drawn on July 31.



The eighth RNLI lottery draw in full swing: as John Piper hands one winning ticket to Joyce Pearce, who organises the lottery at Poole HQ, Fred Williams, appeals office supervisor, spins the drum ready for the next lucky dip. Cdr. Ted Pritchard, appeals secretary, is in the background.

Lifeboat Services

from page 46

yacht at 2006 and a lifeboatman was put on board. Six of the passengers were transferred to the lifeboat and the yacht taken in tow to Weymouth where the six were taken to hospital for a medical check.

The lifeboat was back on her moorings and once again ready for service by 0015 on April 2.

For this service a letter signed by Cdr Bruce Cairns, chief of operations RNLI, and expressing the Institution's appreciation to Coxswain Victor Pitman and his crew was sent to Lt-Cdr B. F. Morris, honorary secretary of Weymouth lifeboat station.

North Western Division

Two fishermen lost

LIVERPOOL COASTGUARD received a 999 call at 2159 on August 19, 1979, from Braystones reporting that two

men who had gone fishing in an inflatable dinghy had not returned. It was thought that they had gone south to the outlet buoy off Windscale, where the warm water attracts the fish, for mackerel.

The area is not well populated, and it was possible that, perhaps after engine failure, the men had paddled or swum ashore, so Workington Coastguard was alerted and while Workington mobile set out for Braystones a coastal search from St Bees Head to Selker Point was organised using Bootle and Whitehaven auxiliary coastguards. At 2225 Workington mobile reported that people recently returned from fishing said they had seen the two missing men fishing near the outlet buoy at 1900.

Liverpool Coastguard called the honorary secretary of St Bees inshore lifeboat station at 2318 asking if the D class inflatable lifeboat could be taken by road and launched from Sellafield, just north of Windscale. The boat was towed south by road but, as she could not be launched from Sellafield, she was taken on to Seascale where, by the light of car headlamps, she was launched from the beach at 0051.

The weather was good with a gentle breeze blowing from the north and a

slight sea; it was 3½ hours after high water.

The inshore lifeboat set out to search the area off the power station and at 0218 found the missing dinghy, semi deflated with a large split in her starboard sponson; she was 1½ miles south east of the outlet buoy. There was no sign of the two men.

Meanwhile, **Workington** lifeboat, the 46ft 9in *Sir Godfrey Baring* launched at 0220 to help search. The two lifeboats were joined during the night by *HMS Hodgkisson*, which was asked to assume the duty of 'on scene commander', and at first light by a helicopter.

At 0901 a fishing boat, *Sea Spray* recovered a body off shore which was brought to land by St Bees ILB. Although the search continued until 0945 nothing else was found. The inshore lifeboat was recovered at Seascale, returned to St Bees by road and was rehoused by 1200. Workington lifeboat was back on station at 1155.

For this long service a letter signed by Cdr Bruce Cairns, chief of operations RNLI, expressing the Institution's appreciation to the ten St Bees crew members who, in turn, took part was sent to Captain L. Goldwater, honorary secretary of St Bees inshore lifeboat station.

In memory of the two Kendal men who were drowned, an uncle and nephew, £400 raised by an Onion Show at The Station Hotel, Oxenholme, was donated to the lifeboat service.

Donaghadee lifeboat, the 44ft *Waveney* Arthur and Blanche Harris, set out at 0929 on Monday January 21 to go to the help of the Danish liquified gas carrier *Regitze Tholstrup* aground north of Larne Harbour in an easterly gale and very rough seas. Explosion was feared; the fire service, local police, the Navy and the Coastguard cliff rescue team were all alerted and everyone within a half-mile radius of the casualty evacuated. The lifeboat stood by ready to take off *Regitze Tholstrup*'s crew if need be, and helped a tug get a tow line aboard in an attempt to pull the casualty clear. She could not be got off, however, so her cargo was discharged to road tankers. *Donaghadee* lifeboat was finally released and returned to station at 1630 on the following day, January 22. *Regitze Tholstrup* was finally pulled clear by the tug *Rollicker* on January 23 and taken to Belfast Lough. photograph by courtesy of D. Penpraze



Western Division

Salt water cure

TWO DOCTORS from the local hospital came to **Aberystwyth** inshore lifeboat house on the evening of Tuesday April 10; they were looking for a boat to go out into deep water to collect a gallon or so of good, clean salt water needed urgently for the treatment of a nine-year-old boy critically ill with pneumonia.

As it was approaching low tide no shore boat could be used and darkness was approaching, so the D class inflatable lifeboat, manned by Helmsman Alan Blair and Crew Members Brian Pugh Jones and Thomas Ridgway, was launched. She returned with the water at 2015 and was rehoused by 2020. Treatment with this vaporised sea water was successful and the boy's health improved.

SERVICES AND LIVES RESCUED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1980, to April 30, 1980: Services: 394; lives saved 151

THE STATION FLEET

(as at 30/4/80)

131 offshore lifeboats

126 inshore lifeboats operating in the summer

51 inshore lifeboats operating in the winter

LIVES RESCUED 105,438

from the Institution's foundation in 1824 to April 30, 1980

South Western Division

Tractor service

THE HONORARY SECRETARY of **St Ives** lifeboat station was informed at 1025 on Monday November 19, 1979, that the fishing boat *William Harvey* had a man on board with a badly injured finger. At first it was thought that the fishing boat could get close enough inshore for the man to be taken straight off, but when she arrived of St Ives at 1050 it was found that there was too much swell.

The fishing boat was asked to come inshore until she touched bottom, when the station's tractor was driven alongside and the injured man taken ashore to be driven to hospital by the honorary secretary.

Services by Offshore Lifeboats, December, 1979, January and February, 1980

Aldeburgh, Suffolk
January 25
Amble, Northumberland
January 25
Anstruther, Fife
January 31
Arranmore, Co. Donegal
December 17, 18, 28, 29 and January 25
Barrow, Cumbria
January 13
Barry Dock, South Glamorgan
February 17
Bridlington, Humberside
December 12, January 14 and 31 (three times)
Calshot, Hampshire
February 23
Clacton-on-Sea, Essex
January 1 and 3
Clovelly, North Devon
December 15 (twice), 18, January 22 and February 12
Cromer, Norfolk
January 5 and 17
Donaghadee, Co. Down
December 31, January 21 and 29
Dover, Kent
December 13, January 2, 11, 14, February 16, 17 (twice) and 24
Dunbar, East Lothian
December 9
Dungeness, Kent
December 1, 29 and February 23
Eastbourne, East Sussex
December 7
Eyemouth, Berwickshire
January 31
Falmouth, Cornwall
December 6, 16 and January 9
Filey, North Yorkshire
January 31
Fishguard, Dyfed
February 15
Flamborough, Humberside
December 4, 11, January 11 and February 9
Fleetwood, Lancashire
December 10
Galway Bay, Co. Galway
December 27
Great Yarmouth and Gorleston, Norfolk
December 4, 15, 16 (twice), 22, January 7, 14, 20 and February 23

Hartlepool, Cleveland
January 19 and 31 (twice)
Harwich, Essex
January 25
Hastings, East Sussex
December 14 and January 1
Holyhead, Gwynedd
December 23, January 31 and February 18
Howth, Co. Dublin
January 5, 15 and February 16
Holylake, Merseyside
January 6
Humber, Humberside
December 3, 17, January 11, 12, 20 (twice), 26, February 4, 5, 12, 13, 19, 23 and 28
Ilfracombe, North Devon
January 19
Islay, Argyllshire
December 17
Lerwick, Shetland
January 16 and February 22
Lizard-Cadgwith, Cornwall
December 16 and January 21
Lochinver, Sutherland
December 21
Lowestoft, Suffolk
December 16 and February 23
Macduff, Banffshire
December 7
Mallaig, Inverness-shire
December 16, January 14, 15, 28 and February 12
Moelfre, Gwynedd
December 27
Newbiggin, Northumberland
January 25 and 28
Newhaven, East Sussex
December 8, January 21 and February 17 (twice)
New Quay, Dyfed
February 15
North Sunderland, Northumberland
December 10 (three times)
Oban, Argyllshire
February 4
Padstow, Cornwall
December 15, January 19 and 21
Penlee, Cornwall
January 4
Plymouth, South Devon
December 10, 16, 21, January 13, February 10 and 17
Poole, Dorset
January 21
Ramsey, Isle of Man
February 14
Ramsgate, Kent
December 8, 24, February 4 and 17
Redcar, Cleveland
January 5, 31 and February 1
St Helier, Jersey
December 2, 9 and 15
St Ives, Cornwall
January 19 and February 17
St Peter Port, Guernsey
December 15 (twice) and 24
Salcombe, South Devon
December 16, 18 and January 6
Scarborough, North Yorkshire
January 7, 25, 26 and February 20
Sheerness, Kent
December 9 and January 31
Shoreham Harbour, West Sussex
December 16, January 1, 21 (twice), 23, February 9 and 24
Skegness, Lincolnshire
December 12 and 13
Swanage, Dorset
December 2, February 3, 10 and 19
Tenby, Dyfed
February 21
Torbay, South Devon
December 2, 28 (twice), January 22 and February 21

Tynemouth, Tyne and Wear
December 14 (twice) and 16
Walmer, Kent
February 17
Wells, Norfolk
December 12 and 14
Weymouth, Dorset
December 26, January 21 and February 1
Whitby, North Yorkshire
December 11, 14, January 25 and 31
Yarmouth, Isle of Wight
January 1 and 25

Services by Inshore Lifeboats, December, 1979, January and February, 1980

Beaumaris, Gwynedd
February 10
Blackpool, Lancashire
January 2, 30 (twice), 31 and February 3
Brighton, East Sussex
February 6
Broughty Ferry, Angus
December 24
Conwy, Gwynedd
January 19 and February 4
Flint, Clwyd
February 23
Great Yarmouth and Gorleston, Norfolk
December 16, 30, January 4 and 13
Hastings, East Sussex
December 23 and February 17
Hayling Island, Hampshire
February 9
Helensburgh, Dunbartonshire
December 10, 12 and January 12
Largs, Ayrshire
December 3, January 8 and February 18
Llandudno, Gwynedd
February 13 and 25 (twice)
Lyne Regis, Dorset
February 2
Lymington, Hampshire
December 13
Lytham-St Anne's, Lancashire
December 24
Margate, Kent
December 2
Morecambe, Lancashire
January 19 and February 16
New Brighton, Merseyside
February 13
Peel, Isle of Man
December 23 and February 23
Poole, Dorset
December 29 and January 17
Portsmouth (Langstone Harbour), Hampshire
January 13 (twice)
Port Talbot, West Glamorgan
February 15
Queensferry, West Lothian
January 21 and 31
Sheerness, Kent
December 9 (twice), 29 and February 17
Southwold, Suffolk
January 5, 29, February 5, 9 and 23
Staithe and Runswick, North Yorkshire
December 14 and January 6 (twice)
Tynemouth, Tyne and Wear
December 14 and 18
West Kirby, Merseyside
December 17 and January 6
West Mersea, Essex
December 9, January 27 and February 24 (twice)
Whitstable, Kent
December 9, 27 and January 5

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	Occupation	
Details of craft	Accident/Losses/Claims in last 5 years Yes/No (Details on separate sheet)	
	Name	Class/Type
	Construction	Year Built
	Length	Beam
	Engines	H.P. Inboard/Outboard
	Max. Designed Speed (Motor boats only) knots.	
Values	Hull, Machinery, Equipment £	Trailer £
	Dinghy/Boats £	Outboard Motor £
	TOTAL £	
Use	In commission from to (inclusive)	
	Moored at	
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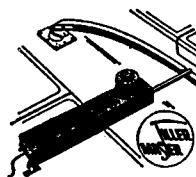
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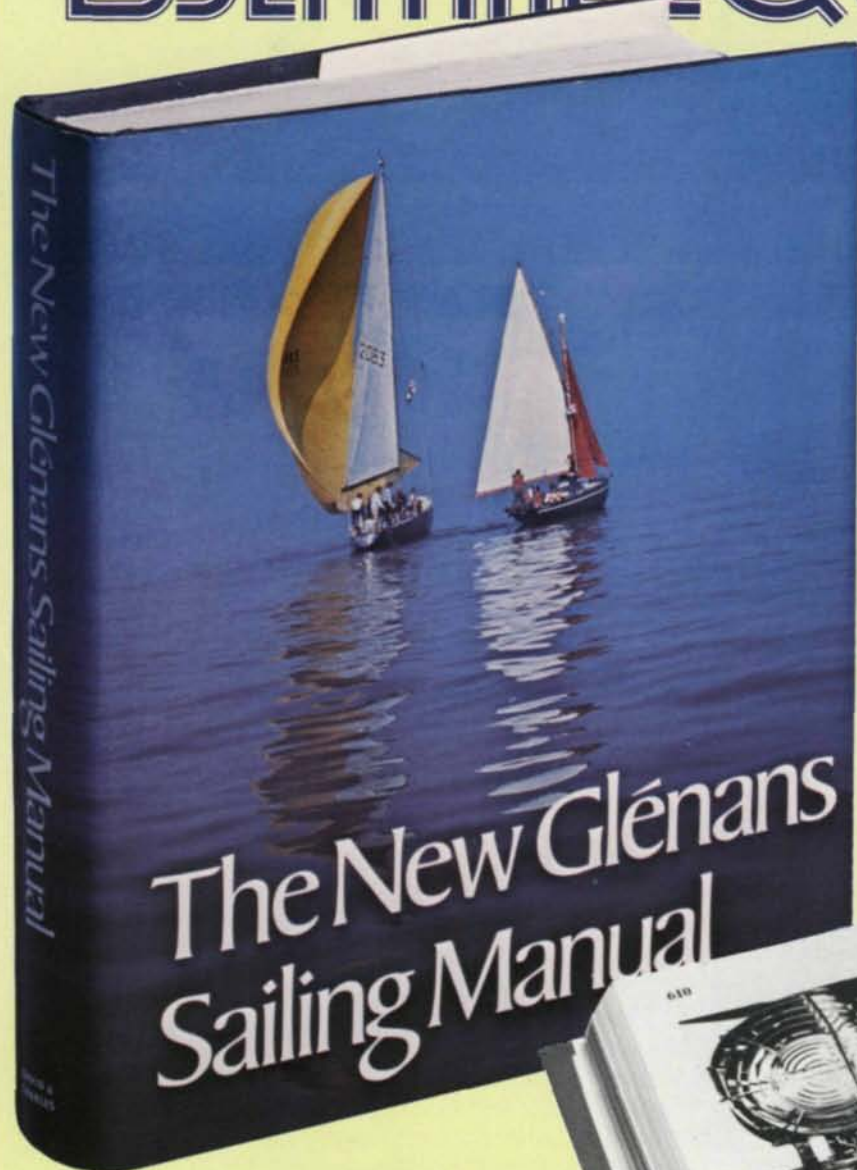
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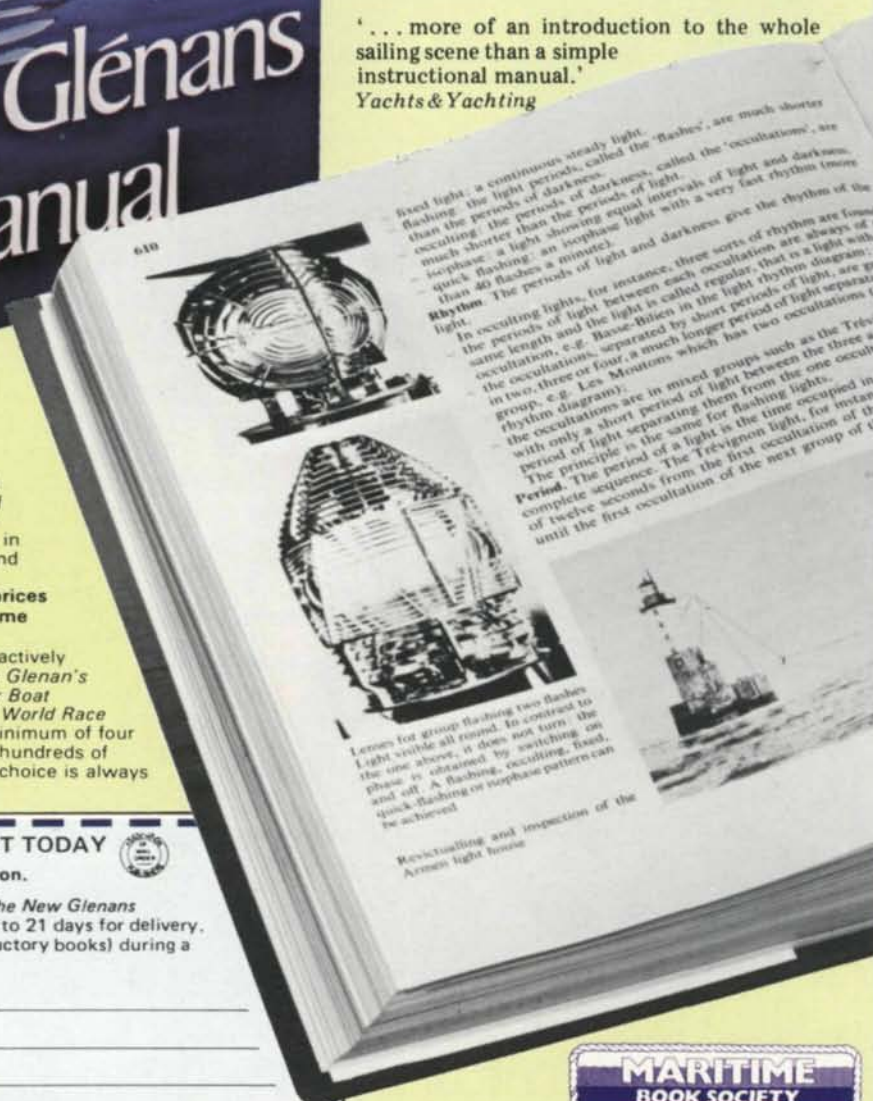
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