

THE LIFEBOAT

THE JOURNAL OF THE RNLI



Volume XLVII Number 474 Winter 1980/81

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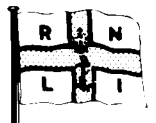
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THE LIFEBOAT

Winter 1980/81

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Chairman:

THE DUKE OF ATHOLL

Director and Secretary:

REAR ADMIRAL W. J. GRAHAM, CB MNI

Editor:

JOAN DAVIES

Headquarters:

Royal National Life-boat Institution,
West Quay Road, Poole, Dorset BH15
1HZ (Telephone Poole 71133).
Telex: 41328

London Office:

Royal National Life-boat Institution,
202 Lambeth Road, London SE1 7JW
(Telephone 01-928 4236).

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COVER PICTURE

Winter at Lowestoft: the 47ft Waveney lifeboat Frederick Edward Crick under snow, January 1979. The photograph was taken by Crew Member Michael Richford.

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

THE DUKE OF KENT, President of the Institution, visited the RNLI headquarters and depot at Poole on Tuesday morning, October 7, attended by his Private Secretary, Lt-Cdr Richard Buckley, and accompanied by HM Lieutenant for Dorset, Col Sir Joseph Weld, and the Chief Constable, Mr D. Owen. After the Royal Party had been welcomed by Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, and by Rear Admiral W. J. Graham, the director, the Duke was first taken on a tour of the depot, meeting and talking with staff employed in the various workshops and stores which provide the back-up service to the Institution's fleet of lifeboats.

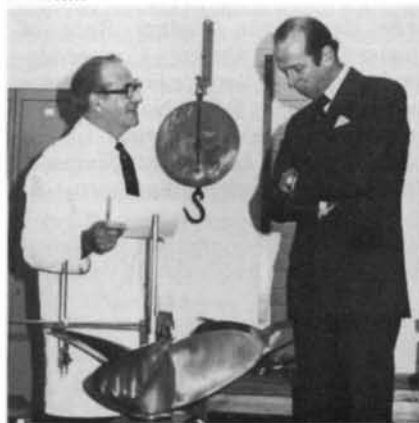
Moving across the road to headquarters, the opening ceremony of which he had performed in May, 1976, the Duke

called in at every department, taking great interest in the work of each. Then, before he and his party left to fulfil other engagements in Poole, they were entertained to an informal buffet lunch in the committee room prepared by members of the staff and attended by representatives from each department.

At this gathering, which brought to an end what had been a happy and much enjoyed visit by the 'head of the family', the Duke of Kent was presented with a small brass scale model of a propeller for the new Brede class lifeboat, still on evaluation trials, made by Michael Randall, a fitter in the depot.

Mountbatten lifeboat appeal

The Mountbatten lifeboat appeal was officially closed on September 30, having raised over £200,000. The appeal, details of which Earl Mountbatten had agreed shortly before he was killed, was originally intended as a district one, proposed by Romsey branch, with the target of providing £100,000 to fund the prototype RNLI Medina class lifeboat. However, the response was so great that two lifeboats of this class will be bought and named *Mountbatten of Burma* and *Countess Mountbatten of Burma*. Contributions came in not only from all over the country but from all over the world. Numerous fund-raising events were arranged in support of the appeal and the stream of individual donations quickly became a torrent. Many of these gifts, greatly appreciated, came from men who had served with Lord Mountbatten at sea or in Burma.



Touring RNLI depot and headquarters at Poole on October 7, HRH The Duke of Kent, President of the Institution, is shown the rigging loft (above left) by Joe Salmon and watches Len Wlodek at work on a coir bow fender. He inspected a propeller measurement rig (above) with Norman Smith, foreman inspector, and (left) later called in on Shoreline office with Cdr Ted Pritchard, appeals secretary; in foreground, (l. to r.) Eileen O'Pray, June Hearn and Peggy Smart.

The appeal chairman, Vice-Admiral Sir Peter Compston, wrote to the national newspapers to thank everybody who had contributed and said:

'I feel sure this will be a fitting tribute to a great man. I know it is one which his family warmly welcomes.'



Simon Hall is presented with his bronze medal by Michael Vernon, a deputy chairman of the Institution.

photograph by courtesy of Jeff Morris

Medal presented to teenage boy

The minimum age for joining a lifeboat crew is 17, but of course lifeboatmen do not claim a monopoly on saving life at sea. So, when 16-year-old Simon Hall, of Robin Hood's Bay, Yorkshire, put out in an eight foot dinghy in June, 1979 to rescue another teenager from a home-made raft, the courage and seamanship he displayed were recognised by the award of the RNLI's bronze medal. Simon could not attend the annual presentation of awards last May as he was sitting an O level examination (which, incidentally, he passed). So, he and his parents were invited to Poole to witness the naming of the new relief 52ft Arun class lifeboat *Edith Emilie*.

Following the ceremony, Michael Vernon, a deputy chairman of the Institution, presented Simon with his medal. In the evening Simon was taken to the Paul Daniels Show at the Pavilion Theatre, Bournemouth, and magician Paul Daniels interrupted his show to read out the details of the rescue and he asked Simon to stand to the warm applause from the audience.

Old year, new year

Although the audited accounts for 1980 will not be available for some time, early indications are that the gross target of £12 million will have been reached, and everyone who has helped to make this fine result possible is to be congratulated. However, expenditure for 1981, taking into account necessary capital work on the fleet, is expected to be nearer £14 million. So, there is much hard work ahead; but, while there can be no room for complacency, after such stalwart support in 1980 the Institution can enter the new year confident that the continued efforts of all who have the wellbeing of the lifeboat service at heart will carry it through into a successful 1981.





Mrs Marie Winstone in her garden with the Duke of Atholl after she had presented to him a cheque for £300,000 to fund a 52ft Arun to be stationed at Fishguard. With them are (l.) Superintendent Coxswain Brian Bevan of Humber and (r.) Coxswain William Jones of Holyhead.

photograph by courtesy of Sheffield Newspapers Ltd

Second lifeboat

A cheque for £300,000 was presented to the Duke of Atholl, chairman of the Institution, by Mrs Marie Winstone at her home in Sheffield on Thursday October 30. Mrs Winstone had already given more than £300,000 to the RNLI to provide a new Arun and station works at Holyhead, and the Arun was named *Hyman Winstone* in memory of her late husband by the Duke of Kent last July. The latest £300,000 gift will provide another Arun which will be named after Mrs Winstone herself and which will be stationed at Fishguard.

Among those present at the ceremony was Superintendent Coxswain Brian Bevan of Humber, the only man to have been presented with the gold, silver and bronze medals for gallantry at the same time. It was his appearance on a television news programme at the time these awards were made that inspired Mrs Winstone to donate the money to pay for the first lifeboat, *Hyman Winstone*. Also at the ceremony were Coxswain William Jones of Holyhead, who has himself been awarded the silver and two bronze medals, the Bishop of Sheffield, the Deputy Lord Mayor of Sheffield, Mrs Hattersley, and representatives of Sheffield branch.

AGM

The 1981 annual general meeting of governors and the annual presentation of awards will take place at the Royal

The Duke of Kent, President of the Institution, visited Stornoway, Barra Island and Mallaig on Thursday October 2, meeting crew members and their families as well as station branch officials and committee members of fund-raising branches and guilds. He was originally to have visited these stations in June but was prevented from doing so when weather conditions grounded his helicopter. The Duke was met at Stornoway by the Duke of Atholl, chairman of the Institution, and is seen here, with Coxswain Malcolm Macdonald, embarking in Stornoway's 48ft 6in Solent lifeboat Hugh William Viscount Gough for a sea trip. At Barra Island, where the Duke went out on exercise in the station's 52ft Barnett lifeboat R. A. Colby Cubbin No. 3, Sir Charles McGrigor, Convenor of the Scottish Lifeboat Council, was in attendance.

photograph by courtesy of 'Stornoway Gazette'

Festival Hall, London, on Tuesday May 12, when the guest speaker at the afternoon meeting will be Lt-Cdr J. T. Fetherston-Dilke, RN (retd), Chief Coastguard.

St Paul's Cathedral

Seven Essex lifeboatmen attended the annual national service for seafarers at St Paul's Cathedral on Wednesday October 22, at which the Prince of Wales, Honorary Commodore of HM Coastguard, was also present. Coxswain Frank Bloom of Walton and Frinton was the RNLI's colour bearer at the service, accompanied by Motor Mechanic James Berry and Crew Member Brian Oxley. Other members of the party were Crew Members Peter Brand and Robert Ramplin from Harwich and Crew Members Philip Sherman and David Mantripp from Clacton-on-Sea.

Fastnet storm

Among awards for bravery for rescues made during the Fastnet Race of August 1979, the Queen's Commendation for Valuable Service in the Air was awarded to eight Royal Navy helicopter crew members last spring: Lt Cdr John Wingate, Lt Robert Simpson, Midshipman Stephen Laphorn, Lt

Jeremy Grayson, Acting Petty Officer Aircrewmen Julian Grinney, Lt Albert Fox, Lt-Cdr Bernard Brock and Leading Aircrewman Richard Burnett.

In October six crew members of the French yacht *Lorelei*, which had herself been sailing in the Fastnet Race, were presented with 'Awards of Plate' by the British Department of Trade for the rescue of the crew of seven of the British yacht *Griffin*.

In the violent Fastnet storm, the crew of *Griffin* were forced to abandon their yacht and take to a liferaft. It took *Lorelei*, attracted by flares, an hour and a half to reach the liferaft, against winds gusting at over 60 knots and enormous seas. For another 40 minutes the five men and a woman on board *Lorelei* tried to get heaving lines on board the liferaft while their own yacht was constantly being laid over on her beam ends. Twenty minutes later *Griffin's* crew were safely on *Lorelei*, although the yacht had to ride out the storm for another nine hours before she could set sail for Plymouth.

An inscribed barometer was given to each of *Lorelei's* crew: Alain Catherinau, Thierry Rannou, Gérard Laurent, Jacqueline Delorge, Marc Lauras and Philippe Ronault.

Men of the Year

Coxswain Kenneth Voice of Shoreham Harbour, awarded the silver medal for the service to *Athina B* in January 1980, was one of the guests at the 'Men of the Year' luncheon, held at the Savoy Hotel, London, last November. Afterwards, in a letter, he wrote:

'I was given a most warm welcome ... The citation for the Athina B service followed that of The Right Honourable Lord Soames, boxer Alan Minter and Sir Alec Guinness and I cannot deny that it was a very proud moment for me ... I am pleased to say that everyone that I spoke to that day had the highest regard for those connected in any way with the RNLI.'



LIFEBOAT SERVICES

Eastern Division

Three rescued

THE WARDEN of Burnham Overy Yacht Club, Peter Beck, was told at 1100 on Thursday April 17, 1980, that someone was shouting for help in Overy Staithe Harbour. Mr Beck, who is also an auxiliary coastguard, launched the club's 12ft inflatable dinghy, which is powered by a 20hp outboard engine, and taking 16-year-old Robert Archer with him as crew started down the channel.

It was a fine, clear morning but a moderate breeze, force 4, was blowing from the north and the spring tide had been ebbing for two hours.

On his way down channel, Peter Beck saw two people on Overy Marsh who told him that a boat had overturned off the harbour. He continued on his way at full speed and then started to search inside the bar, not thinking that anyone would go outside in the prevailing conditions. The force 4 northerly wind was meeting a 6 knot ebb tide and there was a long north-westerly swell, so that a heavy, confused sea had built up around the shallow bar. However, seeing two children on the east side of Scole Head Island, pointing outside, Peter Beck headed over the bar. Continuing his search, he sighted the casualty, a sailing dinghy, upright but dismasted and waterlogged, drifting about a mile out to sea. He made for the spot, manoeuvred alongside and took off three children who were on board; they were all wearing lifejackets. They told him that their father had been swept away some time before, but, although Peter Beck made several sweeps of the area down tide, he could find nothing.

At about midday, and with the tide still ebbing, he decided that, as the children were very cold and shocked, he should re-enter the harbour while there was still enough depth of water over the bar. On his way back he picked up the two children from Scole Head Island and took them all to Overy Quay. Half an hour later a Sea King helicopter, which had been alerted by Great Yarmouth Coastguard after Peter Beck had telephoned them, found and recovered the body of the missing father.

The accident had happened after two men and five children had set out that

morning aboard an 11 foot dinghy under sail from Overy Staithe Quay. After landing one adult and two younger children aged nine and eleven on Scole Head Island, the other man set out over the bar with the three teenagers (two 13 year olds and a 15 year old). The conditions were worse than expected and they were on their way back when they got into difficulties. The boat capsized and was righted by her crew four or five times before the owner, wearing no lifejacket, drifted away from his dinghy.

The other man had managed to raise the alarm by getting a rower to take him across Overy Cackle Strand and he then ran across Overy Marsh and shouted to the quay for help.

For this service the thanks of the Institution inscribed on vellum were accorded to Peter D. Beck and a vellum service certificate was presented to Robert Archer.

Scotland South Division

Patrol vessel holed

IN EASTERLY GALES early on Thursday January 31, 1980, fishery patrol vessel *Switha*, bound for Leith, ran aground on the rocks near Herwit Buoy in the Firth of Forth, a mile south east of Inchkeith Island. She was holed and ranging badly in heavy swell.

The honorary secretaries of **Queensferry** and **Anstruther** lifeboat stations were informed of the situation by Forth Coastguard just before 0500. The honorary secretary of Queensferry went to the boathouse to assess the state of the weather and then called three of his most experienced helmsmen by telephone to man the station's Atlantic 21 rigid inflatable lifeboat: Thomas Robertson, Owen Roberts and Donald Quate. The wind at South Queensferry at that time was easterly near gale, force 7, but during the 11 hours of the whole service it was to reach full gale, force 8, and strong gale, force 9. Queensferry Atlantic 21 launched at 0530 with Helmsman Thomas Robertson in command.

At just about the same time, 0526, Anstruther lifeboat, the 37ft Oakley *The Doctors*, was launched under the command of Coxswain Peter Murray; she had to make an 18½ mile passage before the gale to reach the casualty. An RAF helicopter was also put on stand by.

Helmsman Robertson reported rough, high and breaking seas but, at slow to half speed, the Atlantic 21 headed into them well until she was within sight of *Switha*. Then, passing Oxcars Lighthouse, with a half spring ebb tide running against the easterly gale, she encountered very short, steep seas. The Atlantic went through the crest of one particularly large breaking sea at a steep bow-up angle, because of the short distance between crests, and even though Helmsman Robertson

increased to full power to maintain headway, the Atlantic was set back into the following trough, submerging the stern of the boat and both outboard engines to a depth of about two feet. The port engine stopped immediately.

Helmsman Robertson turned to run back to the lee of Inchcolm to make repairs, but before the lee was gained the starboard engine also stopped. The sea anchor was streamed so that the boat could be controlled. The plugs were then changed and the engines examined, but the outboards could not be re-started. The Atlantic, now in the shelter of Inchcolm, asked for help.

James Christie, the skipper of *Hound Ferry*, a 40ft steel service launch, offered help and at 0645 set out from Port Edgar with Frank Rodgers and Alastair Liddle, one of the Queensferry shore party, as his crew. The Atlantic 21 was successfully taken in tow back to Port Edgar by 0810 and she finally returned to station at 1500.

Meanwhile, *Switha* had reported three to four feet of water in her engine room. A helicopter from RAF Leuchars had been scrambled at 0622 to lift ashore non-essential crew from *Switha* and Anstruther lifeboat was making her way to the casualty at best possible speed. Running up river before the strong gale in very rough seas, *The Doctors* was at one time pooped by a sea which flooded her after compartment. As she is virtually an open boat, most of the crew were wet through for most of the service; and the temperature that morning was near freezing.

The Doctors arrived on scene at 0733 but with the ebbing tide there was not enough water for her to approach *Switha* where she lay on the rocks. So the lifeboat stood by until all the casualty's crew had been lifted safely ashore by helicopter.

In three trips, the first in total darkness, the RAF helicopter from Leucars lifted off the first 13 of *Switha's* crew, landing them at the Naval Dockyard, Rosyth. A salvage officer was brought back and put aboard the casualty to assess the situation. After some deliberation it was agreed that she was fast on the rocks and could not be moved and at 1058 a helicopter from RAF Boulmer was scrambled to take off the fishing patrol vessel's remaining 13 crew members together with the salvage officer.

While the helicopter was on her way, Anstruther lifeboat put into Leith for a short time to disembark a sick crew member, but she was back, standing by, at 1200. The lift began just after 1300 and was completed by 1320. At 1325 Anstruther lifeboat was recalled to station. Arriving back in harbour at 1615, she was moored alongside to wait for the surge of sea on her slipway to abate. She was finally rehoused and once again ready for service at 1730.

For this service letters of appreciation signed by Commander Bruce

Cairns, chief of operations RNLI, were sent to James Christie, skipper of *Hound Ferry*, and his crew, Frank Rodgers and Alastair Liddle. Letters also signed by Commander Cairns expressing appreciation to Helmsman Thomas Robertson and Crew Members Owen Roberts and Donald Quate of Queensferry, and Coxswain Peter Murray and his crew of Anstruther, were sent to the honorary secretaries of the two stations, Captain J. F. Kersley and William L. Muir.

South Eastern Division

Two yachts

ON SUNDAY June 1, 1980, at 1732, Portland Coastguard reported to a deputy launching authority of Swanage lifeboat station that red flares from one or two yachts had been sighted about five miles south of St Alban's Head. Maroons were fired and at 1740 the 37ft 6in Rother lifeboat *J. Reginald Corah* was launched under the command of Coxswain/Mechanic Victor Marsh.

The weather was fine but the tide, in the last hour of the ebb, was setting to the south west at about 4 knots while there was a strong westerly breeze gusting up to near gale, force 7, so that the lifeboat met some very big seas when passing Durlston Head. On the very rough and wet eight-mile passage to the casualties the sea was on her starboard beam.

A helicopter reached the yachts first but, finding that no one on board was injured, left again after guiding the lifeboat in. It was 1840 when *J. Reginald Corah* reached the yachts, the 22ft *Belle Souris* and the 20ft *Kaloma*.

Belle Souris had a broken rudder and she was shipping a lot of water; with *Kaloma* standing by, her crew had been trying to make repairs for some time before firing flares. As she had no steerage, it was impossible for *Belle Souris* to be brought head to sea, but after several attempts, Crew Member Christopher Haw managed to jump aboard her as the yacht came up on the same sea as the lifeboat. While a towline was got aboard and made fast, seas were breaking over both boats.

Kaloma, which had been standing by, was now in difficulties herself because her engine had failed. She, too, was taken in tow, astern of *Belle Souris*, and the lifeboat headed back for Swanage. The tow was very difficult, calling for considerable skill and ingenuity. *Belle Souris*, the first of the two boats in the tow, with no rudder, was yawing badly in the rough, following seas. Crew Member Haw tried to bring her under control, first by streaming as many ropes as he could find and then, as that was not effective, by streaming the jib astern to act as a drogue; with the help of this jury drogue, towing became much easier.

All was now under control. And then, when some distance had been covered, *Kaloma's* towline parted. *J. Reginald Corah* went about and suggested that the yacht should hoist her storm jib and run in company with the lifeboat. The tide was now turning and the tow continued at about 3 knots with *Kaloma* coming up about half a mile astern.

Belle Souris was brought safely to moorings at Swanage and then the lifeboat went back and towed *Kaloma* in too. *J. Reginald Corah* was rehoused and once more ready for service at 2137.

For this service a letter expressing appreciation to Coxswain/Mechanic Victor Marsh, Crew Member Christopher Haw and other members of the crew and signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Swanage station honorary secretary, Captain D. A. N. Aldridge.

Eastern Division

Carried out to sea

IN THE EARLY HOURS of Thursday August 14, 1980, a 999 call to Great Yarmouth Coastguard reported a woman calling for help from the river near the North Pier opposite the Coastguard lookout. Great Yarmouth and Gorleston lifeboat station and the Police were alerted immediately. It was dark and the tide was ebbing, and although coastguards scanned the water with an Aldis lamp right away, they could not see anyone.

The lifeboat station's Atlantic 21 rigid inflatable lifeboat was launched at 0310 under the command of Helmsman H. E. 'Dilly' Appleton; his crew were Paul Mitchell and Richard Bell. It was a clear night with a gentle breeze blowing from the south west and a slight sea. Low water would be at 0536.

Initially the Atlantic 21 was asked to search the river in the area of the Coastguard lookout, but almost immediately she was asked to return up river to Spending Beach to search and to meet an informant. Then someone on the quay told the lifeboat crew that cries for help had been heard 15 to 20 minutes earlier in the river. As the tide was ebbing the Atlantic 21 searched downstream to the harbour entrance on the west side of the river before returning to Spending Beach on the east side, but nothing was found.

Helmsman Appleton returned to the harbour entrance and, using parachute flares to illuminate the water, carried out a zigzag search three quarters of a mile north of the harbour, but nothing was found. He made a similar search back to the harbour entrance; still nothing. The search north of the harbour mouth was repeated further off shore, but still there was no sign of the missing woman.

The lifeboat crew decided to extend

the search area and returned north along the beach, where they saw a Police car which attracted their attention to tell them that cries had been heard earlier off shore.

In view of this report and the falling tide, the search area was extended even further. All the lifeboat's available parachute flares had been used by now, and so the search continued in the dark, the engines being stopped intermittently while the crew hailed and listened.

Ultimately, an hour after the search was started, the woman was heard and found about 1¼ miles north of the harbour entrance and a quarter of a mile off the beach. She was taken on board, a request was made for an ambulance and the woman was given first aid for exposure as the Atlantic headed for station. She was landed at 0420 and the lifeboat was back on station and once more ready for service at 0430.

For this service a letter expressing appreciation to Helmsman H. E. 'Dilly' Appleton and Crew Members Paul M. Mitchell and Richard F. Bell and signed by Commander Bruce Cairns, chief of operations RNLI, was sent to Dr C. H. Brookings, the station administration officer of Great Yarmouth and Gorleston.

Scotland North Division

Ditched helicopter

WHEN ON THURSDAY July 31, 1980, Aberdeen Coastguard heard at 1213 that a British Airways helicopter returning from an oil rig in the Clyde Field with 15 people on board had ditched in the sea a 'mayday' relay was broadcast on VHF channel 16 alerting all shipping in the area. Two RAF helicopters were scrambled and Aberdeen lifeboat, the 54ft Arun *BP Forties*, had slipped her moorings by 1225 under the command of Acting Coxswain James Dickson.

It was a quiet day but foggy, with visibility varying from two miles to nil. With lookouts posted, *BP Forties* set course for the casualty, 17 miles east by north of Aberdeen, making best possible speed. When she arrived on scene at 1333, eight of the survivors had been lifted off by helicopter and the remaining seven had been taken aboard the research vessel *Corrella* from a liferaft. These seven men were put aboard the lifeboat and, using *BP Forties'* 'daughter' inflatable boat, the ditched helicopter was taken in tow.

The weather had now cleared and the lifeboat with the helicopter in tow set out slowly for Aberdeen, maintaining a speed of about 3 knots. During the tow, a Bristow helicopter winched down two flotation bags for the helicopter and two engineers to the rig supply vessel *Edith Viking*, which was acting as escort; she then took off the seven survivors from the lifeboat, flying them ashore. The inflatable dinghy was used



July 31: Aberdeen lifeboat, the 54ft Arun BP Forties, helicopter in tow.
 photograph by courtesy of RNAS Lossiemouth

to take people to and from the helicopter as necessary and the tow continued without incident. Both craft arrived safely in Aberdeen at 1920 and *BP Forties* was back on her moorings by 1945.

For this service a letter expressing appreciation to Acting Coxswain James T. Dickson and his crew, signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Captain B. Atkinson, Aberdeen station honorary secretary.

Western Division

Stuck in mud

A MAN stuck in the mud at the mouth of the River Taff was reported to Swansea Coastguard by Cardiff Police at 2322 on Sunday August 24, 1980. Three men had been in a boat that sank. Two had managed to reach shore, but the third was in soft, deep mud about 200 yards out. It was a fine, clear and calm night with little wind, but the tide which had been ebbing for about five hours was still falling.

While the honorary secretary of the newly opened **Penarth** lifeboat station was informed an attempt was being made to reach the man with a rocket line, but the attempt failed. Maroons were fired at 2345 and at 0002 on Monday August 25 Penarth's D class inflatable lifeboat launched on her first night service. She was manned by Helmsman Frederick Minchin and Crew Members Richard Minchin and Robert Ryan.

The River Taff was entered at about

0020, but there was very little water; even the channel was obstructed in places. When the depth became too shallow for the outboard engine, the lifeboat was paddled up river. A small dinghy was passed on the west mud flats, and when a white parachute flare was fired, the Coastguard confirmed that it was over the casualty.

By now the current was too strong for rowing and the water too shallow for the engine to be used, so the crew disembarked and continued up river for about another 150 yards pulling the inflatable lifeboat; then they saw the waving arms of the man on the mud.

The lifeboat was anchored and while Crew Member Ryan remained behind to tend the boat and man the radio, Helmsman Minchin and Crew Member Minchin crawled across the mud. Finding the man naked to the waist, very cold and exhausted, they gave him an RNLI jacket and got him back to the boat where he was wrapped in a space blanket for warmth. A radio message was sent asking that an ambulance should come to the lifeboat slipway, and that crew members ashore should illuminate the beach with their car headlights.

The lifeboat was then paddled down river until the water was deep enough for the outboard engine to be started. On the return run the lifeboat struck an obstruction off Penarth Head, damaging her propeller, but she reached her station safely at 0110. The ambulance arrived to take the casualty to hospital and the lifeboat was washed down, rehoused and once again ready for service by 0215.

For this service a letter expressing appreciation to Helmsman Frederick J. Minchin and Crew Members Richard J. Minchin and Robert J. Ryan, signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Captain Graham Sommerfield, Penarth station honorary secretary.

South Western Division

One cat twice

HM COASTGUARD informed Coxswain Thomas Cocking of **St Ives** lifeboat station at noon on Saturday August 16, 1980, that a small catamaran being sailed singlehanded had capsized two miles east of the station. Coxswain Cocking made the assembly signal for the D class inflatable lifeboat and informed the honorary secretary. Within minutes the inflatable lifeboat *Lion Cub I* was launched, manned by Helmsman Eric Ward and Crew Members Philip Allen and Simon Oliver.

It was a cloudy day, but fine and clear, with a fresh to strong breeze, force 5 to 6, blowing from the south and a moderate sea. It was three hours after high water.

Coming alongside the catamaran at 1206 the lifeboatmen helped to right her and then, as the wind was freshening, Helmsman Ward suggested that one of his crew members should help to sail her home. The singlehanded sailor at first thought this would not be necessary, but after he had capsized twice more, at 1212 and 1215, Crew Member Oliver joined him on board. Even with a crew of two the catamaran capsized twice more before she reached the safety of St Ives Harbour at 1235. The inflatable lifeboat was rehoused by 1245.

A fortnight later, on Saturday August 30, the same catamaran, out sailing with a crew of three, was dismasted two miles north east of St Ives station. A moderate to fresh breeze, force 4 to 5, was blowing on shore from the west and the sea was rough with a heavy ground swell; the tide was in the first hour of the flood, just after springs.

The D class inflatable lifeboat was launched at 1651 with William Bunn as helmsman for the first time; his crew were Simon Oliver and Anthony Carter. The station's 37ft Oakley lifeboat *Frank Penfold Marshall* was put on stand by.

By the time the inflatable lifeboat reached the casualty nine minutes later the dismasted catamaran had been carried within 50 yards of Hevah Rock, an area of heavy overfalls. The mast and sails were lashed on and the boat taken in tow by 1720. Ten minutes later two of the catamaran's crew were taken aboard the inflatable lifeboat. Then, a few minutes later it was reported that the tow was not making headway in the heavy ground swell but was being



Whitby, Sunday October 19, 1980: At 1030 a converted ship's lifeboat was seen heading towards the harbour entrance. Conditions were very dangerous, with a very heavy swell and breaking seas at the bar and in the shallow waters of the bay; a warning was shouted but apparently not heard. Whitby's 44ft Waveney lifeboat The White Rose of Yorkshire slipped her moorings at 1047 under the command of Coxswain Peter Thomson. Meanwhile the boat, on a fishing trip with two men on board, capsized 100 yards outside the entrance. One man managed to swim. He was washed down the side of the west pier and dragged out of surf by several people including Ben Dean, station honorary secretary. The other man was not found although the search by lifeboat and a helicopter continued until 1210.

photograph by courtesy of Eric Doran

swept by the tide towards Godrevy Island.

The hydrofoil *Yizdiz Bez* was by this time standing by and *Frank Penfold Marshall*, the 37ft Oakley lifeboat, was launched. However, by 1755 the inflatable lifeboat with her tow had managed to get clear of the main flooding tidal stream and was making progress towards harbour. *Yizbiz Bez* was released and the tow was escorted in by *Frank Penfold Marshall*; by 1824 the inflatable lifeboat had brought the catamaran safely to harbour.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Helmsman William Bunn.

North Western Division

Injured girl

RAMSEY COASTGUARD asked Peel lifeboat station honorary secretary at 1520 on Monday August 25, 1980, if the lifeboat would launch immediately to go to the help of a girl who had fallen off the cliffs between Niarbyl and White Beach; her injuries were not known.

With the Neils Robertson stretcher on board, Peel's Atlantic 21 rigid inflatable lifeboat launched at 1529 and set out at full speed. Helmsman George Havercroft was in command with Pat Biggane and Colin Makin as his crew. It was a fine, calm day.

The girl had been walking along a cliff path with a companion and three dogs when, going to the help of one of the dogs stranded on a ledge, she fell. Although visibility was excellent, her exact position among the rocky outcrops would not have been easy to find had the lifeboat not been guided in by George Grady. Mr Grady, a visitor

from the Wirral, had been on shore in the area when he was told of the accident by someone who had seen the girl fall. He immediately launched his inflatable dinghy, found the girl and helped and comforted her until the lifeboat arrived at 1543.

Because of the rock outcrops under the water, and the ebbing tide, Helmsman Havercroft detailed Crew Member Makin to remain with the Atlantic 21 and keep her from grounding while he and Crew Member Biggane made their way across the rocks to the 22-year-old girl. A broken pelvis and broken legs were suspected, and she was placed in the stretcher. Her companion, a boy, had by now found his way down to the rocks on a steep, narrow cliff path, with the three dogs.

Helped by George Grady, the lifeboatmen carried the stretcher to the waterline, which had receded considerably with Crew Member Makin continually paddling the Atlantic 21 into deeper water to keep her afloat and clear of the rocky sea bed. George Grady offered his inflatable dinghy as the easiest means of ferrying the injured girl and the boy, who was suffering from shock, out to the lifeboat. Although wearing ordinary clothes, Mr Grady did not hesitate to wade out waist deep with the lifeboatmen to help them embark the two people and their dogs.

Once the casualties were safely aboard, the Atlantic 21 set out at slow speed. When she arrived at the boat-house, at 1635, a doctor was waiting to supervise the transfer of the injured girl to a waiting ambulance. The lifeboat was rehoused, refuelled and ready for service at 1655.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to George Grady.

North Eastern Division

Search in fog

A MEMBER OF THE PUBLIC reported to Tynemouth Coastguard on Saturday June 14, 1980, that a ship's foghorn had been heard east of Berwick Lighthouse. Berwick lifeboat station was informed at 1310 and five minutes later the station's Atlantic 21 rigid inflatable lifeboat was launched into dense fog. Helmsman William Shearer was in command with Michael Ross, E. Dixon and Brian Cowan as crew.

Visibility was 50ft at best. There was a gentle to moderate breeze from the north east, force 3 to 4, and the sea was moderate. It was two hours after low water.

After searching and listening for about 15 minutes a quarter of a mile south east of the lighthouse, the Atlantic 21 was told by the Coastguard Land Rover that the ship's horn seemed to be louder north of Berwick. She put about and immediately came across two yachts, *Echteen* and *Scotch Mist*, which had been sounding their foghorns to warn other shipping of their presence but which were not in distress. They asked to be guided into harbour and a local fishing boat that was entering port escorted them in.

The yachtsmen had said that there were other boats in the area so the search was continued north of Berwick. At about 1350, after following the shore line, the Atlantic 21 came across a stranded, holed yacht, *Havoc*, and then heard her crew sounding a horn from nearby rocks. The lifeboat anchored and veered down, using one engine to inch her way towards the survivors. Then Crew Member Brian Cowan, a swimmer, went over the side to help the three men and one woman through the three to four foot swell and

into the lifeboat. They were taken back to Berwick and landed to a waiting ambulance.

Meanwhile, Berwick Coastguard and a naval ship fixed the position of the yacht *Kermit* and gave her a course to Berwick Pier, where she was picked up by the lifeboat with bearings from the warship and brought into harbour. The same procedure was followed for another yacht, *Guilding Star*, and she, too, was escorted safely into port.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Helmsman William R. Shearer, and Crew Members W. Michael Ross, E. Dixon and Brian Cowan. A letter of thanks received from *Havoc's* owner was published in the last issue of THE LIFEBOAT.

Scotland North Division

Cruiser foundered

ON THE NIGHT of Saturday June 21, 1980, the motor cruiser *Bay Monarch* with four people on board ran aground on rocks and sank south of Swordale on the Eye Peninsula, Isle of Lewis. The four survivors scrambled ashore on a ledge at the base of 200ft cliffs where they were stranded but safe. All attempts to climb the cliffs were unsuccessful until one man eventually managed to swim round a headland to a place where the cliff could be scaled. He made his way to Swordale village from where he telephoned the Coastguard, just before 0800 on Monday June 23, 36 hours after the shipwreck.

The honorary secretary of Stornoway lifeboat station was informed immediately and by 0824 the 48ft 6in Solent lifeboat *Hugh William Viscount Gough* had left her moorings under the command of Coxswain/Mechanic Malcolm MacDonald. The morning was fine with a gentle southerly breeze and a moder-

ate to choppy sea; it was four hours after high water.

The lifeboat picked up an inflatable dinghy on passage and at 0915 came in sight of the three survivors stranded below the cliffs. Using the dinghy she was able to take them off and bring them aboard. Although the three men had felt the cold, they were all well. By 1000 they were safely ashore at the station and by 1030 the lifeboat was back on her moorings and once again ready for service.

North Western Division

Disabled yacht

A YACHT AT ANCHOR near Lune No 1 Buoy, Morecambe Bay, but having a rough time was reported to Fleetwood Coastguard by an auxiliary coastguard at Knott End at 1525 on Wednesday September 10, 1980. It was learned that the yacht *Water Baby* had sailed from Glasson Dock for Ireland the previous day with a crew of four but had been anchored about three quarters of a mile inside Lune No 1 Buoy, at the mouth of the River Lune, since the previous night; she had a rope round her propeller and a mast stay had parted, so that she could not move under her own power. Her crew were waiting for the weather to moderate.

About an hour and a half later, however, at 1650, *Water Baby* called up on VHF Channel 16, asking for lifeboat help; the weather was already bad with an onshore gale, force 8, blowing from the west, rough seas and squally showers, and the forecast was that worse was to come. It was four hours after high water.

The honorary secretary of Fleetwood lifeboat station was informed at 1652 and the 44ft Waveney lifeboat *Lady of Lancashire* slipped her moorings at 1702 under the command of Coxswain William Fairclough.

The lifeboat saw the yacht in broken water but could not get within three quarters of a mile to seaward, where she was in 10 feet of water. Called up on VHF, *Water Baby* said she was in 14 feet; she had been anchored in the same position for 24 hours and at low water she was in a lagoon. So the lifeboat then felt her way in through the shallow waters, the least depth being eight feet.

The yacht was told to buoy and slip her anchor and was then taken in tow. Towing was slow in the high seas and considerable difficulty was experienced in shortening in the tow to make the turn at the entrance to the channel. Wave-smoothing oil was tried with little effect, but eventually the turn was made and the yacht was finally berthed at Fleetwood at 1915. The lifeboat was moored in her pen and once again ready for service by 2130.

For this service a letter expressing appreciation to Coxswain William I. Fairclough and his crew and signed by Commander Bruce Cairns, chief of operations RNLI, was sent to Richard T. Willoughby, Fleetwood station honorary secretary.

North Eastern Division

Two calls

A RED FLARE was sighted off shore by the honorary secretary of Withernsea lifeboat station and a shore helper at 2025 on Sunday July 27, 1980. Maroons were fired and while the two men were preparing the D class inflatable lifeboat for launching two crew members arrived. Within three minutes of the first sighting the lifeboat had launched with Graham White as helmsman and Sydney Megson as his crew.

It was a clear, quiet evening but the tide was ebbing. The casualty was found to be a small boat from which four men had been diving on the *Canada* wreck. When they had returned to their boat at 1830 they had not been able to start the engine. They had set out to 'swim' the boat back the three miles to Withernsea but when, two hours later, they were no nearer the beach and it was beginning to get dark they decided to fire a flare.

Withernsea inflatable lifeboat had towed the boat, with her four divers, back to the beach by 2110 and was rehoused by 2145.

Three days later, on Wednesday July 30, a message came to the honorary secretary from the Coastguard at 1400 that a bather was in difficulties off Cowden, eight miles to the north. The D class inflatable lifeboat was launched by 1413, manned by Helmsman Thomas L. Wallis and Crew Member Graham White; by 1440 she had joined an RAF helicopter from Leconfield, an RN survey vessel and a Coastguard boat from Hornsea in a search for a 15-year-old boy, Paul Ripley, who had

June 23: Stornoway crew, with borrowed inflatable dinghy, ferry three men, stranded for 36 hours, from cliff foot to lifeboat. photograph by courtesy of 'Hebridean News Agency'



gone to the help of a girl swimmer in difficulties. The girl had been rescued by people on the beach, but the boy was missing.

The search continued until about 1700 but nothing was found. The lifeboat was back on station at 1750 and rehoused, once again ready for service, at 1815.

South Eastern Division

Dinghy capsized

A SMALL SAILING DINGHY capsized by the Mulberry harbour, Littlestone, was reported to Dover Coastguard at 1103 on Saturday September 6, 1980. Her crew, two young boys, were signalling for help and it was later learned that the capsizing had been caused by a rigging failure. It was a fine morning with a slight sea, but a moderate breeze, force 4, was blowing from the south west. The tide was in the first hour of ebb.

Littlestone-on-Sea lifeboat station honorary secretary, who was at the boathouse, was informed at 1108, and told that the report was being investigated. It was confirmed that help was needed and the Atlantic 21 rigid inflatable lifeboat was launched at 1115 manned by Helmsman Gerald Ellse and Crew Members Charles P. Reed and John Snoad.

The lifeboat reached the casualty within minutes and found the two boys, aged 10 and 14, sitting on the capsized hull. They were taken on board the Atlantic, their dinghy was righted and the mast and rigging unshipped and secured. The lifeboat then returned to station with the dinghy in tow, arriving at 1148. The boys, both very cold, were dried and given warm clothing and hot drinks. The Atlantic 21 was rehoused and again ready for service at 1215.

Lifeboat Services, June, July and August, 1980

Aberdeen, Aberdeenshire

54ft Arun: July 31

Aberdovey, Gwynedd

Atlantic 21: June 25, July 18, 20, 28, 29 and 31

Abersoch, Gwynedd

Atlantic 21: June 7, July 18, 20, 24, August 1, 6 (twice), 12 (twice), 18 and 31

Aberystwyth, Dyfed

D class inflatable: June 15 (twice), July 6, 13 and 20

Aith, Shetland

Relief 52ft Barnett: July 11 and August 17

Aldeburgh, Suffolk

42ft Beach: June 15 and August 3

D class inflatable: June 14, July 6, August 3 and 30

Amble, Northumberland

37ft 6in Rother: August 30

D class inflatable: July 18 and 27

Angle, Dyfed

46ft 9in Watson: June 17

Appledore, North Devon

Atlantic 21: June 26, July 3, 20, 22, 28 (twice), August 2 (twice), 5, 10, 15 (twice), 16 and 31 (twice)

Arbroath, Angus

42ft Watson: June 14

D class inflatable: June 1 and July 27

Arklow, Co. Wicklow

42ft Watson: July 29

Arran (Lamlash), Buteshire

D class inflatable: August 2, 19 and 24

Arranmore, Co Donegal

Relief 52ft Barnett: July 19

52ft Barnett: August 16

Atlantic College, South Glamorgan

Atlantic 21: June 3, July 30, August 11, 23 and 26

Ballycotton, Co. Cork

52ft Barnett: July 24, 29, August 11 and 17

Baltimore, Co. Cork

47ft Watson: July 9, 25 and August 25

Bangor, Co. Down

D class inflatable: June 15 (twice), July 20, 26, August 7, 11, 12 and 21

Barmouth, Gwynedd

35ft 6in Liverpool: June 20, 21, August 17 and 19

D class inflatable: June 12, July 29, 30 and August 30

Barrow, Cumbria

D class inflatable: July 13, 19, 27, August 17, 23 and 27

Barry Dock, South Glamorgan

Relief 46ft Watson: July 2

Relief 44ft Waveney: August 17

Beaumaris, Gwynedd

46ft 9in Watson: August 13, 16 and 30

Atlantic 21: June 7, 15, 17, 19, 21, 22, 30, July 5, 12 (twice), 29 and August 27

Bembridge, Isle of Wight

48ft 6in Solent: July 29, August 21, 29 (twice) and 30

D class inflatable: June 1, July 26, August 10 (twice) and 29

Berwick-upon-Tweed, Northumberland

Relief Atlantic 21: June 14 (twice), 16, 17, July 5, 18, August 6 and 24

Blackpool, Lancashire

Relief D class inflatable: June 3, 10 and 17

D class inflatables: July 27, 28 (twice),

August 2 (twice), 7, 9, 14 (twice), 26 and 31

Blyth, Northumberland

37ft 6in Rother: August 10

D class inflatable: July 31 and August 10

Borth, Dyfed

D class inflatable: June 5, July 24, 28, 29, August 10 (twice), 11 and 12 (twice)

Bridlington, Humberside

37ft Oakley: July 20

D class inflatable: June 14, 21 (twice), July 20 (three times), 23, August 2, 5, 8, 10, 16, 21 (twice) and 27

Brighton, East Sussex

Atlantic 21: June 7 (twice), July 1, August 23 and 28

Broughty Ferry, Angus

52ft Arun: June 14

D class inflatable: June 5 and 21

Buckie, Banffshire

42ft Watson: July 9 and 24

Bude, Cornwall

D class inflatable: August 13

Burnhan-on-Crouch, Essex

D class inflatable: June 12, 19, 22, July 6 and August 10

Burry Port, Dyfed

D class inflatable: June 8, 15, July 26 and August 29

Calshot, Hampshire

40ft Keith Nelson: June 8, 16, August 2, 3, 29 and 30

Campbeltown, Argyllshire

52ft Arun: June 6, August 1, 10, 16 and 17

Cardigan Dyfed

D class inflatable: June 3, July 11, 20,

August 9, 14, 15, 16, 17 and 26

Clacton-on-Sea, Essex

Relief 37ft Oakley: August 9, 14 and 24

D class inflatable: June 3, 22, July 5, 25, 28 (twice), 29, August 8, 19, 20, 23, 26 (twice),

30 and 31

Clogher Head, Co. Louth

35ft 6in Liverpool: July 31

Clovelly, North Devon

Relief 71ft Clyde: June 12, July 1 (twice), July 25 (three times), August 13, 16, 24 and 29

Conwy, Gwynedd

D class inflatable: June 10, July 19 and 30

Courtmacsherry, Co. Cork

47ft Watson: June 1, 15, 30 and August 2 (twice)

Craster, Northumberland

D class inflatable: June 22 (twice) and August 2

Criccieth, Gwynedd

D class inflatable: June 7, 26, 28 (twice),

continued on page 142

ANNUAL AWARDS 1979

The Maud Smith Award for the most outstanding act of lifesaving by a lifeboatman during 1979 has been made to Superintendent Coxswain Brian Bevan for the rescue of the crew of four of the Panamanian cargo vessel *Revi* in a violent north-easterly storm, very heavy seas and snow storms on February 14. Coxswain Bevan took Humber's 54ft Arun lifeboat alongside the cargo vessel 35 times and took off her crew in extremely hazardous conditions with the ever-present threat of the casualty rolling on top of the lifeboat; the last man, the captain, was rescued minutes before the freighter sank. For this service Coxswain Bevan was awarded the RNLI's gold medal.

The Ralph Glistler Award for the most meritorious service carried out by the crew of an Atlantic 21, 18ft 6in

McLachlan or D class inflatable lifeboat in 1979 has been awarded to Helmsman John Hodder and Crew Members Colin Jones, Paul Wason and Graham Turner of Lyme Regis for the service on August 13 to the yacht *White Kitten*. For the rescue by Lyme Regis Atlantic 21 of *White Kitten* and her crew of five in a south-westerly storm and very rough seas, Helmsman John Hodder was awarded a bar to his bronze medal and Crew Member Colin Jones the bronze medal; service certificates were presented to Crew Members Paul Wason and Graham Turner.

The James Michael Bower Fund monetary awards for 1979 have been made to Superintendent Coxswain Brian Bevan of Humber, who received the gold medal; to Coxswain Trevor England of Padstow, who received a bar to his silver medal; and to Coxswain Michael Grant of Selsey and Coxswain David Cox of Wells who each received the silver medal.

Going alongside . . . and survivor recovery

WHEN A LIFEBOAT reaches a vessel in distress in gale or storm force winds she has come to the heart of her problem; how best the people on board may be brought safely to shore. Can she go alongside and take off the survivors. Or is there a better answer? Now is the time that leadership, experience and sheer seamanship crystallise into wisdom as the choice of approach is made. Every rescue is different. No set of circumstances will ever be repeated.

This was the theme of a discussion held on the morning after the annual presentation of awards last May between Lt-Cdr Roy Portchmouth, staff inspector (operational developments, trials and sea training) and four coxswains who had been presented with medals for gallantry the previous day: Michael Grant of Selsey, Trevor England of Padstow, Kenneth Voice of Shoreham Harbour and T. H. 'Harry' Jones of Hoylake. All four coxswains had received their awards for services, described briefly below, during which, in extremely high winds and rough

seas, they had had to try to bring their lifeboats alongside the casualty in an attempt to take off survivors or put crew members aboard. So that is where the discussion began.

* * *

Coxswain Grant and Coxswain England had both launched to help a cargo ship which was listing in storm force winds, gusting up to violent storm and even hurricane force. Each was in command of a 48ft 6in Oakley lifeboat . . .

Coxswain Michael Grant, Selsey: It is far more difficult to go alongside a big ship, like *Cape Coast*, in that sort of weather than anything else. If you have got a boat more or less your own size, perhaps with two or three people on board, you can usually run in and within a few minutes you have got them off, come astern and got away. With a ship, I like to keep at a bit of an angle so that not too much of my own boat is exposed to too much battering. I don't know about you, Trevor?

Service to Cape Coast

Selsey lifeboat, the 48ft 6in Oakley *Charles Henry*, launched at 0410 on January 10, 1979, to go to the help of *Cape Coast*, a Panamanian cargo vessel with 20 people aboard in distress and taking water in her engine room two miles from Nab Tower off the Isle of Wight. While making her way to the casualty in a violent southerly storm, force 11, the lifeboat was hit by huge breaking seas and, arriving on scene, she found that *Cape Coast's* decks were being swept by heavy waves. The cargo vessel was dragging her anchor and two inflated life rafts were blowing around the rigging like kites. The crew were advised to stay aboard until daylight, with the lifeboat standing by. At first light, with an easing of the wind to severe gale, force 9, the lifeboat was taken head to *Cape Coast's* starboard quarter three times so that the 20 people on board could be snatched, one at a time, from a pilot ladder. It was a very difficult operation with the cargo vessel rolling and pitching heavily and on several occasions large seas picked up the lifeboat and drove her hard against the casualty's plating. For this service Coxswain Michael Grant was awarded the silver medal. (Full report, THE LIFEBOAT autumn 1979.)

Service to Truganini

The 37ft Oakley relief lifeboat *The Will and Fanny Kirby*, on temporary duty at Hoylake, Merseyside, launched at 0926 on September 20, 1979, to go to the help of the 40ft catamaran *Truganini*. A westerly severe gale, gusting to storm force 10, was causing very rough seas and *Truganini*, anchored on West Hoyle Bank in shallow water on a lee shore, was rolling and pitching violently in confused and breaking 15-foot waves. As it was too hazardous to try to take off the crew

of three, the lifeboat was taken alongside the catamaran twice so that two lifeboat crew members could be put on board. Despite heavy seas breaking over the catamaran's bows, the lifeboatmen managed to secure a tow line, then buoy and slip the anchor as Coxswain Harry Jones positioned his boat to start towing. Course was set for Mostyn Harbour but, until the comparative shelter of Point of Air was reached, it was a very difficult passage with the casualty continuously surfing down wind and overtaking the lifeboat. Harbour was reached safely, however, at 1055. For this service the bronze medal was awarded to Coxswain T. H. 'Harry' Jones. (Full report, THE LIFEBOAT spring 1980.)

Service to Skopelos Sky

Padstow's 48ft 6in lifeboat *James and Catherine Macfarlane* launched at 0952 on December 15, 1979, to go to the help of the Greek freighter, *Skopelos Sky*, listing dangerously in an onshore north-westerly storm gusting to hurricane, force 12. Mountainous seas were met as the lifeboat set course for Newland Island and then, rounding Newland, she found *Skopelos Sky* 1½ miles offshore in Portquin Bay. Helicopters already on scene lifted off three of the crew of 15 before a winchman hit the freighter's superstructure three times and the lifeboat was asked to take off the remainder of the men. So high were the seas that, although by now no more than a quarter of a mile off shore, the lifeboat was lost to sight of watchers on the cliffs for many seconds at a time. Coxswain Trevor England succeeded in taking her in to the casualty's stern five times, but the freighter's crew could not be taken off, and on one occasion *Skopelos Sky* rolled heavily on to the lifeboat. The lifeboat then stood by while helicopters lifted off the

Coxswain Trevor England, Padstow:

Our problem was that at first a helicopter had started to lift off the crew of *Skopelos Sky*, so the men had gone to the after end where the deck was high and there were not so many obstructions for the winchman. It was the best vantage point for a helicopter lift, which was commonsense. The best place for us to take them off would have been in the waist of the ship, between the hatches, but waves were washing right over the decks amidships and it would have been impossible for the men to stand there. If they could have stood there we could have gone in, as Mike says, bringing the bluff of the bow in about a third of the way along the vessel. They could possibly have jumped and we may have stood a chance of taking them off. But from the height of the after deck it was impossible. We were coming up to a curved stern and also running into the after cut-up and it was very hard just to keep station on the extreme after end of the ship. *Skopelos Sky* was making about five knots. When her stern went up into the sea we were facing the boss of her propeller, and the propeller was some 20 foot away from our bow; but when she came down and we were looking at the crew at eye level, we were just inches away from the end of the ship.

rest of the survivors, the last man being lifted clear as darkness fell and just before the freighter was driven hard on rocks. Throughout this nine-hour service Coxswain England provided the only communications link for the Coastguard and helicopters with *Skopelos Sky*. For this service a bar to the silver medal was awarded to Coxswain Trevor England. (Full report, THE LIFEBOAT summer 1980.)

Service to Athina B

Shoreham Harbour lifeboat, the 42ft Watson *Dorothy and Philip Constant*, launched at 0840 on January 21, 1980, to go to the help of the Greek cargo vessel *Athina B*, with 26 people on board, in difficulties on a lee shore in a south-easterly severe gale which was to rise to storm force 10; violent seas were breaking over her as she lay almost beam on to tide and sea with her anchor out and her engines going slow ahead, alternately taking the ground and floating. The lifeboat, on two approaches, took off two women and two children, who were taken back to Shoreham. Returning to the scene, 11 more of the crew were taken off and put ashore. When the request came for the rest of the crew to be taken off night had fallen and *Athina B* was well aground in heavy surf some 250 yards off the beach. Although the lifeboat was rising and falling 12 to 15 feet in the surf, Coxswain Ken Voice held her alongside the cargo vessel while ten men jumped to safety. The last man jumped into the sea and only prompt action by coxswain and crew saved him. Each time the lifeboat returned to Shoreham with survivors great skill was needed to navigate, with drogue streamed, into the harbour entrance. For this service the silver medal was awarded to Coxswain Kenneth Voice. (Full report, THE LIFEBOAT summer 1980.)



Trevor England joined Padstow lifeboat crew in 1957, he became second coxswain/assistant motor mechanic in 1970 and was appointed coxswain in 1978. In 1977 he was awarded the silver medal and in 1979 a bar to his silver medal.



Lt-Cdr Roy Portchmouth, staff inspector (operational developments, trials and sea training).



T. H. 'Harry' Jones joined Hoylake lifeboat crew in 1937 and was second coxswain from 1963 until 1974 when he was appointed coxswain; he was awarded the bronze medal in 1979.



Kenneth Voice joined Shoreham lifeboat crew in 1964, he was second coxswain from 1972 and was appointed coxswain in 1976; he was awarded the silver medal in 1980.

photograph of Trevor England by courtesy of Margaret Murray, and photographs of Kenneth Voice, Harry Jones and Michael Grant by courtesy of Peter Hadfield.



Michael Grant joined Selsey lifeboat crew in 1960 and was second coxswain from 1972 until 1978 when he was appointed coxswain; he was awarded the thanks of the Institution inscribed on vellum in 1978 and the silver medal in 1979.

Grant: *Cape Coast* was an old ship. The bridge and accommodation were amidships and her lowest part was her stern. They lowered a pilot ladder over the ship, towards the starboard quarter. I went in with the port bow well fendered to see what would happen. We got there and within two seconds we were away again, astern. So I sent a radio message to the skipper and said we could get them off. Then we went in again, steadily. You can't go in too slowly because you lose steerage way. We just put the bow in, with engines full ahead, and tried to hold her there. We got knocked away two or three times, but, mostly, it seemed to work. The 48ft 6in Oakleys are very heavy boats for their size, aren't they? and they are pretty steady in the water. It takes a bigish sea to knock them away.

Coxswain Harry Jones, Hoylake: I have been alongside ships and pilot boats hundreds of times and we find that the drag of the big boat herself tends to hold you in.

England: We found that the seas were so big that, putting men forward, we had a chance of *Skopelos Sky's* canoe-shaped stern coming down and hitting the lads. When she did eventually hit us, the men on the foredeck looked aft at us at the wheelhouse and didn't know whether to freeze or run. The only way we could manoeuvre was full ahead and full astern. It wasn't until later on, when we were talking between ourselves waiting for the helicopter to lift the rest of the crew off, that the lad who was on the radio in the after end of the wheelhouse said, 'What were you trying to do? Rip the gearboxes out?' Back near the tunnels he could hear her going full ahead, full astern, all the time. Until he said that I hadn't really

noticed that that was what I was doing. But you had to do that to try to hold the boat in any position to let the survivors get off.

Grant: I put the mechanic on the throttles because it gave me more scope to use the wheel and he said afterwards that he reckoned there must have been 150 different moves of the throttles in the half hour we were taking them off. He was really giving the gears a terrible time. Full ahead, full astern, just to keep the boat on the foot-wide ladder.

Lt-Cdr Roy Portchmouth; staff inspector: How would you have felt if you had been going alongside a small vessel as opposed to a big one in the same sort of seas?

Grant: It would have been a different world. I have been out on two or three roughish services to small boats and really haven't had any problems because you could get in and away so quickly. If you are alongside a big ship it doesn't matter which way you go, either ahead or astern, it still takes time to get away. But with small craft, a few seconds and you are clear.

England: With a big ship there is so much ship to pass . . .

Coxswain Kenneth Voice, Shoreham Harbour: When I am going in to a big ship, what is going through my mind is, how can I protect my lifeboat? But if I am going in to a yacht, it is how I can protect the yacht? To me, that is the basic difference between the two jobs.

Jones: Nine times out ten the big fellows are in deeper seas while yachts are usually closer in where the seas are generally shorter. The sea behaviour is

different and there has to be two different drills. Going alongside a big fellow you can hold her there a bit better. With a yacht you cannot hold her there in the same way. You don't get any shelter at all from a yacht because you are bigger than she is. You have got to have a very fast, nimble crew when you are dealing with small boats.

Portchmouth: If you have to tow you have probably got to put a crew member aboard to secure the tow . . .

England: That is the most important thing, because on so many small boats there is really nowhere to secure a line. Put it on a cleat and it just pulls out.

Jones: The old type of wooden boats had big sampson posts, but modern yachts, which are designed to moor in harbours and marinas, have no strong point for towing.

Voice: I try not to waste time. You have got a call to go to the assistance of a yacht. You know that she has fired a flare but you really do not know, half the time, what is the matter with her. You don't know if she has got a hole in her, or if she has got no steerage; you don't know if the crew are all sick; you don't know the position. We think that the right thing to do first is to get a man aboard with a line, even if we are going to have to take the people off and leave the boat. And we don't waste time passing the line, because you don't know who you are passing it to. I am not paying any disrespect, but you don't know. The skipper can be a very good seaman, but he could have been seasick for 12 hours and he is not the same man. But I know the calibre of Joe this or Fred that, and can say, 'Right, get

aboard and put a rope round the mast straight away'. So for us, it is a man aboard, line round the mast and you have got him. Sometimes you don't even have to manoeuvre the boat to come back alongside to take someone off; you can pull the boats together if need be.

Portsmouth: And your crew member has probably done it before a few times . . .

Voice: Oh yes. You have got to put a good man on board and, if it is possible, put a younger man with him and then he can literally learn the ropes.

England: You can't always say take a turn round the mast. One yacht we had to tow from the 1979 Fastnet Race had been over three or four times and her mast was wobbling. It was only stepped on deck, so the chances were we would have pulled that one out. Once the mast has gone, where do you make a tow fast?

Voice: I am always wary of cleats on the foredeck. Many, many times, with a day cabin cruiser, it's get a loop right round the back of the coachroof. Get a hold on something fairly substantial somewhere and you can make your adjustments afterwards.

The services to Athina B and Truganini had been in shallow water, the one in surf, the other over sandbanks. What difference did that make in handling the lifeboats?

Voice: *Athina B* was in the heaviest surf I have ever experienced and anyone connected with the sea knows that once you get into surf your boat acts quite differently. The surf is full of air and the props are not gripping. You can't steer the same and you haven't the same power. You are in the lap of the gods, make no mistake about it.

Jones: In surf you have got a movement which is going, say, from offshore to the mainland. On a sandbank, the sea is hitting the bank and being bumped up into the air. The water is more confused. It tends to throw the boat around a lot more. In surf we find that you can run along parallel with the shore, but on a bank you can come at the casualty from any angle and as long as you have got just enough water under you, you can get away with it. But you are sucking the bottom all the time and your boat will not manoeuvre anywhere near as well as she would in deeper water.

Voice: Any boat will smell the bottom before you can. The wheel just goes like a load of jelly in your hands, doesn't it? You can feel it. You don't have to look at the echo sounder.

Portsmouth: We have more or less concluded, I think, that if you can tow

a small vessel it is often preferable to trying to get people off and that if you have to go alongside a small boat it is not usually an enormous problem. On the other hand, with a large vessel you have a got a pretty well guaranteed problem. Do you have any thoughts, starting with you, Mike, on any special procedures which you would recommend as standard? Or indeed have you any thoughts on any new methods or equipment in the lifeboats which would help in solving this problem?

Grant: Going alongside a large ship in a storm is always going to be a problem. I did prefer the old fashioned rope fenders, for fendering up. We still carry about four aboard. We put those over the bow before approaching *Cape Coast* and they were still there when the new fenders were blowing. We did cut through them in the end. *Cape Coast* was an old ship and you can imagine tearing up the side of a ship with a load of rivets sticking out; it was going to do a lot of damage. *Cape Coast* rolled down on top of us at one stage, when we had got round pretty well broadside on to her. She came down and it was a bit frightening, at the time. In fact she bent our whip aerials. We went full astern and away for another attempt. That is why I always try to keep at an angle so that when you come full astern you know you are actually going away from the vessel.

Voice: I do exactly the same thing, just put the shoulder of the boat in, to protect my propellers and rudder. You are no good to anyone unless you have steerage on the boat. Apart from that, the least wood you have got touching metal the better.

Portsmouth: Do you feel that you could do with a lot more power under those conditions?

Grant: Well, it may depend on the boat, but no, I don't think so. I don't think all the power in the world is going to keep you in that position against a ship when a mountainous sea comes along. *Cape Coast* was riding at anchor, head to sea. So there was no lee. The sea was sweeping along both sides. We have got some 200 horsepower in the 48ft 6in Oakley but I don't think 2,000 horsepower would have kept you in that position when a sea like that actually hit you.

Voice: I would connect power with manoeuvrability. A 42ft Watson's horsepower is not great, but her propellers are right and she has got a lot of power. You have got yourself a little tug there; you have got the power but it is slow to build.

Portsmouth: It is not instant power.

Voice: No. What you want is not so much the power as the instant power.

On this service I went in . . . board shoulder of the lifeboat against the port side of the ship. That was the attitude I was trying to lay, but sometimes a nasty sea creeps in between the lifeboat and the ship and puts your head out. Now, what I would have liked would have been extra power from the port engine, to throw the bow in.

Portsmouth: That is, of course, the enormous advantage the fast afloat boats have. Every coxswain of a FAB will tell you that. There is no comparison.

Jones: Going back to services to small boats, our biggest difficulty was power. We certainly had not got the power with the 37ft Oakley—we had a relief lifeboat on station when we went out to *Truganini*—to tow the catamaran head to sea. Besides, I do not think it is advisable, once you have picked the casualty up, to tow her head into sea. Nine times out of ten you will smash her up. Once we had got the towing warp aboard, I found it was better to pay off to port and gradually try to tow her across the sea until the sea came on our starboard shoulder, to ease the work that the lifeboat was doing. Then we could tow her. And another thing: if a yacht has been anchored and you slip the anchor warp, it is advisable to get away from that area as quickly as you can; with modern cordage of man-made fibres, you have got to watch your props. You want the power for manoeuvrability, not for speed. Power in some of the smaller boats, if anything, could be a disadvantage. We find in shallow water that if you open up your engines too much you tend to squat, and this is when the trouble starts. You have got to have a coxswain with a great deal of experience to know just when he can use the power.

Portsmouth: It is manoeuvrability rather than speed we are thinking about in this context. Any thoughts on that, Trevor?

England: Yes. There was one time when we had the throttles right back but even then we couldn't get away from *Skopelos Sky*. Now, I do not know whether she was coming towards us at the same time as we were going astern or not, but we couldn't get away from her. She was coming down on top of us and it didn't seem as though anything was happening. I didn't look over the side to see whether we were going astern or not because my eyes were just glued to that lump of steel coming down on top of us and the three blokes up on deck who were looking back at you with frightened looks saying, 'Well, are you doing what you are supposed to be doing back there?' Because they are relying on you. We didn't seem to move at all, not for seconds. Then all of sudden we came

apart . . . But I will say, the amount of times I shifted that wheel, I don't think I could have stayed at it for so long if it had not been power assisted. And I didn't want to put that wheel in anyone else's hands, not that day. I'm not being big headed now, but that was it: me and the wheel were one.

Jones: I think in the Rother the steering is hard. I'm pretty tough, but if I have been out in her for four or five hours, manoeuvring in shallow water, when I come back I know about it.

England: And the closer the throttles are to the wheel, the better.

Jones: I should hate to go back to the days when you had two mechanics working the throttles. It is the time lag. When you are working the throttles yourself, you unconsciously use your engines without even knowing you are doing it. It just comes to you like someone walking along the road.

Voice: I don't like steering and I know the lads like to have a go; but when you get bad conditions, in my opinion, it is the coxswain's job to be on the wheel. You are the one who has got to make the decisions and you have got to react very quickly. As Harry says, you are going through the movements and you don't even know you have done them. You cannot give those sort of orders.

England: That is why I like to have the throttles close and be able to use them myself. It is all very well having someone there to help you. You have still got to relay what you are thinking.

Jones: The coxswain has got to be there.

Grant: I don't think I would ever hand over the boat, when the weather is like that.

Portsmouth: When the chips are really down you want to take her.

Voice: At the same time, it is part of the coxswain's job to get his crew to do everything, whenever possible.

England: Oh yes, and there is nothing now that could happen at Padstow without our crew taking that boat out to sea, and they are going to do a first class job.

Conversation turned to drogues . . .

Jones: When you were running did you have your drogue out at all?

England: That morning, when we went out to *Skopelos Sky*, it was the first time we have ever had to ease the boat down in any sea. In a gale of wind, as you know, Mike, that boat is like a tug, she just steams on and nothing really stops her. She will fall into a trough and

I have only ever heard her engines shudder once.

Jones: Well, things are different in different areas. Our station boat is a 37ft 6in Rother. She is a fine boat and we cannot find a fault with her, but we have got to ease her down in a big following sea and we have got to have the drogue out. But we work, sometimes, in as little as nine feet of water. We come in from the Bar Lightship, on the edge of the 12 fathom line. Now if you have to get straight in to the shore, where a lot of casualties are, you are often in nine feet of water and the bottom is as flat as this table. We may have to run five, six miles before a north-westerly gale. We have got to work the drogue. You couldn't manoeuvre without it.

England: We would use a drogue in those conditions, but the sea we were in that morning was big and it was on the bluff of the bow. We had to ease her back and head into every sea we encountered. Normally we just say, '*Hang on boys, we'll shoulder this one.*' But that morning it was every sea we came to. Then we got to a position from where we had to run down to the casualty, and all we knew about her was that she was out of command. Rather than waste any time, I asked the chaps to fender up on the bluff of the starboard bow, and they told me afterwards that as they were kneeling on the deck tying on the fenders, the feeling of acceleration as they were going down a sea was like being on a Mallabu board. They said the speed was terrific.

Jones: It wants some believing, but when we have been running with a north-westerly gale we reckon that the Rother and 37ft Oakleys have touched 20 knots. The engines have literally been howling and that is when we put the drogue out. I can almost feel the boat tending to screw round.

Voice: I always put the drogue out once I feel that I am beginning to lose control. The only way you can steer a boat in these conditions is through your rudder and you have got to have way on. If the stern is sticking out of the water, then that's it; you cannot steer. And the only way you can counteract that, certainly with our 42ft Watson, is to stream the drogue.

Grant: I like to have the drogue out in good time, because running before a sea is the worst thing there is.

England: We did have a short run, maybe three quarters or half a mile long; we wouldn't have had time to put the drogue out and get it in again. By the time the lads had got those fenders all up on one side, we were there. Then we found that the coaster had done a complete turn and was heading the other way. So I had to tell the lads,

fenders all the other side. Then one of the lads in his quickness to try and get a fender fixed, lost it overboard. So I say '*Now we'll go and pick it up.*' And he says, '*What's this, then, a man overboard drill?*' I thought it was just as well to see if we could pick up a man from the water in those conditions, if necessary. So we went round and picked the fender up. No bother at all. If someone had jumped overboard from the casualty, we could have picked him up.

Voice: It's the crew who are up on the open deck. I am full of praise for my crew. We have been given an award, but I never forget, and I am sure none of you do, that it takes seven or eight chaps to pull off what we did on the boat. You don't do it on your own. Although the coxswain has got the initial responsibility it is only if everybody is doing his job right that the service is a success . . .

England: I would endorse every word Ken says about the crews, and would add the importance of the work of the recovery crews of the boats when we get back . . .

Jones: This is something we all realise. It is team work and we could not do a job without them, right down the line . . .

Grant: That's right . . .

Voice: . . . and my lads were utterly exposed. Now, a lot of people have said to me, '*When you were alongside, did your crew have lifelines on?*' The answer was no, not when they were actually taking the survivors off the boat. I was going to put the starboard shoulder of the lifeboat alongside, so, going in, I had all the crew on the port side. Directly you are holding some sort of station your men have got to go forward and get the people off. You cannot tie on properly, because with bods falling on top of one another lines are a nuisance. There is an old saying, '*One hand for the boat and one for you.*' But you cannot take people off a heaving deck with one hand. You have got to have two and you have got to let go. On a lifeboat, if lifelines are made fast to the guardrail you cannot move more than three or four feet because you are checked by the stanchions. I would like to see on lifeboats a single chain, or wire, going from stem to stern so that a man can hook on and he can go forward and move about freely and safely. And if he should fall over you are not going to lose him.

Portsmouth: If he was secured to a central line, fore and aft, he could duck under that. He could start off on the port side and cross under it to starboard still with his lifeline secure.

Jones: We only use the lifelines today for putting the drogue over the side or

something very abnormal. Otherwise we do not use them. You are just too restricted.

Grant: The only time we ever use them is if crew members are going down on the scrambling net to pick somebody out of the water.

Portsmouth: We are putting fore and aft lifelines along the sides of the superstructures of the fast afloat boats. From what you have said, we ought also to think of a central lifeline down across the fo'c'sle.

Grant: It would give you about 20 foot of scope, wouldn't it, at least?

Portsmouth: A very valuable point. I think we are all more or less agreed that in bad conditions it can be pretty difficult thing to get alongside a large vessel. In those circumstances, what do you think about the philosophy of getting the crew to abandon ship first and then retrieving them either from liferafts or from the water itself?

Grant: The crew of *Cape Coast* had inflated their liferafts but the commander of the frigate which was standing by, a top notch fellow, told them on no account to get into those liferafts. I don't know whether they had thrown them into the water or inflated them on deck; all I can tell you is that when we got there the liferafts, and they were 12-men liferafts, were flying around the rigging.

Jones: If a casualty is close to the shore, the crew could be jumping out of the frying pan into the fire. I presume the liferafts would be made fast to the ship?

Portsmouth: We must assume that.

Jones: What if the painter parts? It's Bob's your uncle then, isn't it? If the casualty is offshore, then they could probably abandon ship. But in the Liverpool Bay area, where I am, you would have them on the beach within minutes.

England: Towards the end of the afternoon *Skopelos Sky* had anchored but she was dragging and we were faced with the situation where the ship was closing on a lee shore and we were fast running out of water; you could feel the heave coming. Your neck begins to go a little clammy. The helicopter had taken off three of the five men left on board. The he came in and picked up a fourth man—and went. And we thought 'Has he made a mistake? Doesn't he know there is a fifth man there?' Then another helicopter appeared and he had to send down somebody who hadn't been down before. The boat was now in complete darkness and light had gone and she

seemed to be closing faster. And it was getting to the point where we could not go in without anchoring and veering down on top of her.

Jones: Well, if he had put his liferaft out then, he would have been in lumber, wouldn't he?

England: It was too late. But at the last minute the helicopter did take the man off.

Portsmouth: It would certainly have been too late to use the liferaft then, but further out it might not have been.

England: Earlier on that morning, with plenty of daylight, as I said earlier, we picked up that fender with no trouble at all. If they had jumped on the clearer side of the ship with the propeller going ahead, then we could easily have picked them up.

Jones: As you say, with tons of water, room to manoeuvre and time to pick them up, then perhaps you can advise them to abandon ship. But not in shallow water.

Grant: It must be easier for somebody to get into a liferaft from a yacht than from the deck of a ship, which is perhaps 20, 30 feet up in the air.

Voice: I think we would possibly all agree, especially when talking about smaller boats, that the time to leave the boat is when your navel starts getting wet and not before. Stick with it. A lifeboat is low in the water and you have got much more chance of seeing a boat, even if she is half submerged, than you have somebody in the water whether he is in a dinghy or just in the water with a lifejacket on. If, with larger ships, you come to a situation where you feel you cannot get the crew off for some reason, you should forget the liferaft and ask the men to jump in groups tied together, ideally in groups of four or five. If they are tied together you are not going to lose anyone; if you have got one, you have got the rest. But if they are dotted around all over the place, you have got manoeuvring problems and it is all too easy to lose sight of someone.

Portsmouth: One of the first rules for survivors is, stay together.

Voice: And being together, talking, singing, even swearing together, helps to keep up the will to stay alive and be rescued.

Can a breeches buoy be used from a lifeboat in extreme weather?

Voice: There are no rules. I did consider the breeches buoy with *Athina B* because there was no way I could go alongside on the seaward side and at first, in the dark, I was not sure

whether there was enough room for us to go between the ship and the shore. The Coastguard did try to get a line across from the shore, but it was too far. In heavy seas a breeches buoy has got a lot of problems. It is going to be a rough, cold journey for the men, getting them back, and if you have got a lot of rope in the water, it is floating on top and a hazard to your props. For me, on my patch, it is a last resort.

England: I don't think we could have used a breeches buoy. If we had put a bloke in the breeches buoy and the two vessels had come together and parted in those conditions, he would have gone up in the sky.

Grant: I can see occasions where it is the only possible thing. From what you say, Harry, your bit of ground is a bit like mine. I can get out and stand up six miles off. We have got four feet of water. If anything drives in on that, in any heavy swell, there is no way you can get the lifeboat in. What else could you do but attempt the breeches buoy?

Voice: We have been fortunate enough to have been given a little inflatable dinghy which we carry on board, so we can veer that down for that type of job.

Portsmouth: Do you like the idea of the inflatable in lieu of the breeches buoy?

Jones: Yes, we use an inflatable.

Portsmouth: What method do you use to secure it to the endless whip?

Jones: We think of it as a shopping bag and tie it right round.

Portsmouth: You parcel it up? You put the line right round the whole boat, both ways, and secure it fore and aft, with one end of the veering line on the stern and the other end on the bow? You use it exactly like a breeches buoy?

Jones: Yes. But it is much bigger than the breeches buoy and the wind tends to help you a lot. And we find we do not get the same twist in the water. We use an inflatable dinghy in this way with our sailing club rescue launch more than with the lifeboat. We have got some cliffs close to us; if a dinghy goes on the cliffs, you cannot take the big club launch into the surf, so we use the inflatable dinghy. Basically, it is a good way of getting a line down wind.

Portsmouth: I presume you would put one of your own crew in it?

Voice: Certainly. Possibly two.

Portsmouth: There is one aspect of survivor recovery on which I would like your views, and that is the means

(Continued on page 125)

January 1881

THREE WEEKS OF STORMS AND BLIZZARDS JUST A HUNDRED YEARS AGO

by Ray Kipling

PUBLIC RELATIONS OFFICER RNLI

A CENTURY AGO lifeboat crews were nearly all fishermen who spent most of their time working at sea and were well used to long periods of exposure in harsh conditions. Their lifeboats, although the best of their day, were simple open boats with no power but oars and sails and offering virtually no protection to the crews. Remarkable feats were achieved in these lifeboats and during January 1881 the determination and stamina of a number of lifeboat crews was tested most severely.

For the first 20 days of 1881 storms and blinding blizzards lashed England and Scotland and, up and down the east coast, brigs, smacks, schooners, barques and fishing vessels were driven ashore, dismantled and sunk. During those 20 days, 148 lives were saved in 25 successful services and seven lifeboatmen were lost.

Capsize

The RNLI had suffered its worst disaster to date in October, 1880 when Wells lifeboat capsized with the loss of 11 of her crew of 13. The lifeboat was a self-righter but righting was delayed by the anchor fouling and the foremast hitting the sea bed.

Harwich lifeboat was also a self-righter and on January 18, 1881, she put out in a strong gale and capsized half a mile from shore. All the crew regained the lifeboat but one man later died from cold and exhaustion. On the same morning Great Yarmouth lifeboat launched into the gale and heavy breaking seas to take four men off a French ketch which had run aground on the north beach. A few hours later a schooner was sighted, stranded on the south beach. Once again the lifeboat put out and took off the only man on board. She was then hauled towards the land by a rocket line worked by the people on the shore, but was capsized by a heavy sea. Six lifeboatmen and the survivor were lost.

Such was the faith of the Harwich crew in their lifeboat that three days after the capsize they performed an outstanding rescue, taking seven Dutch seamen from their wrecked steamer. The men had been lashed to the rigging for four nights and three days in freezing conditions and to reach them the lifeboatmen were out for 16 hours, rowing continuously for eight hours.

Overland

The blizzards caused a different problem at Whitby on January 19.

A telegram was received stating that a ship had sunk in Robin Hood's Bay about six miles to the south but with the tremendous sea running, a northeasterly gale and the intense snow and hail, there was no chance of rowing the lifeboat to her aid. The only alternative was to take the boat the six miles overland, up a road which climbed steeply 500 feet above sea level, ran along the moor and then dropped sharply back into the bay.

The snow had drifted to seven feet deep in places and Captain Gibson, the honorary secretary, gathered a team of 60 men to cut through the snowdrifts. As they worked, more joined them and eventually the lifeboat was being pulled by 18 horses with the way being cleared by some 200 men. A team from Robin Hood's Bay worked up the hill to meet the people of Whitby and, after a dangerous descent down the steep and narrow road into the bay, the lifeboat was launched little more than two hours after she had left her station.

The lifeboat crew had been working with everyone else to clear the snow but, although they were tired, they set out straight away, struggling for an hour to row to the casualty. They were nearly swamped several times and as they approached the ship's boat a huge wave struck the lifeboat and snapped the steer oar and six other oars. They had to put back to the shore and Coxswain Henry Freeman called for volunteers to replace the exhausted men while the second coxswain found new oars. The lifeboat set out again with a double crew of 18 men. This time they were successful and rescued the six shipwrecked sailors.

Further south, Ramsgate lifeboat had the advantage that she could be towed by a steam tug to the area of a casualty. On the night of the Whitby rescue she

was out helping a collier which was dismantled. It was a rescue two weeks earlier, however, on January 5 and 6, which took the Ramsgate lifeboat *Bradford* and her coxswain, Charles Fish, into a particularly honoured place in lifeboat history.

Indian Chief

The 1,238-ton ship *Indian Chief* had set out from Middlesbrough on Sunday January 2 bound for Japan with a general cargo. On board were 28 seamen and a north country pilot. By 0230 on Wednesday she was in sight of Kentish Knock Light, about half way across the mouth of the Thames Estuary: an area later described by her mate as 'just a network of shoals'. Although heavy gales had been blowing from the north and east for two days, they had moderated and all appeared well. Then the wind shifted to the east, freshening quickly, and during a rain squall *Indian Chief* started drifting towards Long Sand. Her crew tried to put her about but before her sails could fill again she had struck the ground broadside on. A great flare was kindled and distress rockets fired; signals which were answered by both the Sunk and Knock Lightships.

'But all the while,' in the words of the mate, *'the wind was gradually sweeping up into a gale—and oh, the cold, good Lord! the bitter cold of that wind!'*

It was not until noon that the news reached the shore and lifeboats from Aldeburgh, Clacton and Harwich to the north of the Thames Estuary and Ramsgate to the south all set out. Long Sand is about 30 miles from Ramsgate and the tug *Vulcan* with the lifeboat *Bradford* in tow took almost five hours to reach the area. The seas were so rough that Coxswain Fish later said that *Vulcan* was thrown up like a ball, and her starboard paddle came clear of the water high enough for a coach to pass underneath. The tow was head to wind and within minutes the lifeboatmen were soaked and any shelter they tried to rig was immediately blown away. Coxswain Fish described the wind as the coldest he had known, more like a flaying machine than a natural gale of wind, giving a feeling in the face like being gnawed by a dog; he could only wonder that it did not freeze the tears it forced from his eyes. The

Whitby lifeboat on the way to Robin Hood's Bay, January 19, 1881.

picture by courtesy of Whitby Literary and Philosophical Society



men in the tug were little better off as their wheelhouse provided only a meagre shelter.

By 1700, night was closing in and Kentish Knock Lightship was sighted. The men gave a bearing for the wreck and then signals from Sunk Lightship were seen, but the wreck could not be found in the darkness. Although they were already cold, soaked and tired, the lifeboatmen and the crew of the tug resolved to stay by Long Sand until dawn.

For the next 14 hours the lifeboatmen sought what little comfort they could find as the waves swept over their open boat in the howling gale. As the lifeboat pitched and tossed, ten men would huddle together for warmth, while two, secured by lifelines, acted as lookouts. The night was a test of physical stamina as the crew, heaped on top of each other, gradually felt the pain of the cold creeping into their limbs. Their provisions, chocolate and biscuits, had been reduced to pulp and the only drink was a nip of rum.

As dawn rose, one of the crew spotted the wreck and the lifeboat immediately cast off her tow rope and hoisted her sails. The seas around Long Sand were a boiling fury and had carried away all but the foremast of *Indian Chief*. The master and 16 of his crew had perished during the night and their bodies were tangled in the wreckage of spars, rigging and torn canvas. With great difficulty the lifeboat came in close to the wreck and as seas swept



Illustration from *THE LIFEBOAT*, February 1881, of the wreck of *Indian Chief*: Ramsgate lifeboat, Bradford, in tow of the tug *Vulcan*.

right over her the survivors were taken aboard, one by one. The lifeboat then set out to rejoin the tug through such fearful seas that some of the rescued men thought that perhaps they had been safer lashed to the rigging of the wreck.

Eventually, *Vulcan* and *Bradford* entered Ramsgate Harbour, 26 hours after setting out, to be met by a crowd who could hardly believe the physical suffering and anguish on the survivors' faces. Stirring accounts of the rescue appearing in *The Daily Telegraph* were an inspiration to the whole nation, and Coxswain Charles Fish's statement after the rescue surely reflects a senti-

ment which will always be with lifeboat crews:

'I know in my heart, and say it without fear, that from the hour of leaving Ramsgate Harbour to the moment when we sighted the wreck's mast, there was only one thought in all of us, and that was that the Almighty would give us the strength and direct us how to save the lives of the poor fellows to whose assistance we have been sent.'

The gold medal of the Institution was awarded to Coxswain Charles Fish, while the silver medal was awarded to each of his crew as well as to the master, engineer and crew members of the tug *Vulcan*.

Going alongside . . .

from page 123

of getting a survivor directly out of the water. How many men does it take to get one man out of the water?

Jones: We picked up two men a month ago, and one of them was completely unconscious. We put the scrambling net down; two men went over the side and helped two more of the crew pull him aboard.

Portchmouth: It took four all together.

Jones: I have picked up dozens and dozens of chaps and it is amazing what hard work it is. It is fantastic. I can lift 12 stone up easily ashore, but, at sea, you try and lift a 12-stone man aboard.

Voice: It is very hard work. They are very, very heavy. I agree with Harry. You have got to have that scrambling net down because otherwise your men cannot get down low enough. If they lean over the guardrail and start pulling, they are going to go over as well.

Grant: We get two chaps down on the scrambling net, one of them with a

good rope to get a bowline round the man in the water. Then you can get a couple of blokes up on the top of the 48ft 6in Oakley and they can get a really good pull.

Portchmouth: Would you think, instead of a bowline, it would be a good idea if all lifeboats carried a helicopter rescue strop?

Voice: Definitely. Even if a man was half dazed he could see what was expected of him and would help himself into it. And it is comfortable.

Jones: Yes. You imagine, maybe a young lady in the water who is not so big boned as a man . . . a rope will almost cut her shoulders to pieces. But a rescue strop, now . . .

Voice: I think that would be a most useful item on board the boat. Not very costly, and no stowage space required for it. You deliver one to Shoreham, and we will use it!

England: There is one thing we haven't discussed and to us it was of paramount importance that morning when we went out to *Skopelos Sky*. Before we went down the slipway we had seen the sea.

We had listened to the wind all night and it was frightening. We never, ever expected to launch in conditions like that, and if we had not had a self-righting lifeboat, I don't know that we would have launched that morning. I thought that no way were we going to get away for any length of time at sea without that boat turning over. We fully expected it to happen. And knowing she is supposed to come up the right way is very reassuring. I think great thanks ought to be given to the general public and the Institution for trying to get all these lifeboats self-righting by 1980, after the two Scottish lifeboats had been lost, as they were, in 1969 and 1970. And then, only what? eight or nine years later, two Scottish lifeboats were turned over in 1979 and both came up; and one, with an airbag, was a Barnett, which to me was one of the finest boats the Institution ever built.

Portchmouth: Well, gentlemen, we have talked about a number of points which are vital aspects of rescue at sea. I hope this discussion serves to stimulate further thought in those directions, not only by ourselves and our lifeboat colleagues, but also by any other seafarers who appreciate that thinking ahead usually alleviates any crisis which may occur.



The 52ft Arun relief lifeboat Edith Emilie moored at the RNLi Poole depot quay for her naming.

Relief Waveney

LIFEBOATS OF THE RELIEF FLEET are vitally important and can be busier than station lifeboats, but as they have no permanent station their naming ceremonies can take place inland. In 1966 the RNLi's first 70ft lifeboat, which subsequently joined the relief fleet, was named by Princess Marina at St Katharine's Dock just by the Tower of London. This year the dock was the venue for the naming of another relief lifeboat, a 44ft Waveney, and representatives of Wavy Line Grocers from all over the country were present.

Wavy Line started to support the RNLi ten years ago, organising a fund-raising raft race from Sheringham to Cromer, and has since added annual raft races at Southsea and Southend. The races raise thousands of pounds, and a special promotion of Wavy Line goods with a donation being made to the RNLi for labels returned to the stores added to the money to provide the lifeboat.

A competition was run among Wavy Line's own members to find a namer, and so on the afternoon of Wednesday September 3, 1980, Mrs Barbara Laird, wife of a Wavy Line grocer from Hartley Wintney, pressed the button which sent a champagne bottle crashing over the bows of the lifeboat *Wavy Line*.

Derek Abbott, chairman of Wavy Line Grocers, officially handed the lifeboat to Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, who paid tribute to the support which Mr Abbott and his association had given the RNLi. Sir Alec and Lady Rose were present at the ceremony and Sir Alec, who had visited many of the grocery shops during the promotion, endorsed the deputy chairman's thanks and mentioned the efforts of the individual shopkeepers.

(Left) Champagne breaks over the bow of the 44ft Waveney relief lifeboat Wavy Line, and (below) a bouquet is presented to her namer, Mrs Barbara Laird, by Sir Alec Rose.

photographs by courtesy of Jeff Morris

Two relief... one station...

THE NAMING OF THREE LIFEBOATS IN SEPTEMBER 1980





Great Yarmouth and Gorleston's new 44ft Waveney lifeboat, Barham, with Lowestoft lifeboat, the 47ft Watson Frederick Edward Crick in attendance.

photograph by courtesy of 'Yarmouth Mercury'

After her naming at Breakwater Promenade, Gorleston, Barham casts off for a demonstration of her manoeuvrability.

photograph by courtesy of Jeff Morris

Although there was not enough space in the dock for the lifeboat to be put through her paces, the platform party did look over her and were sufficiently impressed for Wavy Line to pledge its continued support to the RNLI through its raft races.

Relief Arun

The first 52ft Arun to enter the relief fleet was named *Edith Emilie* at the RNLI depot quay in Poole on Monday September 22, 1980. She was the gift of Mrs E. E. Currie, whose family had founded a firm of timber merchants in Poole. Among other guests for the ceremony were the Mayor and Admiral of the Port of Poole, Councillor Fred Harris, the Mayoress, Mrs Harris, the Sheriff, Councillor Mrs Edna Adams, Mr Adams and representatives of nearby RNLI branches and guilds. Also present were visitors to Poole from Icelandic and Australian lifeboat societies, and young Simon Hall, there to receive his bronze medal for gallantry (see page 111). The director of the Institution, Rear Admiral W. J. Graham, welcomed them all, together with members of HQ and depot staff and their families.

While being escorted to the platform, Mrs Currie was presented with a bouquet of flowers by Nicola Baker, the six-year-old daughter of Tony Baker, a fitter in the depot. But it was an exchange of gifts, because Mrs Currie had brought a big woolly dog for little Nicola.

The lifeboat was accepted from Mrs Currie by Michael Vernon, a deputy chairman of the Committee of Man-



agement, on behalf of the Institution and there then followed a service of dedication. It was conducted by the Lord Bishop of Sherborne, the Right Reverend John Kirkham, assisted by the Reverend Anthony Carter, Assistant Rural Dean of Poole, the Reverend R. David Laidler, Methodist Minister and Chairman of Poole and District Council of Churches, and Father Eamonn McGivern, Parish Priest of St Mary's Roman Catholic Church.

Coming to the naming itself, Mrs Currie, who as a girl had often sailed with her parents from the River Hamble to Poole Harbour, said,

'It has given me so much happiness to give this lifeboat.'

Then, as she pressed the button to break the bottle of champagne,

'It gives me great pleasure to name this lifeboat after myself, Edith Emilie.'

Poole lifeboat, the 44ft Waveney *Augustine Courtauld*, was in attendance, dressed over all, and as *Edith Emilie* set off for a demonstration trip with Mrs Currie and other guests on board, a helicopter from HMS *Daedalus* flew past streaming an RNLI flag. Thus ended a very happy morning.

Great Yarmouth and Gorleston

Men of the Royal Navy lost when HMS *Barham* was torpedoed in 1941 were commemorated in the naming of Great Yarmouth and Gorleston's new 44ft Waveney lifeboat on Wednesday September 17, 1980. More than half the cost of the lifeboat was provided by a bequest from Colin A. S. Stringer of Walton-on-Thames, whose brother was one of the 859 men who died when the battleship was sunk; representatives of the 405 who, miraculously, were rescued from the sinking ship were at Breakwater Promenade, Gorleston, for the naming of the new lifeboat RNLB *Barham* last September.

A large legacy from Mrs A. Geraldine Miles of Southbourne helped to make up the total cost of the boat and among those who gave donations to provide equipment were the *Barham*

Survivors Association and Weybridge branch.

The new lifeboat was handed over to the RNLI by Mr J. Guillaume, solicitor for the Stringer Trust and also president of Weybridge branch. She was accepted on behalf of the Institution by Vice-Admiral Sir Arthur Hezlet, a member of the Committee of Management who had himself once served in HMS *Barham*. He in turn delivered the lifeboat into the care of John Leech, honorary secretary of Great Yarmouth and Gorleston station, who, receiving her on behalf of the branch, told the assembled company that she had already been out on service eight times. Then, with the traditional breaking of a bottle of champagne on the bows, Mrs Angela Guillaume named the new Waveney lifeboat *Barham*.

A service of dedication was conducted by the Reverend Colin Cooper, Vicar of St Andrew's Church, Gorleston, assisted by the Reverend Patrick McCluskey of Magdelene Way Methodist Church, Gorleston, and Father John Hyland, St Mary's Roman Catholic Church, Great Yarmouth. Music was provided by a naval band from HMS *Collingwood*.

Launching and Recovery

PART I: SLIPWAY STATIONS

by Edward Wake-Walker

RNLI ASSISTANT PUBLIC RELATIONS OFFICER (LONDON)



Recovery at Padstow: watching the keel like a hawk, head launcher Pat Raby waits for the right moment to throw the heaving line. photographs by courtesy of Mark Dancy



Winchman Ernie Bennett activates the winch which, with a V-shaped bridle of special flexible wire, hauls the lifeboat clear of the water.

IN THE ACCOUNT of the service by Padstow lifeboat to the coaster *Skopelos Sky* which appeared in the summer edition of the journal, there was an unusual addendum. Unlike most reports that begin with words to the effect that 'the lifeboat launched at . . .' and end 'returned to station' or 'was rehoused at' whatever time, the *Skopelos Sky* report ended with an account of how the men responsible for recovering the lifeboat had the frightening task of securing the winch wire and hauling the *James and Catherine Macfarlane* to safety in exceptionally rough seas. Coxswain Trevor England who had been at sea for over eight hours in conditions reliably described as 'the worst in living memory', is prepared to admit that he was happier to have been aboard the lifeboat than among the shore crew during that particular recovery. Here, and in the following two issues of the journal, it is hoped by studying the vital and often dangerous rôle of shore helpers, the full implications of the words launch and recovery will emerge.

There are three basic methods of launching conventional lifeboats, either down a slipway, or by tractor and carriage or on skids over a beach. Each method requires considerable skill from the launchers, built up over years of experience and passed down the generations. When generalising about any type of launch, it is important to appreciate that every station prides itself on its individual interpretation of the slipway, carriage or beach launch and recovery methods. These small differences are determined by local conditions, traditions and the class of boat at the station; however for the purpose of

these articles, three stations are featured: Padstow (slipway), St Ives (carriage) and Walmer (beach).

Padstow

Padstow lifeboat, *James and Catherine Macfarlane*, a 48ft 6in Oakley, is housed at the foot of the cliffs on the east side of Trevoise Head. A narrow rocky spur stretches out to sea parallel to the slipway on the north side making this an ideal location as it protects the launching area from the worst of the Atlantic swell, although on the night of the *Skopelos Sky* rescue seas were breaking clean over the top of this 60 foot natural barrier.

When there is a 'shout', head launcher Pat Raby and winchman Ernie Bennett with their team of helpers must reach this remote site as rapidly as the lifeboat crew themselves. A slipway launch is the quickest way of getting a housed lifeboat to sea; once the crew are aboard the winchman hoists the lifeboat a foot up the slipway to take the strain off the preventer chains which secure the lifeboat to the slipway within the boathouse. These chains are detached and the lifeboat is lowered down to its original position; the engines are started, propellers spinning in preparation for the first contact with the sea, and at the whistled signal from the coxswain, the retaining pin is hammered out by the head launcher and the lifeboat accelerates quickly away, rumbling over the rollers which provide the initial speed at the top of the slipway. The lifeboat's strangely slow motion impact with the water is a spectacular climax and one of the most famous sights of the RNLI.



Once the lifeboat is high and dry, quarter stoppers support her entire 32 tons as the bridle is dismantled . . .



. . . the winch takes the weight, the quarter stoppers are removed and steadily the lifeboat is hauled up the slipway.

Patience must be one of a shore helper's chief attributes; there can be no way of telling how long the lifeboat will be on service; together with the honorary secretary the launchers must wait for messages from and to the lifeboat. Head launchers and winchmen have often had sea experience, some have been lifeboat crew members; many of their helpers are future lifeboat men. They will all only be able to use their imagination as to what is going on aboard the lifeboat. Hugh Williams and John Williams, respectively the head launcher and winchman at Porthdinllaen station, North Wales, were once asked whether they would not rather be out with the lifeboat herself during a rescue. They agreed that although they had both spent many years at sea as merchant seamen, their experience with the winch wire made them of more value to the station on shore than at sea. Certainly the head launcher's rôle is a highly responsible one and the essence of the successful recovery of a lifeboat back on to her slipway is dependent on his judgment and the teamwork that exists between him and his winchman.

At Padstow the lifeboat prepares for rehousing by picking up two breasting buoys, one to starboard and one to port of the bow, passing a line through each and moving slowly astern on these two lines towards the slipway. Les Vipond, inspector of lifeboats for the south west, describes this manoeuvre as *'the most unnatural thing to ask a seaman to do. It goes against all his instincts to drive the stern of his boat straight at a rigid slipway'*. However, the fortified keel of a lifeboat and her housed propellers are specially designed for this treatment and although it takes consid-

erable skill by the coxswain, a second attempt at 'finding the keelway' is very rare indeed. It is now up to the head launcher's skill; he will be standing at the foot of the slipway, watching the lifeboat keel like a hawk, ready to throw the heaving line to the crew at the right moment. This can be extremely tricky in bad weather with nothing to hold on to when it is slippery under foot and with waves and strong winds threatening to sweep you off your feet at any moment. Coxswain Trevor England at Padstow will know that all is well if he hears nothing. They say about Pat Raby *'he won't say a word if it's going okay; if he yells, you know there's something wrong'*. The heaving line is thrown aboard; attached to this is the V-shaped bridle, made of special flexible wire, which in turn is attached to the winch wire. The two ends of the V are secured to bollards aboard the lifeboat and at the blow of a whistle and what seems to be a telepathic message from his head launcher, Ernie Bennett activates the winch which hauls the lifeboat clear of the water. This is a dangerous moment for anyone on the slipway; particularly if it is rough; the winch wire is now at the level of the lifeboat gunwale, high above the heads of the recovery crew. If a wave forces the lifeboat to surge up the slipway as she is half in and half out of the water, the wire will slacken then tauten and as it waves around, launchers have to be careful not to be struck by it.

Once the lifeboat is high and dry—usually about a third of the way up the slipway—the winch is stopped, two thick ropes called quarter stoppers are secured to the slipway at one end and to the port and starboard quarters of



The preventer chains are re-attached back in the boathouse.

the lifeboat at the other. These support the entire 32 tons of lifeboat as the bridle is dismantled and the winch wire secured to the keel extension at the base of the rudder. As the winch takes the weight of the lifeboat the quarter stoppers are removed and steadily the lifeboat is then hauled up the remaining length of the slipway into the boathouse where the preventer chains are re-attached. During this entire exercise the winchman must be alert to every signal from the head launcher, ready to react instantly to each one and above all to be conscious of his wire and how it is behaving, especially when the weather is bad.

From the instant a coxswain has manoeuvred his lifeboat to the bottom of the slipway the responsibility of the shore helpers begins and a coxswain needs tremendous faith in his head launcher and winchman. It is impossible to doubt Trevor England when he says that his recovery crew are the finest in the land, except that there are 40 slipway stations and therefore 40 coxswains who are likely to have the same esteem for their own launchers.

(to be continued)

Obituaries

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

August

William Braund, coxswain of Clovelly lifeboat from 1956 to 1968. He had joined the crew in 1922 and served as bowman from 1935 to 1936, as assistant mechanic from 1936 to 1940 and then, after war service, from 1945 to 1955, and as second coxswain from 1955 to 1956. William Braund was awarded the bronze medal in 1949.

September

Mrs E. A. Harris, who was awarded honorary life governorship of the RNLI in 1980. Mrs Harris, who had worked for the lifeboat service since 1931, was honorary secretary, first of Connah's Quay, Shotton and District branch from 1941 to 1951 and then of Hawarden branch from 1951 to 1973. She became chairman of Harwarden branch in 1973 and president in 1979.

John Stonehouse, coxswain of Teesmouth lifeboat from 1946 to 1965,

after serving as bowman from 1935 to 1939 and second coxswain from 1939 to 1945. He was awarded the bronze medal in 1961.

John Tallon, coxswain of Clogher Head lifeboat from 1946 to 1965, after serving as bowman from 1933 to 1938 and second coxswain from 1938 to 1946.

October

Mrs M. R. Auckland, who had been a committee member of Scarborough ladies' guild since 1940, becoming honorary treasurer in 1952. She was later president both of the guild and of Scarborough ladies' lifeboat luncheon club and was awarded a statuette in 1971.

Harry K. Barron, a founder member and past president of Sunbury-on-Thames branch of which for many years he was the mainstay.

Glyn Bateman, coxswain of Fishguard lifeboat from 1968 until his death. He had joined the crew in 1954.

Lt William Henry Bennison, coxswain of Hartlepool lifeboat from 1939 to 1942 and from 1945 to 1957; he had served as bowman from 1930 to 1934

and as second coxswain from 1934 to 1939. Coxswain Bennison was awarded the thanks of the Institution inscribed on vellum in 1941 and the gold medal for the service to *Hawkwood* in 1942. While serving in the RNVR during the war he was awarded the CGM and medal militaire.

Norman Clive, appeals secretary of Pangbourne branch who, in six years, was the prime instigator in raising over £25,000 for the lifeboat service. He was presented with a framed letter of thanks in 1979.

November

Cecil Launcelot Grunnill, who joined Skegness lifeboat crew in 1921 and was assistant mechanic from 1932 to 1965.

Lifeboat tea: Look out for Lifeboat Tea, a new brand being packaged by Wamford Tea Trading Co of Southampton, for which, in long-term support of the lifeboat service, 2p will be given to the RNLI for every packet (250 gms) sold. Lifeboat Tea will first be on sale in the south east.

Shoreline Section

ANOTHER YEAR has come to an end, and what a good year it has been for Shoreline. In the 12 months of 1980, 12,000 new members were enrolled—the largest number so far in any one year. That such a fine result was achieved is due to the great support we receive from our existing members, and all our efforts were given a great boost by the special BMW car lottery that was held in the early part of the year.

* * *

One Shoreline member whose continued work on the RNLI's behalf has borne great fruit is Jim Mead, honorary secretary of Molesey branch, Surrey. When the branch was formed in October 1975, Jim set himself the additional task of enrolling 20 new Shoreline members each year. That would mean 100 members in five years and, almost to the day, he signed on his hundredth member, Kathryn Watson, last October. Kathryn, 18 years old, had just completed her secretarial training and she paid her first Shoreline subscription out of her first pay packet.

Over and above his work in his own area, Jim Mead is a regular member of the Shoreline team on RNLI stands at boat shows and at the Ideal Home Exhibition.

* * *

For a number of years, Fred Olsen Lines have been very good friends to the RNLI, collecting money for the lifeboat service from passengers cruising to Portugal and the Canary Isles in the two Norwegian luxury liners *MS Blenheim* and *MS Black Watch*. As a result, in 1977 Fred Olsen provided £3,000 for the 16ft D class inflatable lifeboat which is stationed at Redcar, and last October Fred Olsen's passenger director, Peter Robinson, visited Poole HQ to present a cheque for £18,500 to Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, to pay for an Atlantic 21 lifeboat; she is to be called *Blenwatch*, combining the names of *Blenheim* and *Black Watch*, and she will be stationed at New Brighton.

Now in 1981, Fred Olsen are making an offer from which both the RNLI and Shoreline members can benefit. For Shoreline members there is the chance, next March, of getting away from the British climate to a little bit of sun on a 13-day cruise to the Canary Islands in *Black Watch* at a 15 per cent reduction; for the RNLI there will be a 5 per cent

donation from each fare paid by a Shoreline member.

Fred Olsen's hospitality is second to none, the ships are superb and they are crewed by British and Norwegian officers. More details can be found on pages 140 and 141, and a booking form comes to you with this journal. Accommodation is limited so, if you are interested, it would be wise to get in early.

* * *

Shoreline clubs are going from strength to strength and we now have three with the possibility of two more getting under way in 1981. The latest addition is RNLI Shoreline Club No. 3 at Southend-on-Sea. The honorary secretary is Mick Holland of 83 Walsingham Road, Southend-on-Sea, and Mick will be delighted to hear from any Shoreline member in the area who would like to join the club.

* * *

Shoreline member J. P. G. Mummery, a retired Merchant Navy officer, is making a collection of maritime cap badges and associated 'shore-based' cap badges such as those of port and



Jim Mead, honorary secretary of Molesey branch, enrolls his hundredth Shoreline member, 18-year-old Kathryn Watson. photograph by courtesy of John Eagle

Blenwatch, the Atlantic 21 rigid inflatable lifeboat donated to the RNLI by Fred Olsen Lines, was presented to (l.) Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, by Peter Robinson, Fred Olsen's passenger director, at Poole last October. She will be stationed at New Brighton.



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

- | | | |
|--|-------------------|--------------------------|
| 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. | | <input type="checkbox"/> |

Name _____

Address _____

Over 106,000 people would have been lost without the lifeboat service.

A Day at The Races

ASCOT

SEPTEMBER 26, 1980

THE TIDE WAS HIGH for the RNLI on September 26, bringing lifeboat people from round the coast, and many inland cities, towns and villages as well, to join with racegoers for this year's Ascot Charity Race Day. The six 'maroons', between 2.15 and 4.50, were for the horses on a beautiful autumnal afternoon, with a slight haze to soften the sun, little wind and visibility of—well, quite enough furlongs to see the runners approaching right round the course.

By mid morning people were beginning to gather and already members of Ascot branch were at the entrance gates with collecting boxes, while the souvenir caravans manned by Ascot and Central London Committee branches were doing brisk business. In the area just behind the Grand Stand, where an Atlantic 21 was on display, Southern District branch members scarcely paused all day in the sale of tickets for their District raffle for a Mini car (result, page 132).

An auction luncheon, for which the Duke of Atholl, chairman of the Institution, was host, was held in one of the Royal Enclosure restaurants. Most of the lots were stallion nominations from leading studs and the auction, conducted by racing commentators Peter O'Sullivan and Lord Oaksey, raised a wonderful £35,000. The luncheon had been organised by a sub-committee under the chairmanship of Vivian May, chairman of Bridport branch, and guests were also invited by young members of the Mermaid Committee to take part in a £5 draw.

Before racing began, the Royal Navy Ladder Display Team gave a performance opposite the Grand Stand, and as their display ended, the Royal Marine Band began playing in the Grand Stand bandstand.

2.15: And they were off! the first four races, all handicaps, were sponsored: the Ewar Stud Farm Stakes for Apprentices, won by Sir Michael (J. Black); the Lintas: London Stakes, won by Spanish Dancer (Pat Eddery); the Tote Charity Stakes, won by Missed Blessing (J. Reid), and the Pains-Wessex Handicap, won by Oh Simmie (W. R. Swinburn). They were followed by the Mornington Stakes, won by Centurius (W. R. Swinburn) and the Kensington Palace Stakes, won by Dollar Pocket (D. Atkinson).



Second race, 2.45: Run up for the runners in the Lintas: London Stakes; No 3 Jubilee Bill (T. Rogers) followed by No 5 Mashmoor (Joe Mercer), who was to come third . . .

. . . while (right) there was a close finish for first and second place between No 2 Spanish Dancer (Pat Eddery), and No 11 Mr Lucky (Willie Carson).

When racing ended, the Royal Marine Band struck up again, to cheer winners and losers alike as they dispersed after what had proved to be not only a most delightful day, but also a most successful fund-raising event for the lifeboat service. In just one day £63,000 had been raised, and this figure is expected to be even higher when the final total is known.

photographs by Shelley Ginever



Among the honoured guests were (l. to r.) Coxswain Charles Bowry of Sheerness, Coxswain Derek Scott, BEM, of The Mumbles, Mrs Pat Scott, Mrs Frances Patten and Coxswain Len Patten of Newhaven. The three coxswains, all medallists, made television appearances during the afternoon.



Lester Figgot on No 5 Go Total entering the winners enclosure after the Pains-Wessex Stakes, followed by No 1 Gypsy Dancer (Pat Eddery) who was third home in this fourth race.



City of London appeal

The launching of an appeal for funds for a prototype 47ft fast slipway lifeboat to be named *City of London* was held at Fishmongers' Hall by the River Thames on the evening of November 25, 1980. Welcoming the guests, Lord Inchcape, chairman of the appeal committee, reminded them that the RNLI had been founded at a meeting in the City of London Tavern in 1824 and, in the speech that followed, Col Sir Ronald Gardner-Thorpe, the Lord Mayor of London and patron of the appeal, pointed out that when, in 1824, the RNLI had taken over, 25 of the existing 39 lifeboats had in fact been operated by Lloyds.

The appeal is for £750,000, not only to help fund the building of the first fast slipway lifeboat and the extensive operational trials necessary for the prototype of what is a new and revolutionary lifeboat design, but also to help

Lord Inchcape, chairman of the City of London appeal, escorts the Lord Mayor of London, Col Sir Ronald Gardner-Thorpe, GBE TD, up the beautiful staircase of the Fishmongers' Hall to the banquetting hall. With them (centre front) is John Norton, the Fishmongers' Prime Warden and vice-chairman of the appeal.



provide for her future maintenance. Already substantial support has been promised, but the appeal will run for five years and contributors are reminded that the most effective way of responding is by deed of covenant. All enquiries or donations should be sent to the secretary of the City of London lifeboat appeal, Beaufort House, St Botolph Street, London EC3A 7DX.

Exhaust watertighting

For about 20 early lifeboats which have been fitted with air bags to give them a self-righting capability, there has been the possibility, in the event of a capsize, that water could enter the mast and find its way through the exhaust system into the engines, thus perhaps preventing the lifeboat from continuing her service after righting.

Four students from the Royal Naval Engineering College, Manadon, Plymouth, took up the challenge of this technical problem as a practical way of helping the RNLI and have now

worked out an answer. Seen in the photograph below, the students were (l. to r.) Acting Sub-Lts George Raoke, Patrick Tiller, Tim Roberts and John O'Connell Davidson.

Having assessed the amount of water that could be taken in through the mast, they designed wing-tanks to trap the water and keep it clear of the machinery; the water can be drained away when the engines have been restarted.

The system was installed in a 52ft Barnett lifeboat and tested in a controlled capsize at HM Naval Base, Devonport, last November under the supervision of Symington Macdonald, RNLI chief staff officer (technical), and Lt-Cdr H. E. Over, staff officer (technical). The test proved the system a complete success and its simplicity compared with previous methods used should save the RNLI many thousands of pounds.



Crosby Model Boat Club's third National Model Lifeboat Rally, June 14 on the Marine Lake, Southport. Details from Des Newton, 29 Westminster Avenue, Netherton, Bootle, Merseyside; please send s.a.e.

RNLI lottery and Mini draw

DAVID WEBB, the Bournemouth Cherries football team player/coach and former centre-half for Orient, Southampton, Chelsea, Queens Park Rangers, Leicester and Derby football clubs, drew the RNLI's tenth national lottery at Poole HQ on October 31.

Vice-Admiral Sir Peter Compston, a deputy chairman of the RNLI, supervised the draw and there to see fair play were pupils from Oakmead, Poole Grammar and Baden Powell schools, all supporters of the lifeboat service.

Winners of the tenth lottery, which raised more than £29,000, were:

- £1,000: G. Pyne, Watchet, Somerset.
- £500: Mrs L. Mackenzie, Giffnock, Glasgow.
- £250: G. F. Forbes, Port Glasgow, Renfrewshire.
- £25: Gerard Maloney, Bootle, Liverpool; P. G. Higgins, Coventry, Warwickshire; Miss P. Ingham, Newsome, Huddersfield; Mrs M. M. Walton, Old Marston, Oxford; M. C. P. Wilkinson, London W2; S. C. Gudgin, Woodbridge, Suffolk; D. McLeod, Ealing, London W5; D. J. MacPhee, Isle of Islay; C. D. Paterson, Edinburgh; Mrs W. L. Cole, Cockfosters, Hertfordshire.

* * *

After completing the draws for the lottery, David Webb turned to another drum to draw the winning tickets in the Southern District raffle for a Mini car which had raised more than £18,000 for the *Mountbatten of Burma* lifeboat appeal. The Mini City had been supplied by Bromley Motor Works and paid for by an anonymous donor; it had been transported round the district on a trailer lent by Car Transport Ltd. Seven other prizes had also been donated, including cross Channel ferry tickets for car and two passengers from P and O Ferries and Townsend Thoreson. The Mini car was won by Mr E. C. Dench of Norwich.

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LONDON LIFEBOAT DAY 1981

Help would be welcomed from anyone willing to sell flags in Central London on Lifeboat Day, Tuesday March 24. Volunteers who responded to a similar appeal last year made an appreciable contribution to the success of the day—so who will help in 1981? Please write to Mrs Richard Saunders, chairman, RNLI Central Committee, 202 Lambeth Road, London SE1 7JW.

Building the Fast Slipway Lifeboat

PART II: ON THE STOCKS

TRADITIONALLY, when building a boat in wood, the first operation is the laying down of the keel from which is built up a framework of stem, transom, bulkheads and other transverse and longitudinal members. When building a small boat in steel, however, the approach is sometimes entirely different, the order of construction being reversed, and the fast slipway lifeboat hull is being built upside down on a deck jib, to be turned right way up when the plating is complete. All the structural members have to be welded together and the plating of the hull welded into place. It is much easier for a welder if he can look down on his work, rather than having to reach up to it and, working down-hand, he will be able to get better results. So the gunwale is laid down first, on which is built the framework of transom, bulkheads, frames and longitudinal stringers; next come engine bearers and floors; then the keelson, stem, 'deadwood' and, last of all, the keel.

The first of the two prototypes of the Institution's new 47ft fast slipway

lifeboat started building at Fairey Marine (Cowes, Isle of Wight) in the early autumn. Working from the lines plan and a table of offsets provided by the RNLI design office, Faireys first had to draw the new lifeboat's plans full size on their loft floor. From these full size drawings, templates were made for all the individual component parts which go together to make up the structural members of the boat's 'skeleton'.

Each separate part is cut out, from the appropriate type of steel, to match its template and each structural member is then assembled from its component parts on the workshop floor (see Figs 1 and 2) before being offered up in its final position in the growing hull. Thus, for instance, each bulkhead is a complete, welded, watertight unit before it is erected in place (see Fig 3). The web frames, spaced between the bulkheads, are prepared and erected in the same way. The stringers, made of T bar mild steel are bent to take up the fore and aft curvature of the hull and they are then passed through notches in

the outboard ends of the transom, bulkheads and frames, and welded in place (see Fig 4).

Full size templates are also used for cutting out the plates which will form the boat's 'skin'. The shell plating has, of course, to be 'moulded' to fit the shape of the boat. Each plate is prepared individually in a rolling mill; its edges are carefully stretched out to exact measurements so that when the plate is offered up in its final position it will be just the right size and shape to take up the fore and aft and the athwartships curves of the hull in that area.

While construction of the hull began, other preparatory work was under way elsewhere. At Romsey the lifeboat's twin GM8V71 marine diesel engines were already built and undergoing bench tests, witnessed by members of the RNLI technical team. At the RNLI depot, Poole, a mock-up of the after cabin was made so that members of the Institution's Medical and Survival Committee could satisfy themselves that enough space will be available for handling a stretcher. And back at Fairey's, a mock-up of the wheelhouse was built so that any problems that might arise with the placing of instruments could be ironed out before the lifeboat herself is fitted out.

(to be continued)



Fig 1: Welding in progress on the workshop floor: (above) the engine bearers are assembled . . .

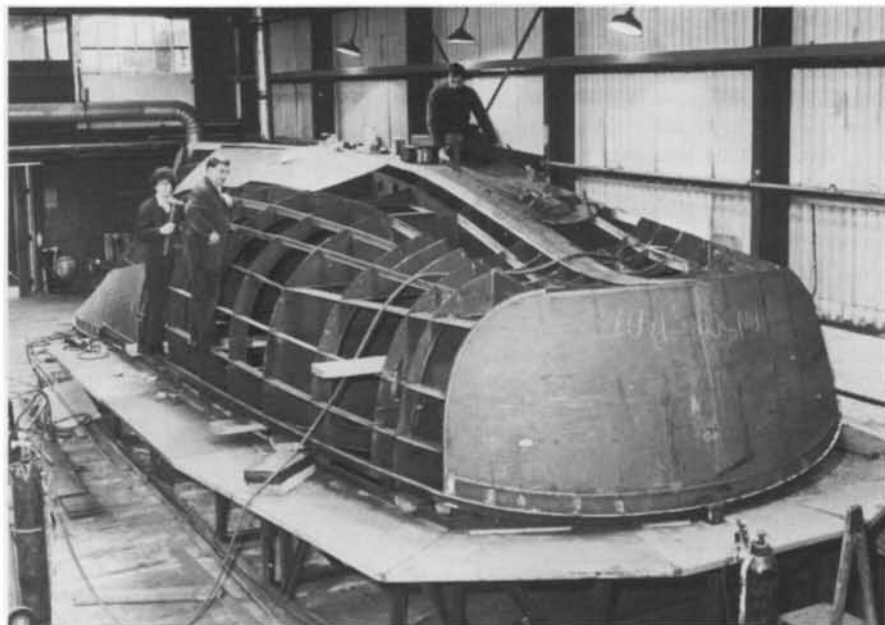
Fig 2: . . . and (below) the keel.



Fig 3: (right) Building starts of the first 47ft steel fast slipway lifeboat prototype. The gunwale is laid down on a deck jig and the five watertight bulkheads and transom erected.

photographs by courtesy of British Hovercraft Corporation

Fig 4: (below) Web frames, stringers, engine bearers and keelson are all now in place. The shape of the propeller tunnels, aft, is already emerging.



Some Ways of Raising Money

Raymie Sinclair of Kirkwall was given a bottle of whisky to raffle for the lifeboats; £20 was raised but when the winning ticket was drawn no one could read the name on the ticket. The bottle was therefore raffled again and brought in a further £21. The generous winner of this draw, George Irvine, promptly handed the bottle back to be raffled once again. The whisky had by now become famous and raised £100 the third time. Lena Watson won it but said she could not possibly keep it. The fourth raffle made £104 but was won by a family which had once been guided home by Kirkwall lifeboat. They gave it back. Now due to be raffled yet again, the bottle sports an extra label with all its winners inscribed to date and has £245 to its name.

Warrant Officer T. W. White and Corporal P. Hasnip of the Second Royal Tank Regiment heard of the Flamborough lifeboat appeal and organised a collection in the regiment, then serving in Northern Ireland; £56 was raised. This amount, which was greatly appreciated in Flamborough, helped bring the total of the appeal up to £33,000.

Fund raising by the Jersey station and guild has been very successful this year; their lifeboat weekend brought in £950, twice as much as 1979. The guild's souvenir shop had in two and a half months grossed £2,500 and during the second Jersey Boat and Leisure Show the guild was provided with a stand by its organisers BDO (Jersey) Ltd. Here about £700 was raised by selling raffle tickets for a return Sealink trip, with car, to the UK and many other prizes, with a further £500 made on the sale of souvenirs.

An afternoon given over to the RNLI on Maurice Keen's farm made excellent entertainment for 400 adults and many children last July. Demonstrations of milking, spinning and the workings of modern agricultural machinery and an exhibition of restored old farm equipment provided great interest and the children were able to take pony and tractor-drawn trailer rides. The cream tea and cake and produce stall helped towards an impressive £400 profit for Reigate and Redhill ladies' guild.

Doctor and Mrs Ingram from Hampstead Garden Suburb held an outdoor luncheon party at their home on one of the few sunny days last summer. Everyone enjoyed the event which had the added bonus of providing £206 for the RNLI.

Ilorin Palm, a ship of the Palm Line, was recently sold; some seven years earlier her master had been presented with the nameplate of a steam engine from the Nigerian Railway, the *Emir of Ilorin*. Until the ship was sold the nameplate adorned the bar in the officers' lounge but when she left the Palm Line fleet, her master, Captain Brand, presented this collector's piece to the RNLI. At a Sotheby's auction recently the nameplate fetched £137.75 for the lifeboats.

Barbecued mackerel were on sale outside the lifeboat station during Lyme Regis's lifeboat week. It was the idea of Dutch visitors Bert de Rooij and Mr and Mrs Erwin Kroom. The fish had been specially caught earlier by Jack Ellis from his angling boat *Tia Maria III*. Over £60 was raised.

Over 130 rods took part in the fifth annual fishing competition organised by Selsey Bill Fishing Club at West Sands, Selsey. Coxswain Mike Grant with station honorary secretary Desmond Cockayne were presented with a cheque for £352.50 by the fishing club's chairman, Glen Gainsford-Betty. The competition is one of the most popular along the Sussex coast and has made over £1,000 for the RNLI since it began.

By sponsoring record requests RAF Swinderby Recruit Centre amassed £211.20 for the RNLI. A cheque for this amount was handed over to area organiser S. C. Swallow by Corporal Gray on behalf of the centre.

Scarborough Flower Club got together with the ladies' lifeboat guild to stage a flower festival in the 800-year-old parish church for the RNLI. There were 50 different arrangements and many of the flowers used were specially flown over from Holland. Also on display were vellum testimonials of local lifeboatmen's bravery awards. Rear Admiral W. J. Graham, director of the Institution, was there to receive a cheque for the £1,502 profit.



The World Flounder Tramping Championship at Palnackie, Kirkcudbrightshire, made £549 for the RNLI and a lot of scrubbing necessary for competitors like Shaun and Terry Harper pictured here; there were 290 entries from all over the country and abroad in this competition to see who could find the largest, the smallest and the most flounders lurking in the mud of the Urr Estuary. To detect their wriggling, bare feet must be used and the champion at this eccentric method of fishing for the second year in succession was Chris Clark of Dumfries, who uncovered a flounder weighing 2lb 4oz.

photograph by courtesy of 'Dumfries and Galloway News'

Television actor Ian Cuthbertson was landed by Troon lifeboat *Connell Elizabeth Cargill* to open the Scottish Boat Show in Troon Marina. The ladies' guild brought in over £2,200 during the show by selling souvenirs, raffling a gallon of Martell cognac which was drawn by committee of management member, Robin Knox-Johnston and by manning the turnstiles thus receiving a proportion of the gate money. A further £600 was raised at a ball for exhibitors at the show.

A four-legged fancy dress race was staged by Port Isaac branch in September. Ten teams competed, each made up of three people with legs tied so that only four legs were left to a team. Their 2½ mile quadruped progress was interspersed by breaks at five different hostelrys and a barbecue awaited them at the finishing point. Bass Ltd and Whitbread Ltd helped generously with refreshments and amid considerable hilarity £600 was raised.

The children at Grange Junior School, Letchworth, who help raise money for the lifeboat service, had the opportunity of wearing oilskins and boarding a 16ft D class inflatable lifeboat when their headmaster Peter Barrett towed one into the school grounds during the town's lifeboat week. Peter Barrett is a member of the local committee that raised £800 during the week.

A member of Morpeth ladies' guild found an expensive looking ring in the sand on the beach while she was on holiday; she took it to the Police Station, hoping the owner would claim it. No one came forward, however, so the Police returned the ring to the finder who promptly handed it over to her guild. It was sold and made £150 for the RNLI.

During their Easter holidays for the past three years, about 70 young children of Skegness have come together to take part in a two-hour sponsored silence organised by local ladies' guild assistant honorary secretary, Jane Major. Refreshments are provided, but the children bring their own games and books. In three years £1,300 has been raised—in silence.

Every year the English Bridge Union organises a nationwide bridge event in aid of a charity. 1980 was the year for the RNLI and a resultant cheque for £1,824.55 was sent to head office by executive secretary, Peter Briggs.

A fête on the green at Yarmouth earned £650 for West Wight ladies' guild in August and a coffee morning given at the invitation of Mrs Calvert Jones made a further £100 towards the guild's funds.

Longridge and District branch, Lancashire, is 20 years old; under the chairmanship of Mrs E. C. Dickson and with Elsie Carefoot as honorary secretary since its foundation, the branch has been celebrating its birthday with some vigorous fund raising. The house-to-house collecting brought in a record of £250; 'An Evening in Dairyland with Fruit and Flowers' combining demonstrations of cookery by the Milk Marketing Board and of flower arranging resulted in mouth-watering dishes

Well dressing is an old custom in Derbyshire and here is a magnificent example of the art, created at Holymoorside last August. Usually well dressings have a religious theme but last year Chesterfield and District branch was asked to submit details for a lifeboat subject. The entire picture is made by local people from flower petals, gorse and peat mounted on a clay base. The display earned £80 for the RNLI.

Despite forceful persuasion the raft *Dear Lady* seems reluctant to enter the water. As the only all-lady crew, the member of Great Yarmouth and Gorleston guild were competing in a raft race organised by Gorleston Chamber of Trade and Rotary Club. Over 60 rafts took part with this particular crew raising £450 in sponsorship. The entire event made £7,000, shared by the local lifeboat and hospital.

photograph by courtesy of Dr C. A. Dowding

The RNLI were beneficiaries from an open day at Billingsgate Market, London, when the public were invited to watch demonstrations and buy species of fish that they would not necessarily find at their local fishmongers. Here Ronald Nichols is at work in the finals of the filleting championship. The National Federation of Fishmongers organised the event, which raised £3,475.

photograph by courtesy of 'The Guardian'



One hundred gallons of petrol, donated by BP Oils Ltd, was the prize in a draw organised by Pangbourne branch which raised £1,800 for the RNLI. The lucky ticket was drawn at the Swan Hotel by England Test cricketer Denis Compton. With him (l. to r.) are a member of the public there to see fair play, Lt-Col Godfrey Pease, Pangbourne branch chairman, Mrs Frank Waldron, honorary treasurer, Mrs Chaplin, a committee member, and Mrs Godfrey Pease. The winner was Mrs Owen Norman and officials of the branch accompanied her to Theale Motors for her car's first fill-up.

Some of the 100 guests in the garden of Mrs Denis Wiffen of Meols, Wirral. They enjoyed a strawberry lunch with wine organised last summer on behalf of Hoylake ladies' guild. Mrs Wiffen can be seen standing in the background on the left of the group of four with, further to the right, Mrs Brian Frayer, honorary treasurer, Mrs Charles Elston, honorary secretary, and Mrs Daryl Neal, president of the branch. The event raised £230.

photograph by courtesy of 'Hoylake District News and Advertiser'





Two years ago Little and Broad Haven ladies' guild held a special opening ceremony for their new souvenir shop and in 1980 they doubled their first year's takings to £6,000. Other recent fund raising events have included a grand raffle and dance (£209); carol singing (£110); soup and hot dogs on regatta day in August (£127) and two coffee mornings (£241).



Brian Sackett is taking a bath around the racing circuit at Lydden, Kent. The Person Powered Push which entailed people from the Dover area pulling or pushing peculiar articles around the circuit brought in £1,098.60 for the lifeboat service. It was organised by Brian Sackett through the Chartered Building Societies Institute and had teams from local builders R. J. Barwick and Sons Ltd, the '69 Motor Cycle Club and Castle Harris Ltd. Steve Grant and Colin Danton received RNLI plaques for raising most sponsorship and the 25th Folkestone Scouts were rewarded for the most original entry. With a cheque from the Building Societies, the event made £1,480.

and beautiful blooms for raffling, and in all £210 was raised for branch funds; and finally, with a cheque from the Road Haulage Association's Tipper Convention and £250 from Group 1 staff of the closing Red Scar Works of Courtaulds, a grand annual total of £1,800 has been achieved.

Shoreline member David Holt along with other members of Epsom and Ewell Men's Swimming Club and Epsom District Swimming Club organised a sponsored swim last April which raised £462 for the lifeboats. The event lasted three hours with swimmers aged between seven and seventeen taking part. Two years ago the local Epsom and Ewell branch presented the club with a trophy which is now competed for annually. Since they began their support they have raised a total of £1,500 for the RNLI.

Wendy Dedicott teaches six- to seven-year-olds at Malvern Link Infants School and encourages their interest in lifeboats by arranging for them to collect stamps to be sold in aid of the RNLI. Last year her class amassed 5,000 stamps and so far this year in only half a term 20,000 have been collected.

Padstow ladies' guild's most energetic collector, Mary Taylor, created a new personal record during lifeboat week by raising £243. Another helper, Simon Jackman, who lives in St Albans but is always in Padstow during lifeboat week, collected £100.60; meanwhile May Hellyar, who was recovering from a road accident, still managed to tour the local beaches to bring in £70.50. With £1,000 coming from Doreen Williams's souvenir stall, a new flag day record of £2,070 was achieved.

Axe Yacht Club (East Devon) arranged a day for the lifeboats in August; £96 was collected with the help of a coffee morning, a raffle, an evening barbecue and fees for entering the RNLI pennant race. Seaton and Beer branch supplied souvenirs and £230 worth were sold by three lady members of the yacht club.

To fly 100 metres was all that was asked of the ten competitors in Hartlepool Harbour fête's birdman rally. One after another they leapt off a special platform on Heugh Breakwater with dreams of winning £250; one after another they and their dreams crash landed ignominiously in the sea at the foot of the breakwater. There was some consolation; Malcolm Smedley was adjudged to have flown furthest and won £100 and local lifeboatman Malcolm Noble on a child's bicycle with a propeller and umbrella was awarded a similar amount for being the most entertaining competitor. The fête itself brought in over £3,800.

A 'Mayday' Fair held at the Palmer home, Sarisbury Green, Fareham, in August brought in £600 for the RNLI. It was the idea of teenagers Stuart Palmer and David Peagram who, with the help of Stuart's sister, Carmen, set up a young people's committee. Parents, friends and many local people pulled their weight to make it a first class afternoon, with stalls, raffles, competitions, judo and pottery throwing demonstrations and even donkey and hovercraft rides.

photograph by courtesy of 'The News', Portsmouth



It took one hour and 56 minutes for the fastest team of five runners to complete the 20-mile relay course in a sponsored run organised by Alan Hallgate of the Adventure School of Kingsley Leisure Centre, Westward Ho! Twenty-six teams took part with competitors coming from Bideford, Barnstaple and Torrington. One team raised £300 in sponsorship and the total revenue for Appledore branch was £1,210.42½.

An auctioneer, Ray Price, who is 60 years old, bicycled 225 miles from Land's End back to his home town of Fordingbridge in Hampshire, his arrival coinciding with the local show. He tripled his sponsorship target by raising £900 for the RNLI.

Mevagissey branch entertained the participants in a sponsored fishing trip to a reception after they had raised £500 for the RNLI. Members of Truro City Sea Angling Club were sponsored for the number of fish they caught from the boat *Eileen*. Money also came from the sale of their catch, its quantity being doubled through the generosity of the boat's skipper, Bernard Hunkin.

'It must be very hard to save people' observes Robert Kettle of Class 7, Lymm Statham Primary School, Cheshire, in a letter to the RNLI after hearing a talk about the lifeboats. To make it easier he and other children from his school made a collection at their Harvest Festival and were able to send a cheque for £110 to the North West district office.

In 1955 the St Saviour Darby and Joan Club, Guernsey, began its allegiance to the RNLI by collecting £4 in ship halfpennies; the following year they collected £8 and the next £9. This year the members have made a generous donation of £70 to Guernsey branch.

A grand draw and collection organised by Grimsby ladies' guild brought in £1,346 within a three week period. Under the chairmanship of Mrs Lamont, who founded the guild some years ago, the income of the guild has shown impressive annual increases.

Simon Foulkes's personal sponsorship totalled £135 when the third and fourth year pupils of Poole Grammar School took part in a 'metre beater' 15-minute sprint in aid of the *Mountbatten of Burma* lifeboat appeal. His was the highest individual amount raised in an event which brought in over £1,400. The school achieved a further £300 with a sponsored table tennis competition and by the sale of Christmas gifts.

Mrs M. R. Frampton of Swalecliffe who is in her eighties and a long time sufferer from spinal arthritis, has this year knitted 15 children's hats for her daughter's RNLI effort. Mrs Frampton claims she has no time for occupational therapy; although knitting for lifeboats may hurt a bit, she feels she is being useful.

Flamborough lifeboat appeal was boosted by £3,300 when Bridlington Lions Club in conjunction with Bridlington and District Women's Darts League organised a sponsored darts marathon.

People aged six to sixty, 130 of them, started and finished the Bridgwater sponsored walk. They came from many different walks of life: pupils and teachers from St Audries Girls' School, Brymore School (Cannington), Blake School (Bridgwater), St Crispin's School (Street), and Queen's College (Taunton); members of the Sea Anglers and other local organisations; and even a family from Rugby had come to take part. The event was organised by president of the branch, Jack Pride, chairman Geoffrey Pitman and secretary Fay Harvey and £1,000 was raised.



A celebration for some of the swimmers who successfully completed a relay swim across the Solent from Ryde to Southsea Castle. It took the party of children and adults two hours and six minutes to swim the five miles, and they raised £500 in so doing. (l. to r.) Beverly Jackman, Angela Ralph, Elsa Bulmer (ex-mayor of Petersfield and an East Hampshire District councillor), Captain John Stevens, RN (brandishing a collecting box), chairman of Petersfield branch which organised the event, Avril Ralph, Philip Mackenzie and Maurice Ralph. photograph by courtesy of Bert Lemmon

Diving clubs from Brighton, Eastbourne, Seaford, Newhaven and Billinghamurst took part in a five-mile swim from Shoreham Cement Works to Kingston Beach last June. The fastest swimmers finished the course in 90 minutes, the slowest in nearly three hours. £1,500 was raised to be shared between the RNLI and the St John's Ambulance Brigade.

Mr P. A. Edwards, organiser of Clacton-on-Sea flag day, last year experimented with selling RNLI sandcastle flags at the same time as playing his part in the street collection. When he started, a confectioner's sweet jar, suitably relabelled, was filled with 50 sandcastle flags—but not for long. All were sold within two hours, many people stopping their cars to buy flags for their children and then putting a further donation in the lifeboat box as well. The final total for the flag day was £1,031.78, another record for Clacton.

New Milton/Barton-on-Sea branch raised £1,726 for the *Mountbatten of Burma* lifeboat appeal; a special draw raised £1,068 while donations and the sale of share certificates accounted for the remaining £658. Altogether the branch has raised £7,107 in another record year of fund raising.

A highly enjoyable and very successful open day was held at Hoylake lifeboat station last summer. A display in front of the promenade included an exercise involving the lifeboat and a helicopter and the fly-past of a Shackleton rescue plane. An exhibition of model boats, a film show by the Sea Cadets and a Police diving team demonstration were among other attractions and a remarkable £1,500 was achieved as a result.

The ladies of Penistone guild kept silent for a full 30 minutes when they had decided to do something different for the RNLI. This proved to be a great success as £261 was raised from sponsorship.



Only 43 of the 65 students that took part in the gruelling Lyke Wake Walk finished. They came from South Shields Marine and Technical College and raised £555 for the RNLI. Here Heather Howard, the only girl Lyke Wake Walker to finish the course, hands the cheque to Mrs L. Fleming, honorary secretary of South Shields ladies' guild. With them are Mrs Belle Wilson, honorary treasurer of the local Shoreline branch, and Jimmy Hayton, a lecturer. photograph by courtesy of 'The Shields Gazette'



The fourteenth collecting box to be put before the public in the Chertsey area: this one is at the leisure centre, Thorpe Park, and was unveiled by RNLI chairman, the Duke of Atholl (l.) in the presence of Terry Catliff, director of Leisure Sport, and Geoff Tolleff (r.), chairman of Chertsey Addlestone and Ottershaw branch which last year raised over £1,000. In the background is the old Cromer lifeboat H. F. Bailey which is on permanent display at Thorpe Park. photograph by courtesy of 'Surrey Herald'

Nicholas Schrage, who owns the Victorian Thames motorboat *Duchess Doreen* and who uses her as a floating restaurant, offered his craft and cuisine to Molesey branch for one evening. By raffling the 12 places available £270 was earned for the RNLI and here the lucky winners can be seen going aboard.



Letters...

Pilgrimage to Barmouth

My wife and I return home to America tomorrow and take pleasure in sending you a traveller's cheque for £50. With it we extend our grateful thanks for the kindness and hospitality which you and your colleagues of Barmouth lifeboat station so generously lavished upon us during our brief visit in September.

Those few hours in Barmouth will ever be the outstanding highlight of our month-long holiday in Britain. It was an extraordinary event in a lifetime of wide travel; a most heartwarming experience which effectively spanned the long miles between Boston and Barmouth as well as the century that separates the response of Barmouth lifeboat to the stranded and sinking *Kenilworth* and the day of our visit.

I have been impressed during our travels around Wales, England and the Channel Islands to note the ever-present evidence that the RNLI is a lively influence in the lives of the local populations; from the collecting boxes in the pubs to the postal clerk who wore his RNLI tie with pride and told me as he sold me stamps of his service as a member of the local lifeboat crew.

With renewed thanks and all good wishes for the continued success of the RNLI and all who serve so well.—CHARLES S. MORGAN, 52 Indian Spring Road, Concord, Massachusetts, USA.

From a letter to Vera Hooper, president of Barmouth ladies' guild. Kenilworth struck the Causeway, Cardigan Bay, in thick fog on January 14, 1870, while on her way home from New Orleans to Liverpool with a cargo of cotton. Barmouth, Criccieth and Abersoch lifeboats all launched to her aid. Barmouth was the first to arrive and took off eight of Kenilworth's crew. The remaining 13 men were taken off by Abersoch lifeboat, Charles Morgan's grandfather was one of the people rescued from Kenilworth.—EDITOR.



Visitors from America; Mr and Mrs Charles S. Morgan from Massachusetts are welcomed to Barmouth by Coxswain George Jeffs. With them (l. to r.) are Motor Mechanic Dewi Davies, Mr I. M. Jones, station honorary secretary, and Glyn Williams, district organising secretary (Wales). Mr Morgan's grandfather was among the people rescued from the ship Kenilworth which ran aground in Cardigan Bay in 1870.

photograph by courtesy of D. Dowden

Comforting efficiency

During the evening of August 30, 1980, I had to set off red flares from my 16ft sailing boat when I was caught in a gale of wind in the middle of the Thames Estuary. The coastal surveillance and rescue services demonstrated their smooth and comforting efficiency. Margate lifeboat was launched, took me off a German container ship and successfully towed my little boat to Margate harbour.

I have already written to Coxswain Alfred Manning of Margate expressing my gratitude to him and his crew but I should be happy for it to be known how appreciative I was and am of the efforts made on behalf of myself and my craft and also of the way in which these efforts were carried out.

I should be very happy if you would kindly accept the enclosed cheque as a nominal token of my thankfulness to the RNLI and all who make it such a reassuring service to be aware of. I shall certainly sail in the future with more confidence, even if tinged with a little more caution.—PAUL PACKWOOD, 315 Colchester Road, Ipswich, Suffolk.

Mr Packwood's letter was received by the director at HQ, Poole.—EDITOR.

Hobblers

In the summer 1980 issue of *THE LIFEBOAT* you published an enquiry from me about the hobblers who operated from the port of Bude. Then, in the autumn journal, a definition of the word from a mid-1800's nautical dictionary was published.

Meanwhile I have had a number of extremely interesting letters from readers more than one of whom rightly take me to task for suggesting that the word 'hobbler' was unique to Bude. The term was, and in some areas still is, in general use.

In 1863, the hobblers of Watchet, Somerset, formed themselves into a United Sailors Society and functioned

mainly as pilots. A modern Hobbling Association still operates under the District Council, but only from the shore, hobbling vessels to bollards. At most ports the hobblers acted as pilots or/and took responsibility for unloading ships, there being a good deal of competition between hobble boats for these jobs. Hobblers also worked on certain canals accompanying barges along towing paths and helping them to keep course.

In parts of the south east, according to Henry Higgs, there were both 'hufflers' and 'hovellers'. The former acted as pilots, the latter dealt with wrecks and salvage. The usage, origin and meaning of these very similar terms would make an interesting study.—R. M. BERE, *West Cottage, Bude Haven, Bude, Cornwall.*

Cross-Channel rows

The report of the Cherbourg to Hamble row published in the autumn issue of *THE LIFEBOAT* prompts me to send the following notes:

In the early years of the last century, Ann Waring married John Glanville whose family had ferried people across the Tamar for generations. John became an alcoholic so while he drank, Ann rowed folk across and soon became well known. Soon other local women copied her and she found herself in charge of a team of oarswomen who made their mark at local regattas. They won so often that men resented being beaten by them and they found it difficult to find opponents. They travelled along the coast and eventually the north coast, too. In 1849, triumphant at Fleetwood, Ann was presented to Queen Victoria.

A year later she was asked to compete against men at Le Havre. Reluctantly, she agreed and started to train her crew. The French treated the challenge as a joke. Nothing daunted, Ann and her crew rowed themselves across the Channel from Plymouth to Le Havre in their gig. Not surprisingly, at first the French crews pulled away from the Englishwomen. Ann urged the women to row for their lives. The lead decreased and the women pulled ahead, to win. They were Ann Glanville, Amelia Lee, Harriet Hosking and Jane House. Then they rowed home again! Ann died in 1880.

Victorian women were said to be frail but these West Country lasses gave the lie to that belief.—E. HARPER, *Mrs, Fair View, Marhamchurch, Bude, Cornwall.*

Grace Darling collecting box?

I read with interest the letter from Maldwin Drummond published in the autumn issue of *THE LIFEBOAT*. Although I cannot throw any light as to the origin or use of this little tin lifeboat I certainly have seen something similar.

Some 46 years ago I delivered newspapers for a small shop in the Hotwells district of Bristol and suspended from

the ceiling of this shop was a model lifeboat. About 18 inches in length, complete with mast and flag (I cannot remember what flag), it was being used as a plant basket. It was painted royal blue with a brilliant red band.

I feel sure that this model lifeboat was somehow connected with the RNLI as the owner of the shop, a midget named Harry Evans, took great interest in the ships of the local port. In the room where we collected our deliveries there were several artists impressions of lifeboats at sea, an old photograph of ss *Great Britain* and also photographs of ships being launched from the nearby Charles Hill Shipyards. Harry Evans had the franchise of selling his wares on board and on the

landing stages used by the Campbell Steamers which sailed from the Portway every day during the summer.

When Harry died I offered to buy the model but the new owners had taken it down and destroyed it.—L. T. REES, *10 Granville Court, De Beauvoir Estate, Balmes Road, London N1.*

It was very nostalgic to see Maldwin Drummond's photograph of the metal lifeboat he had bought in a junk shop, because I had one of these before the war and it was a *very* favourite toy. What became of it I do not know, but it was not in fact a collecting box; the eyes, bow and stern, were for attaching string warps with which to pull it around in the water—more often than

not she was ballasted with sand so that she rode lower; the single eye on the bottom kept the boat secure on her red launching carriage which had four wheels and extra supports for the boat.

The mast and white sail were joined together, not unlike a garden trowel. The mast was wood and the plain square sail metal, and this made a really excellent spade for digging in the sand, for which it was meant.

All in all it was a really super and practical toy, especially to a young boy like me who had been mad about lifeboats from the age of four in 1934. The boat did not really sail, but was quite seaworthy and beached well.—DAVID LUMSDEN, *Elm House, Berwick, Polegate, East Sussex.*

Books . . .

● The 1981 edition of **Reed's Nautical Almanac** (Thomas Reed Publications, £7.95) marks the golden jubilee of this popular publication. There cannot be many lifeboats which do not have a copy of Reed's on the chart table and the RNLI gratefully adds its congratulations to those of the Duke of Edinburgh and distinguished mariners and yachtsmen who have written tributes which are reproduced in the preface to this edition.

The contents are much as before; innovations include additions to tidal information in the North Sea and Solent and some minor items such as plates on recognition of lights and shapes and flags of all nations; these latter in colour. In recent years colour has gradually been creeping in to Reed's and we look forward to the day when it reaches the cloud illustrations in the otherwise admirable Chapter XXI on weather forecasting.

Each year Reed's gets bigger; over a hundred pages have been added since 1977 when there were 1,196 pages; in the latest edition there are 1,298 and one wonders how soon the publishers will separate out the unchanging features in a separate volume, published as a companion to the almanac every second or third year. This might enable the price to be reduced.—K.M.

● At first sight **The Macmillan and Silk Cut Nautical Almanac** (Macmillan Press, £8.95) seems a big book for a small boat but on inspection with all the pilotage information included you have two books in one. It is a very comprehensive almanac, produced by a distinguished group of editors, for yachtsmen and generally for British and adjacent Continental coastal use. It is well laid out and easy to refer to. It has an astro navigation section and a very good colour section which includes cloud formations and most

navigation lights as required by the International Regulations. Another feature is that times and heights of high and low water are given for *all* the standard ports, which should make life easier.

An aspiring yachtmaster will find this almanac a very satisfactory reference book providing good winter reading and, suitably covered with plastic, it should 'survive' the coming season afloat. Each copy sold produces a proportionate donation to the RNLI.—E.J.

● Having first read **Heavy Weather Sailing** by K. Adlard Coles (Adlard Coles, £12.50) while crossing the Atlantic in 1968 I realised then the value of the advice, experience and philosophy behind it. This revised third edition of Adlard Coles's classic remains as much a 'must' as it always has been. The book incorporates the 1979 Fastnet Gale analysis which is very relevant to the topic. The photography is superb and just a glance through the selection of pictures portraying the sea at its most awesome emphasises the wisdom of learning from the experience of others. One of the pictures is of St Mary's, Isles of Scilly, lifeboat at sea during the Fastnet rescues.—E.J.

● A comprehensive history of the Moelfre lifeboats, **Rescue**, has been written by Aled Eames, who is a member of the British Committee of the International Commission for Maritime History and has recently been appointed Caird Research Fellow at the National Maritime Museum, Greenwich. The book spans the years between 1830 and 1980, and describes some of the many rescues carried out by the station's lifeboats and their crews. **Rescue** is available from Moelfre station honorary secretary: Griffith E. Owens, Kings Head, Llanerchymedd, Anglesey, price £1.30 plus 25p postage and packing.—S.J.G.

● **Ocean Sailing** by Rob James (Nautical Publishing, £10.50) is an excellent book to fire a dream or to help a dream come true and must be of assistance to

all sailors because the advice and tips given have resulted from the author's quite considerable experience in one of the hardest schools—the oceans of the world. More and more folks go ocean sailing and whether you are cruising or racing this readable, well illustrated book is recommended for the preparation stage.—E.J.

● **Helicopter Rescue** by John Chartres (Ian Allan, £9.95) tells the story of the helicopter from its early beginnings, with particular emphasis on its lifesaving rôle. It is a book for the general public rather than the expert and in his foreword Marshall of the Royal Air Force Sir Neil Cameron writes:

'I hope this book will be widely read not just by those who are interested anyway but by those who go collecting seagull eggs on dangerous cliffs, those who take to the sea with insufficient experience or briefing or those who try to climb mountains without either the right equipment or training.'

Splendid action photographs, generous in size and often breathtaking in content, illustrate almost every page, and a number of the pictures show helicopters working with lifeboats.

In his concluding chapter, the author rejects the theory sometimes put forward by people without direct experience of search and rescue that the helicopter has made the lifeboat redundant and he emphasises the point by quoting the number of lives rescued by lifeboat in 1979. He recalls the many occasions when helicopter and lifeboat work together, achieving more than perhaps either could do alone, and reminds his readers that there are occasions when the lifeboat can cope with circumstances beyond the power of the helicopter: his examples is the rescue by Aberdeen lifeboat in 1974 of the crew of the trawler *Netta Croan* from which flames were leaping as she steamed in a circle at about 9 knots. For this rescue Coxswain Albert Bird and Motor Mechanic Ian Jack were awarded the silver medal for gallantry.

Helicopter Rescue deserves a place on the bookshelves of everyone interested in lifesaving.—J.D.

Voyage of discovery

I have discovered cruising.

I use the word advisedly: it is not the first time I have cruised but I have finally, courtesy of Fred. Olsen Lines and the m.v. Black Watch (twin sister of the Blenheim), discovered how it should be done.

Let me try to explain.

Elite

Fred. Olsen is not only a shipping company but a man, the grandson of its founder a century ago.

His interests extend far beyond shipping now, but his pride in his ships is out of all proportion to their commercial consequence.

The result is an eliteness recognised by both employees and passengers with experience of other ships. And its most fundamental manifestation is that the ships are never crowded. Long experience shows that 350 passengers is the perfect number for a two-week cruise, and that is the maximum they carry.

The bars, in other words, never brim over. Everyone aboard can see the cabaret. And when the sun brings out its worshippers they don't have to secure their loungers with a towel on every visit to the bar: there are more than enough to go round, and it's simply not that kind of ship.

As for facilities, all the traditional games – deck tennis, quoits, shuffleboard and the like – may be taken for granted. There's table tennis, roulette and Joker 7, fruit machines, even a card room. There's a splendid pool with its own sun roof and bar.

There's a Singles Party, a Splash Party, a Sangria Party, Captain's Welcome and Farewell Parties, Gala Nights of every kind.

What there aren't too many of are dull moments.

Food for day-dreams

The food is in the Norwegian tradition, and it is some tradition. Breakfast actually out-Britishes the British and the Cold Table at lunchtime, groaning with everything from prawns and asparagus to profiteroles and cream, has to be seen to be believed.

Stop the ship

If the above sounds, while entertaining enough for a day or two, as if enough could quite quickly be enough hold on. On my own cruise we put in at Gibraltar, Tangier, Madeira (twice), Tenerife and Las Palmas. This winter Gibraltar and Tangier are replaced by either Lisbon and Cadiz or Agadir and/or Lanzarote.

Madeira knocks you over at once with the ruggedness of its outline and the profusion of its flowers. Once landed you can zip through balmy, intensely cultivated hillside country to charming little fishing villages where you can lunch off the morning's catch; shop to your heart's content for lace, porcelain or tapestry; sample Madeira wine in the shade of a picturesque old bodega or make your way up into the towering mountain behind Funchal for the traditional descent – dramatic but safe – by wickerwork toboggan.

Tenerife is like a continent in miniature, lush valleys thick with banana plantations in the shadow of the 12,000 foot, snow-capped Mt. Teide, Spain's highest mountain.

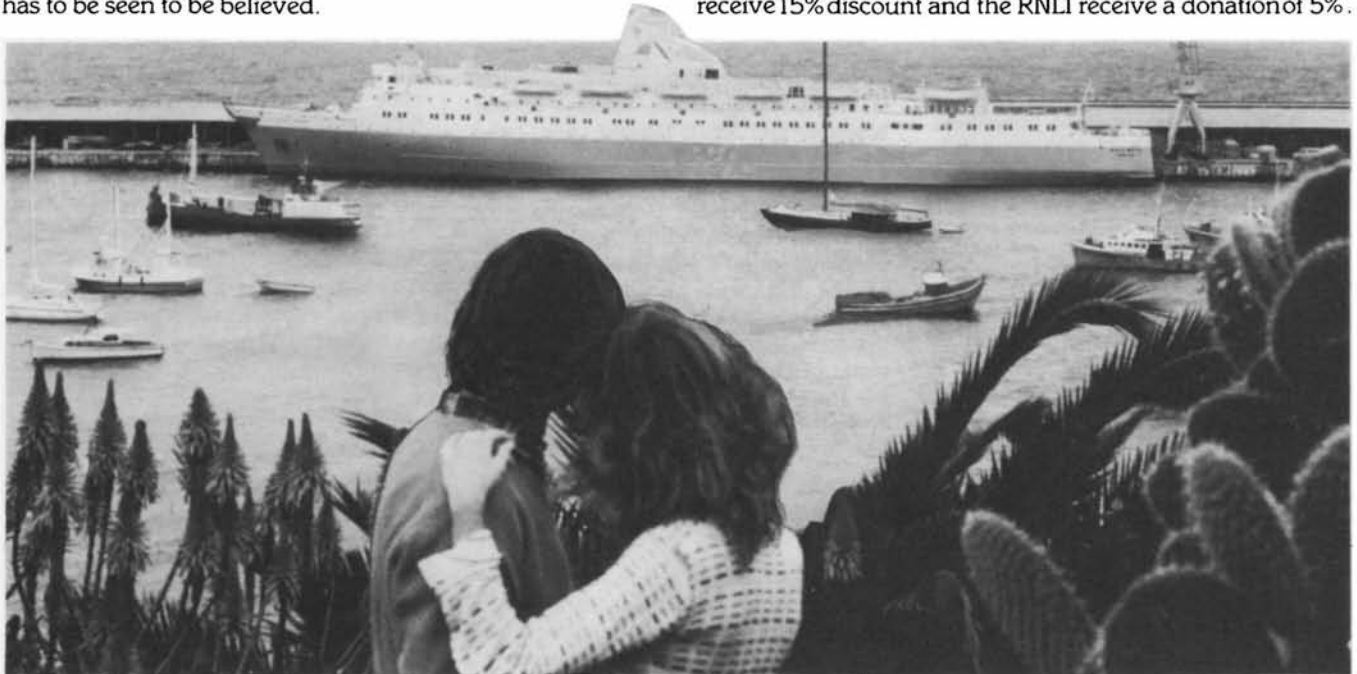


And in Las Palmas you return to the 20th century with a bang. The bars along the vast sea front are smart, the shops tempting, the nightclubs waiting patiently for night to fall. With its massive Las Canteras beach lined with sunbathers who disappear magically for lunch as if a gong had gone and return tide-like an hour later, Las Palmas is decidedly fun.

Yet it is not, I think, the ports that make so indelible an impression. It's the spirit aboard. The professionalism, for all their informality, of the officers. The spontaneous friendliness. The obvious regard between passengers and staff.

This is what brings passengers back twice, three times, in one case 15 times in just four years, to a Fred. Olsen cruise.

When you book your Voyage of Discovery, you will receive 15% discount and the RNLI receive a donation of 5%.



Cruise to Madeira & the Canaries

Special offer to Shoreline Members

Fares per person

Cabin Description	Deck	Brochure Price £	Shoreline Members Price £	You Save £	Fred. Olsen Donation to RNLI £
De Luxe Cabin – Bath/WC	Single 2 Beds	Sun 1380 1280	1173 1088	207 192	69 64
Outside Cabin – Shower/WC	Single 2 Beds 2 Berth	Boat 1030 970 810	875 824 688	155 146 122	51 48 40
Inside Cabin – Shower/WC	Single	Boat 960	816	144	48
Outside Cabin – Shower/WC	2 Beds 3 Berths* 4 Berth*	Upper 910 720 640	773 612 544	137 108 96	45 36 32
Inside Cabin – Shower/WC	2 Beds	Boat 810	688	122	40
Outside Cabin – WC	Single 2 Berth	Upper 840 680	714 578	126 102	42 34
Inside Cabin – WC	Single 2 Berth	Upper 780 640	663 544	117 96	39 32
Inside Cabin – Shower/WC	3 Berth 4 Berth	Upper/Main 620 600	527 510	93 90	31 30
Inside Cabin – Shower/WC	3 Berth 4 Berth	Main 530 490	450 416	80 74	26 24

PORT CHARGES: £10 per person
 CHILD REDUCTIONS: Child under 3 years – FREE (No separate berth)
 Child under 13 – HALF FARE
 Additional child under 13 – QUARTER FARE
 Teenager – 10% reduction. (25% in cabins marked*)
 HOLIDAY INSURANCE: Optional £9.50 per person
 GUARANTEED NO FUEL SURCHARGE:

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Your fare is inclusive, covering your accommodation, your meals and top class entertainment

HEAD STRAIGHT FOR THE SUN AND WARMTH OF THE ATLANTIC ISLANDS!

ITINERARY (19 MARCH 1981)

Thursday 19 March Depart Tilbury Dock
 Monday 23 March Agadir arr. 08.00/dep. 19.00
 Tuesday 24 March Madeira arr. 20.00
 Wednesday 25 March Madeira dep. 17.00
 Thursday 26 March Tenerife arr. 08.00/dep 17.00
 Las Palmas arr. 20.00
 Friday 27 March Las Palmas dep. 20.00
 Saturday 28 March Madeira arr. 12.00/dep. 14.00
 Wednesday 1 April Arrive Tilbury Dock
 HOW TO BOOK Complete the loose leaf Booking Form enclosed in this magazine or telephone Stephen Moore at Fred. Olsen Lines, 229 Regent Street, London W1R 8AP. Tel: 01-437 7315.

SUNSHINE CRUISE WITH 80 HOURS IN PORTS

SAVE UP TO £207

Map locations: Madeira (FUNCHAL), Lanzarote (ARRECIFE), Santa Cruz, Tenerife, LAS PALMAS, Gran Canaria, Fuerteventura, Gomera, Hierro.

Fred. Olsen Cruises

Port Erin, Isle of Man
37ft 6in Rother: June 7, July 20 and 26

Porthcawl, Mid Glamorgan
D class inflatable: June 12, 26, 29, July 7, 12, 28 (twice), August 3, 16, 18, 26, 28 and 31

Porthdinllaen, Gwynedd
47ft Watson: July 24 and 29

Port Isaac, Cornwall
D class inflatable: July 5, 22, 28, August 3, 14, 25 and 26 (twice)

Portpatrick, Wigtownshire
47ft Watson: July 13, 23 and August 17

Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: June 14, 15, 22, July 6 (three times), 19, 27 (twice), August 17 and 25
D class inflatable: June 1, August 25, 26 and 31

Port St Mary, Isle of Man
54ft Arun: June 3, 26
Relief 52ft Barnett: July 21 and August 13 (twice)
D class inflatable: July 23 and August 13

Port Talbot, West Glamorgan
Relief D class inflatable: July 3

Pwllheli, Gwynedd
37ft Oakley: July 30
D class inflatable: June 18, July 24, 26, August 1, 21, 23 and 26

Queensferry, West Lothian
Atlantic 21: June 29 and July 12

Ramsey, Isle of Man
37ft Oakley: July 20, 24, 30 and August 18

Red Bay, Co Antrim
D class inflatable: August 19

Redcar, Cleveland
37ft Oakley: June 15, August 18 (twice) and 20
D class inflatable: June 3, 15 and 28

Rhyl, Clwyd
37ft Oakley: August 2, 12 and 30 (three times)
D class inflatable: June 4 (twice), 15, 28, July 3, 25, 28 (four times), 29, 30 (twice), 31, August 2 and 3 (twice)

Rosslare Harbour, Co Wexford
48ft 6in Solent: July 29
Relief 46ft 9in Watson: August 31

Rye Harbour, East Sussex
D class inflatable: July 12 (twice), 13, 17 (twice), 26 (twice), 28, August 3, 5, 9, 23 and 30

St Bees, Cumbria
D class inflatable: June 8, July 24, August 9, 15, 18 and 24

St David's, Dyfed
47ft Watson: July 29

St Helier, Jersey
44ft Waveney: June 13, 27, July 7, 13, 20 and August 27

St Ives, Cornwall
37ft Oakley: June 30, July 1, 18, August 10, 25 and 30
Relief D class inflatable: July 8
D class inflatable: August 3, 8, 16, 17, 22, 25, 29 and 30

St Mary's, Scilly Islands
46ft 9in Watson: July 12 and August 1

St Peter Port, Guernsey
52ft Arun: June 2, 14, July 7 (twice), 11, 26, 27, 30, August 13, 21, 22, 26 and 29

Salcombe, South Devon
Relief 46ft 9in Watson: June 12, 19, July 13 and 26

Scarborough, North Yorkshire
37ft Oakley: July 26 and August 30
D class inflatable: July 20, August 16 and 21

Selsey, West Sussex
48ft 6in Oakley: June 26 and July 6
D class inflatable: July 2, 6 and 27 (twice)

Sennen Cove, Cornwall
37ft 6in Rother: June 25, 27, August 2 and 3

Sheringham, Norfolk
37ft Oakley: July 11

Shoreham Harbour, West Sussex
Relief 41ft Watson: June 8 and July 2
42ft Watson: August 31
D class inflatable: June 7, 15, July 20, August 1, 3, 17, 21, 25, 26, 29 and 30

Silloth, Cumbria
Atlantic 21: June 30, July 13, 25, August 1 and 14

Skegness, Lincolnshire
37ft Oakley: July 17, August 3, 12 and 30
Relief D class inflatable: June 21, July 4, 17, 30, August 4, 12, 14, 15, 17, 20, 22 and 28

Southend-on-Sea, Essex
Relief D class inflatable: June 11, 30, July 2, 24, 29, August 1, 21, 26 (twice) and 30
Atlantic 21: June 14 (twice), 15 (twice), 17, 22, 27, 29 (twice), 30, July 13, 18, 30, August 1, 10 (three times), 12, 13, 25 (twice), 26 and 30 (six times)

Southwold, Suffolk
Atlantic 21: June 16, 24, July 5, 29 (twice), August 3, 30 and 31

Staithes and Runswick, North Yorkshire
Relief Atlantic 21: June 6, August 8, 18, 24 and 31

Stornoway, Ross-shire
48ft 6in Solent: June 19, 23, 26 and July 11 (twice)
Relief 48ft 6in Solent: August 17 and 20

Stranraer, Wigtownshire
D class inflatable: July 21, August 13 and 23

Stromness, Orkney
52ft Barnett: July 4

Sunderland, Tyne and Wear
47ft Watson: July 27 and August 21
D class inflatable: June 24, July 2, 27 and August 31

Swanage, Dorset
37ft 6in Rother: June 1 (twice), 10, 24, 29, July 26, 27, 30, August 15, 24 (twice), 25, 27 and 29 (twice)

Teesmouth, Cleveland
47ft Watson: June 15

Tenby, Dyfed
Relief 46ft 9in Watson: June 13
46ft 9in Watson: August 6, 10 (twice) and 13
Relief D class inflatable: June 13, 19, 29, July 8, 10, 15, 19, 21, 22 (twice), 25, 26, 27 (twice), 30 and August 3
D class inflatable: August 5, 6 (twice), 7 (twice), 11, 12 (twice), 14 (twice), 15, 17 (twice), 21 (twice), 25 and 30

Tighnabraich, Argyllshire
D class inflatable: June 29 and July 31

Torbay, South Devon
54ft Arun: June 3, 9, 12, 13, 16, July 9, August 3 (twice), 16, 24 (twice), 29 and 30 (twice)

18ft 6in McLachlan: June 25, July 25, 30 (twice), August 11, 29 and 30

Tramore, Co Waterford
D class inflatable: June 26 and August 26

Trearddur Bay, Gwynedd
D class inflatable: June 8, July 9, 31 and August 23

Troon, Ayrshire
44ft Waveney: June 1, 7, 13, 15 (twice), July 5, 19, 28, 29, 30, August 10, 15 and 19

Tynemouth, Tyne and Wear
52ft Arun: June 11 and August 15
D class inflatable: June 14

Valentia, Co Kerry
52ft Barnett: June 16

Walmer, Kent
37ft 6in Rother: June 18 (twice), July 1, 17 and 25
D class inflatable: June 18 (twice), July 13, 20 (twice), 27 and August 17 (twice)

Walton and Frinton, Essex
Relief 46ft 9in Watson: June 22

Wells, Norfolk
D class inflatable: June 8, July 20, August 10 and 17

West Kirby, Merseyside
Relief D class inflatable: June 15
D class inflatable: June 25, July 28, August 2 and 8

West Mersea, Essex
Atlantic 21: June 27, July 20, 29 (twice), August 19 (twice) and 21

Weston-super-Mare, Avon
18ft 6in McLachlan: June 29 (twice), July 30, August 3, 13 and 24
D class inflatable: June 29 (twice), July 27, 30, August 13
Relief D class inflatable: August 24

Weymouth, Dorset
54ft Arun: August 6, 9, 10, 12, 16, 28 and 29 (twice)

Whitby, North Yorkshire
Relief 47ft Watson: August 20
Relief D class inflatable: June 4, July 5, 13, 14 and August 10
D class inflatable: August 20, 24 and 27

Whitstable, Kent
Atlantic 21: June 14, 15, 20, 24, 26, 30, July 19, 31, August 3, 6, 8, 17 (twice) and 20 (twice)

Wick, Caithness
Relief 48ft 6in Solent: June 20 and 28
48ft 6in Oakley: August 20

Withernsea, Humberside
D class inflatable: July 20 (twice), 27, 30 and August 30

Workington, Cumbria
46ft 9in Watson: June 8 and August 4

Yarmouth, Isle of Wight
Relief 52ft Arun: July 4, 30, August 6 (twice), 8 and 14
52ft Arun: August 16, 19, 20, 29 and 30

ON 1067, on trials
52ft Arun: June 21 (twice)

ON 858, on passage
41ft Watson: July 27 (twice)

ON 1043, on passage
44ft Waveney: July 30 and August 3

ON 987, on passage
70ft Clyde: August 29

SERVICES AND LIVES RESCUED BY THE RNLI'S LIFEBOATS

January 1, 1980, to October 31, 1980: Services: 2,507; lives saved 1,068

THE STATION FLEET

(as at 31/10/80)

258 lifeboats, of which 1 Atlantic 21, 4 18ft 6in McLachlan and 67 D class inflatable lifeboats operate in summer only

LIVES RESCUED 106,378

from the Institution's foundation in 1824 to October 31, 1980

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Classified Advertisements

ACCOMMODATION

NORTH CORNWALL. Comfortable guest house overlooking the lovely old village and harbour of Port Isaac. Friendly service, children welcome. An ideal touring centre for Cornwall. Super beaches close by for swimming, surfing and sailing. Send SAE for brochure to: Enid Andrews, 'Hathaway', Port Isaac, Cornwall. Tel: (020 888) 416.

PORT ISAAC, North Cornwall. Dunoon Guest House. Comfortable family guest house with superb views of Port Isaac Bay. Ideal centre for Rock, Polzeath, Trebarwith and Tintagel. Bed and breakfast, evening meal optional. Proprietress Mrs Kathleen Castle, Port Isaac (020 888) 383.

TORBAY, PAIGNTON. Close to harbour and main beaches, 'The Moorings' a modern three-bedroomed maisonette sleeps six to eight persons. Well furnished, carpeted throughout and fully equipped. Parking for two cars. SAE for particulars to Mrs Ricks, 'Lyndcote', Roundham Avenue, Paignton, Devon TQ4 6DE. Tel: (0803) 559333.

CHICHESTER HARBOUR. Emsworth Marina, yachtsman's 'Deck-House', sleeps four, well equipped, TV, residents launching-ramp nearby, lovely views; 25 square miles of sheltered sailing, moderate terms. Sorry, no pets. Further details—Emsworth 3298 or: 43 New Brighton Road, Emsworth, Hants PO10 7QP.

LUXURY BUNGALOW overlooking Filey Bay, sleeps 6. Three bedrooms, lounge/dining room, kitchen, bathroom and spacious garden. Situated on the Flat Cliffs, Primrose Valley. For full details on Winter or Summer lets and photographs, please send s.a.e. to Honorary Secretary, Filey RNLI, 21 Flat Cliffs, Filey, North Yorkshire.

BRIXHAM, TORBAY, DEVON. Self-catering HOLIDAY APARTMENTS each comfortably furnished to a high standard, (fridge and television of course), for two to six persons (children over six years). Superb outer harbourside position. Resident proprietors associated with **TORBAY LIFEBOAT**. Stamp please for brochure: G. A. Smith, 'Harbour Lights', 69 Berry Head Road. Tel: (08045) 4816.

CENTRAL CORNWALL. Luxury self-catering cottages with colour TV, sleeping from two to ten persons, situated midway between North and South coasts and on edge of moor. An ideal touring centre for an early Spring break. Children's playground. Licensed bar and restaurant (open if sufficient demand). Rates up to end of March from £3.50 per person per week. For brochure phone Bodmin 2249.

DORSET, 3 miles Bridport. 3-bedroomed holiday cottage—Television. St Anthony, Uploders.

WELSH FARMHOUSE for holiday rental. New Quay overlooking Cardigan Bay. 50 acres private wooded valley, streams, waterfall, secluded beach. 2 bathrooms, large kitchen, log fire in lounge. £75 to £160 per week. Sleeps eleven. ALSO: Adjacent bungalow (sleeps seven). Kennett "Broad Lodge", Southend Road, Stanford-le-Hope, Essex. (03756) 41079.

NORTH CORNWALL. Luxury self-catering cottages in peaceful Cornish countryside, near moor and coast. Beautifully furnished, colour TV, etc: from £58. Reductions two persons out of main season. Also well-appointed character farmhouse. Excellent farmhouse fare, including full English breakfast and five-course evening dinner. From £54 per week. Brochure: Tel: (0208) 850728, Mr and Mrs R. Curtis, Park Farm, Michaelstow, St Tudy.

JOHN AND LIZ RANKIN welcome you to the **OLD HALL HOTEL, RUSWARP, WHITBY.** Our delightful Jacobean Hall bordering the glorious North Yorkshire Moors and coastline is ideal for fishing, boating, walking or relaxing. Twenty-bedroom family hotel, lounge, TV lounge, restaurant, bar. Associated with Whitby Lifeboat. Brochure: Whitby (0947) 602801.

SAILS

There is just time to order a superb custom-made sail for delivery this Spring. We confidently guarantee outstanding value. Try us. **DAWSON SAILS**, 051-336 2201.

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UNCANNILY ACCURATE MINIATURE MODELS AND WALL PLAQUES OF YACHTS, SAILING BARGES, LIFE-BOATS AND OTHER VESSELS

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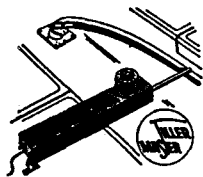
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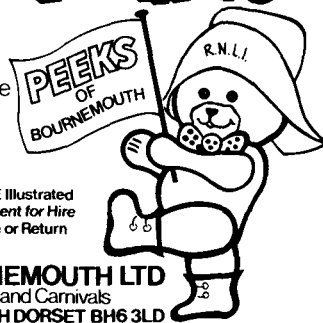
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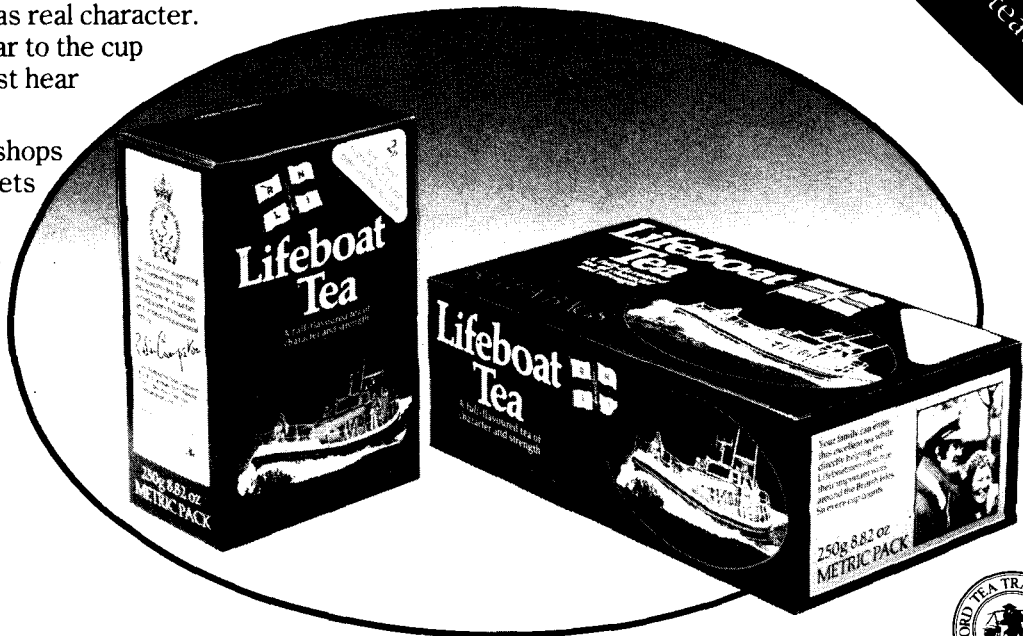
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