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Journal of the Royal National Lifeboat Institution

Spring 1981

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THE LIFEBOAT

Spring 1981

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Volume XLVII Number 475

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COVER PICTURE

Shoreham Harbour’s D class inflatable lifeboat on exercise. Inflatable lifeboats have been stationed at Shoreham for the summer season, from April to October, since 1967. In that time they have launched 450 times and rescued 233 people. The photograph was taken by Peter Hadfield.

There are 92 D class inflatable lifeboats in the RNLI’s station fleet; 25 of them are operational all the year round and 67 during the summer season only.

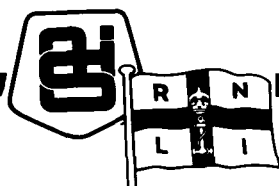
Editorial: All material submitted for consideration with a view to publication in the journal should be addressed to the editor, THE LIFEBOAT, Royal National Life-boat Institution, West Quay Road, Poole, Dorset BH15 1HZ (Telephone Poole 71133). Photographs intended for return should be accompanied by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

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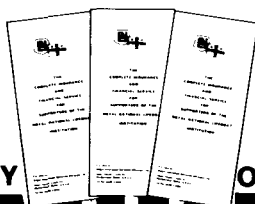
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RNLI 04/81

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One of a series of six paintings prepared in the RNLI display studio at Poole by Hilary Dear and David Simmons for the Indian Chief centenary exhibition at Ramsgate Harbour's Clock House. This painting, by David Simmons, taken from an old print, shows Ramsgate lifeboat, Bradford, leaving harbour under tow of the tug Vulcan in the severe gales of January 5, 1881.



NOTES OF THE QUARTER

The world's first lifeboat station?

Until recently it has been accepted that the world's first lifeboat station was at Bamburgh, Northumberland, where, in 1786, Dr John Sharp, the chief administrator of the Crewe Trust, persuaded Lionel Lukin to convert a small coble, making it 'unimmergible'. Reports of rescue boats stationed at the mouth of the Yangtse river in the mid-eighteenth century have never been substantiated, so Bamburgh's claim seemed safe. There is now convincing evidence that a lifeboat station existed at Formby, Lancashire, almost ten years before Lukin's boat was sent to Bamburgh. A minute in the Liverpool municipal records dated March 5, 1777, gave instructions for repairs to be carried out to 'the boat, which was formerly ordered to be built and kept at Formby in readiness to fetch any shipwrecked persons from off the banks'.

Grahame Farr had included a note about the boat set aside for lifesaving at Formby in the 1770s in his Aids to Lifeboat History No. 2, *British Lifeboat Stations*, published in 1979, and now, after considerable research, an article has been written by Dr and Mrs Yorke on the full history of Formby lifeboat station; it appears on page 156. The evidence for the early lifeboat and a picture of the station is

included in the new book *Lifeboat—In Danger's Hour* by Patrick Howarth (see pages 162 and 163).

Thanks to Admiral Hoare

The Committee of Management has resolved that the Institution's sincere thanks on vellum be accorded to Rear Admiral Desmond Hoare in recognition of his valuable co-operation and skill as a designer of the rigid-hulled inflatable lifeboat concept and for his services to the Institution as a member of the Committee of Management.

Admiral Hoare was Provost of the United College of the Atlantic at St Donat's, South Wales, when, with the support of the RNLI, he experimented with a boat design based on the combination of a rigid wooden hull with an inflatable sponson. After some seven years' work the early Atlantic 16 and 21 were adopted by the Institution, since which time considerable development work has been undertaken by the RNLI base at Cowes resulting in the highly effective Atlantic 21 we know today. Rigid inflatable boats are now

also common in the commercial field as well as in that of sea rescue.

Since Admiral Hoare's experiments in the 1960s, hundreds of lives have been saved by Atlantic class lifeboats.

Indian Chief exhibition

The centenary of the *Indian Chief* rescue carried out by the Ramsgate lifeboat *Bradford* in 1881, and for which the gold medal was awarded to Coxswain Charles Fish, is being marked by an exhibition in Ramsgate Harbour's oldest building, the Clock House. The exhibition includes the ship's crest, salvaged from *Indian Chief*, photographs, paintings and medals awarded to the lifeboat crew. A series of six new paintings of the rescue were prepared in the display studio in Poole.

The exhibition is open at weekends until Easter and daily thereafter, from 11.00 am to 4.00 pm.

Helicopter rescues

During 1980, helicopters of the RAF flew over 1,000 rescue missions and



Rear Admiral Desmond Hoare has been accorded the Institution's sincere thanks on vellum for the experimental design work he did for rigid inflatable lifeboats while Provost of the United College of the Atlantic, as well as for his work as a member of the Committee of Management. (above) HRH The Prince of Wales at the helm of an early Atlantic 21 rigid inflatable lifeboat during a visit in 1971 to Atlantic College, St Donat's Castle, South Wales . . .

. . . and (left) a later Atlantic 21 after the design had been further developed by the RNLI base team at Cowes.

rescued or evacuated some 600 people. A further 200 people were rescued by Royal Navy helicopters. Many of these missions were carried out jointly with RNLI lifeboats and the risks faced by both helicopter and lifeboat crews were, at times, severe. It was with particular sadness that the news of the death of Master Aircrewman David Bullock of RAF Coltishall was received. He was lost last November when attempting to winch the pilot of a ditched aircraft from the sea and was the first man ever to be lost on an RAF air-sea rescue mission. The RNLI extends its sympathy to his family and colleagues in a sister rescue service.

Admiral Cunninghamhame Graham

It is with deep regret that we have to record the death on February 14 of Admiral Sir Angus Cunninghamhame Graham, KBE CB.

After a distinguished naval career embracing active service in two world wars and ending with the appointment as Flag Officer, Scotland, Admiral Cunninghamhame Graham devoted more than a quarter of a century to the lifeboat service. He was co-opted to the Committee of Management in 1953, being elected a vice-president of the Institution in 1968, and he was a member of both the Scottish Lifeboat Council and its Executive Committee from 1953 until his death. From 1953 to 1972 he served as vice-convenor of the Scottish Lifeboat Council, and from 1963 to 1965 as chairman of the Executive of the Scottish Council.

Admiral Cunninghamhame Graham had strong personal links with the lifeboat service from his childhood because his father, Cdr C. E. F. Cunninghamhame Graham, was deputy chief inspector of lifeboats from 1894 to 1908. His bonds with the coast were close as he was chairman of Helensburgh station branch and he took an active and personal interest in the wellbeing of all Scottish lifeboat stations, branches and guilds.

For his funeral at Cardross on February 18 the Parish Church was packed and the congregation included many of his lifeboat friends.

Norwegian gift

At the request of HM King Olav V of Norway a cheque for £639 was given to Tynemouth lifeboat committee last year. King Olav visited Newcastle in September in connection with the city's 900th anniversary celebrations and asked that the proceeds from a reception, where he met the Norwegian community, be used towards the cost of the new Tynemouth 52ft Arun class lifeboat *George and Olive Turner* as an expression of Newcastle's seaward link with Norway.

The cheque, which represents more than £4 per head from the Norwegians living in Newcastle, was handed over to Coxswain John Hogg in the pres-

New design

The cover of this journal has been re-designed to fit in with new letter-headings, posters and other RNLI material so that a coherent design policy is achieved. The new designs use the RNLI flag, which is already well known, and by constant application every piece of RNLI material will be instantly recognisable. The consistency of design will also save money.

Overnight repairs

The dedication of lifeboat crews at sea is well known but less is heard of the back-up service on land which keeps the lifeboats in constant readi-

ness. Failures of equipment are rare due to careful maintenance but if accidental damage occurs it must be dealt with immediately. Last November a lifeboat's propellers were fouled by a badly laid mooring in a harbour. Chains wrapped around a propeller shaft and bent it so the lifeboat had to be lifted out of the water for repairs. Work started at 5.00 pm and the district engineer, district surveyor of lifeboats and station mechanic worked overnight to replace the propeller and shaft. The lifeboat was lifted back into the water at 7.00 am the next morning and after a sea trial was placed back on service at 9.00 am.

During his visit to Newcastle King Olav received the Honorary Freedom of Trinity House, Newcastle.

150th anniversary

Fraserburgh lifeboat station has been awarded a vellum on the occasion of the 150th anniversary of its establishment in 1831.

American branch

For those Americans who are interested in supporting the lifeboat service in the United Kingdom an American branch was formed at a recent meeting in London. Information on membership from: RNLI London office, 202 Lambeth Road, SE1 7JW.

The 46ft 9in Watson lifeboat Sir Samuel Kelly on her last journey from Bangor Shipyard last summer to the Ulster Folk and Transport Museum, Bangor Road, Holywood. Sir Samuel Kelly was stationed at Donaghadee from 1950 to 1976 when she entered the Relief Fleet; she is best remembered for the part she played in January 1953 in the rescue of 31 people from the sunken car ferry Princess Victoria. Another recent acquisition to the Ulster Folk and Transport Museum is the 35ft 6in Liverpool lifeboat William and Laura which was stationed at Newcastle, Co. Down, from 1949 to 1980.

photograph by courtesy of Crawford Phin

ness. Failures of equipment are rare due to careful maintenance but if accidental damage occurs it must be dealt with immediately. Last November a lifeboat's propellers were fouled by a badly laid mooring in a harbour. Chains wrapped around a propeller shaft and bent it so the lifeboat had to be lifted out of the water for repairs. Work started at 5.00 pm and the district engineer, district surveyor of lifeboats and station mechanic worked overnight to replace the propeller and shaft. The lifeboat was lifted back into the water at 7.00 am the next morning and after a sea trial was placed back on service at 9.00 am.

Steam lifeboats

Grahame Farr, who over the years has done much detailed research into lifeboat history, has just published the fifth in his series of historical papers. Entitled *The Steam Lifeboats, 1889-1928*, it gives a broad outline of the history of RNLI steam lifeboats as well as notes on earlier projects and overseas examples with tabulated information about the various boats.

Although it was not until 1890 that the first of the RNLI's six steam lifeboats, *Duke of Northumberland*, went on station at Harwich, the idea of steam propulsion for lifesaving had been considered for many years. The first proposal for a steam lifeboat came from Sir William Hillary himself, the Institution's founder, and one of the 289 entries in the Northumberland Prize design competition of 1851 was for a steam lifeboat.

The Steam Lifeboats 1889-1928 is available from Grahame Farr, 98 Combe Avenue, Portishead, Bristol BS20 9JX, price 75p including p. and p. Please send cash with order.



LIFEBOAT SERVICES

Scotland North Division

Twenty-nine rescued

JUST AFTER MIDNIGHT on Monday September 29, 1980, the deputy launching authority of Stornoway lifeboat station was informed by HM Coastguard that the 1,615 gross ton motor fishing vessel *Junella* was aground off Eilean Trod-day, Isle of Skye, about 27 miles south of the station; there were 29 men on board. The crew were alerted and at 0012 Stornoway's 48ft 6in Solent class lifeboat, *Hugh William Viscount Gough*, slipped her moorings under the command of Coxswain/Mechanic Malcolm Macdonald.

A gale to strong gale, force 8 to 9, was blowing from the south and the seas were rough with a heavy swell. The sky was heavily overcast and in the frequent rain squalls visibility was reduced to less than a mile. The tide was in the first hour of the ebb.

A few minutes after the lifeboat had left her moorings the master of *Junella* told Stornoway Coastguard that two inflatable liferafts had been made ready alongside, but he was instructed not to abandon ship. At 0143 the Coastguard informed the lifeboat that helicopter assistance had been requested and at 0238 that a Sea King helicopter from RAF Lossiemouth was airborne.

Although heading into wind and sea, with waves continuously breaking right over her, the lifeboat maintained full speed for the entire passage and arrived on scene at 0318. It was known that *Northella*, a sister ship to *Junella*, was standing by about three quarters of a mile east of the casualty and, unable to spot her in the heavy rain of this pitch

black night, the lifeboat asked her to indicate her position by flashing her searchlight.

The lifeboat sighted *Northella's* light at 0319 and a minute later made her first radio contact with *Junella*. She learned that *Junella* was aground on Sgeir nam Maol Rock, at the north end of the shoal, with the unlit beacon marking the rock plainly visible on her port shoulder. The fishing vessel reported that she was lying west by north, hard and fast aground from amidships forward; her bow was dried out but there was about 10 metres of water below her stern.

Junella was completely blacked out but at 0330 *Northella*, sighting the lifeboat, illuminated the area of the casualty with her searchlights.

The situation was both difficult and dangerous as Coxswain Macdonald made a very cautious approach to the casualty. His intention was to bring the lifeboat port side to, alongside the pilot ladder which had been rigged on *Junella's* starboard side, 30 feet from her stern, but heavy seas breaking around the casualty slewed the lifeboat's stern around dangerously close to the rocks. So, 'feeling' the way that the lifeboat wanted to head, Coxswain Macdonald decided to turn the lifeboat short around and come alongside starboard side to. Although he had little more than the length of his own boat in which to manoeuvre, the coxswain, making full use of his engines, successfully executed this turn and managed to bring the starboard shoulder of the lifeboat alongside the ladder. Then, displaying superb seamanship, he maintained this position for about 40 minutes while the 29 survivors disembarked.

It was a hazardous operation, with the lifeboat rising and falling 9 to 12 feet in the swell and in the breaking seas around *Junella's* stern. Assistant Mechanic George Smith, Emergency Mechanic John MacLennan and Crew Member Kenneth Macdonald were stationed forward while Crew Member Malcolm Maclean escorted the survivors to the cabins. Many of the survivors had to be pulled to safety from the pilot ladder and, with the rapid rise and fall, frequently both survivor and lifeboatmen were thrown bodily to the

deck; fortunately no one was injured.

Just after the sixth man had been safely transferred to the lifeboat the Sea King helicopter arrived and gave Coxswain Macdonald and his crew great help by illuminating the area with her powerful floodlights. Up till then, with *Junella* herself blacked out and the glare from the lifeboat's own searchlight hindering rather than helping, the only light relieving the pitch black had been from *Northella*, stationed three quarters of a mile away.

At 0410 the lifeboat informed Stornoway Coastguard that all 29 survivors were safely on board and that her expected time of arrival at Stornoway would be 0730. *Junella's* crew, ten in the forward cabin, 15 in the aft cabin and four in the wheelhouse, were made as comfortable as possible.

Coxswain Macdonald remained at the wheel throughout the entire service. The return passage, which took about 3½ hours, was made before the southerly gale, which was still blowing up to force 9; maintaining course was both difficult and arduous in the rough following seas, heavy following swell and with the increased weight now aboard slowing down the lifeboat's response to the helm. There was no lightening of the heavily overcast sky and frequent rain squalls continued to reduce visibility.

On arrival at Stornoway *Junella's* crew were taken into the care of the Mission to Seamen. The lifeboat was refuelled and back on her mooring, ready for service, at 0825.

For this service the silver medal was awarded to Coxswain/Mechanic Malcolm Macdonald. The thanks of the Institution inscribed on vellum were accorded to Assistant Mechanic George F. Smith, Emergency Mechanic John J. MacLennan and Crew Members Kenneth I. Macdonald and Malcolm Maclean.

Scotland South Division

Dutch dredger

THE DEPUTY LAUNCHING AUTHORITY of Troon lifeboat station was told by Clyde Coastguard at 1345 on Friday September 12, 1980, that the Dutch dredger *Holland I* working off Irvine Harbour was breaking her moorings in severe weather and in danger of being drive ashore. Realising how dangerous was her position, the master of the dredger had asked that the entire crew of five be taken off. He also reported that seas of up to 20 feet were sweeping across the dredger's main deck and that he doubted whether a lifeboat could get alongside. Maroons were fired and at 1355 Troon's 44ft Waveney lifeboat *Connel Elizabeth Cargill* slipped her moorings under the command of Coxswain/Mechanic Ian Johnson.

A force 8 gale was blowing from the west with gusts up to storm force 10 in



Stornoway: for the service to *Junella* on September 29, 1980, Coxswain/Mechanic Malcolm Macdonald was awarded the silver medal for gallantry. With him are his crew, who were accorded the thanks of the Institution inscribed on vellum, (l. to r.) Crew Members Kenneth Macdonald and Malcolm Maclean, Emergency Mechanic John MacLennan and Assistant Mechanic George Smith.

photograph by courtesy of Hebridean Press Service

the frequent squalls. In continuous rain and with heavy spray, visibility was poor. The tide was in the last hour of flood and setting north at 0.2 knots.

Troon Harbour entrance, across which heavy breaking seas were running, was cleared with some difficulty at 1358. Once outside Coxswain Johnson set a course of 300°M to clear the very confused seas being reflected by the west pier and shortly afterwards altered to 350°M to make directly for the reported position of the dredger. At this time, even though she was only 3½ miles away, the dredger could not be seen through the rain and spray. On his way to her Coxswain Johnson frequently had to alter course and speed in heavy beam seas of anything from 15 to 20 feet. The lifeboat was laid over on her beam ends several times and while crossing the shoal patch to the south west of Lappock Rock a particularly large sea broke aboard rolling the lifeboat so violently to starboard that the side of the wheelhouse was nearly in the water.

The lifeboat arrived on scene at 1420 and the dredger was found to be lying west by north a little less than a mile from Irvine Harbour Fairway Beacon. She was on the edge of the surf line some half mile from the shore in a depth of 40 feet of water. The dredger was anchored fore and aft, but the port cables and the main stern anchor cable were slack so that the full weight of the dredger was being taken by the remaining stern mooring on the starboard quarter.

The dredger was stern to the weather and ranging about 15 feet with the main deck frequently awash to a depth of four to five feet. The dredger crew could be seen sheltering in the control house which was raised above the main deck near the starboard bow.

The wind, now west to west north west, had risen to strong gale force 9 gusting to storm force 10; very rough seas, some of them higher than 20 feet, were being thrown up by the rapidly shelving seabed. Tidal effect was negligible as it was nearly high water, but visibility, particularly on deck, was severely restricted by rain and the driving spray being taken overall.

Having quickly assessed the situation, Coxswain Johnson decided to approach the dredger's starboard side and take the crew off one at a time as near to the control house as possible to reduce the danger of their being washed off the main deck. His intentions were passed to the dredger's master by VHF.

Second Coxswain/Assistant Mechanic Thomas Devenny and Emergency Mechanic David Seaward were instructed to go forward while Emergency Mechanic Peter McClure and Crew Member Robert Hannah were stationed amidships to help the survivors during the transfer. All crew members were secured by their lifelines with lifejackets partially

inflated and all were wearing protective headgear.

During the first approach the lifeboat was thrown heavily against the dredger striking a large sampson post set well inboard of the deck edge; the Waveney's shell plating was slightly damaged on the starboard shoulder. Nevertheless, with well-timed instructions from Second Coxswain Devenny, one man was successfully taken off.

Coxswain Johnson made four more approaches taking off one man each time. Because of the violent motion of the lifeboat alongside the dredger it was essential that the survivors should jump when instructed to do so by the second coxswain. On the final approach the last man 'froze' when told to jump and had to be pulled aboard. The lifeboat was thrown against the dredger three times during the various approaches and the foredeck crew were constantly exposed to the full force of the wind and sea. If the casualty's stern mooring had parted while the lifeboat was going alongside the lifeboat's crew would have been in a very vulnerable position; the lifeboat could also have been trapped between the dredger and her bow mooring as she was blown ashore through the surf.

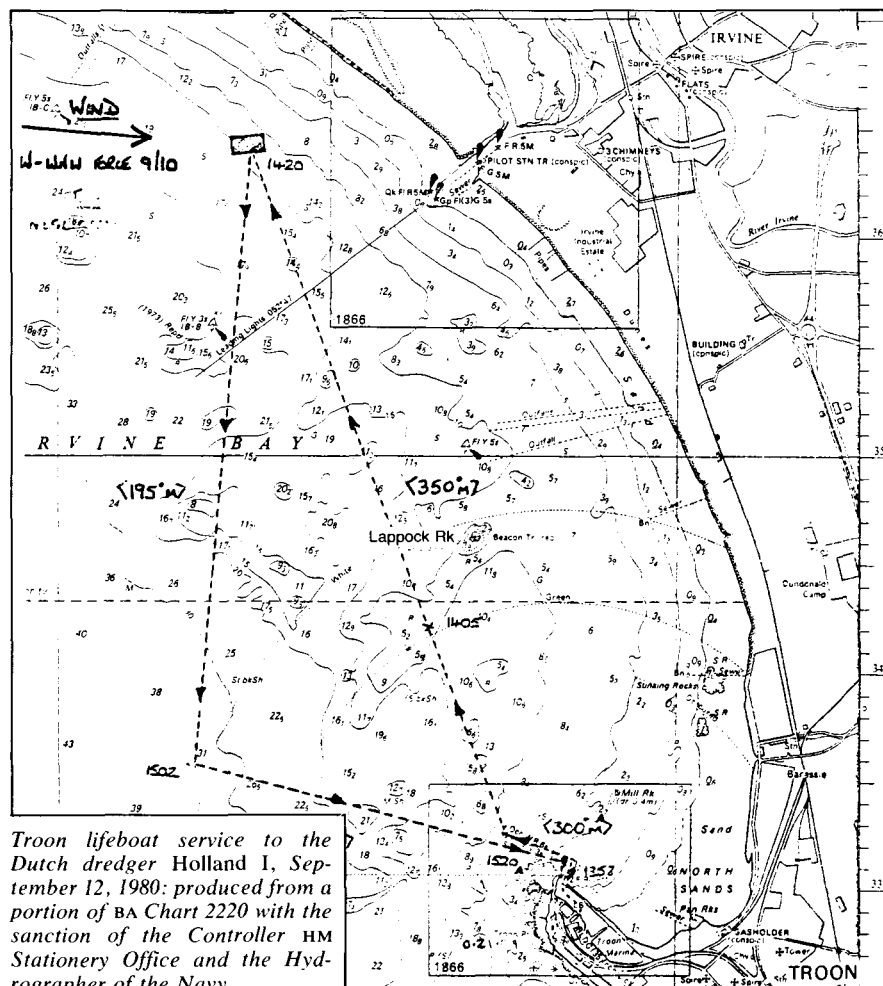
At 1445, as the last man was being taken off, a Sea King helicopter from HMS Gannet arrived on scene, and the coxswain told her that all the dredger's crew were now safe. Afterwards, the pilot of the Sea King said that had an

airlift been necessary it would have been both difficult and hazardous in the prevailing conditions.

Because such rough seas had been experienced on the way to the casualty, for the return passage Coxswain Johnson set a course of 195°M to clear the shallower water near Lappock Rock. When a position two miles west by north of Troon Harbour was reached, course was altered to 115°M and the lifeboat ran before the weather. The survivors were all in the forecabin with Crew Member Roy Trewern looking after them. One man had been slightly injured before the lifeboat's arrival when a large sea had swept him against a bulkhead on the dredger's main deck.

Full power was required to drive through the heavy confused seas off the harbour entrance and the lifeboat passed between the piers at 1520. The five survivors were landed at the lifeboat station and a waiting ambulance took the injured man to hospital for a check-up. The lifeboat was then refuelled and was back on her moorings ready for service by 1545.

For this service the silver medal was awarded to Coxswain/ Mechanic Ian J. Johnson. Medal service certificates were awarded to Second Coxswain/Assistant Mechanic Thomas L. Devenny, Emergency Mechanics Peter McC. McClure and David Seaward, and Crew Members Robert Hannah and Roy W. A. Trewern.



Troon lifeboat service to the Dutch dredger Holland I, September 12, 1980: produced from a portion of BA Chart 2220 with the sanction of the Controller HM Stationery Office and the Hydrographer of the Navy.

water with the help of the crew and shore party.

For this service the bronze medal was awarded to Helmsman Robert G. Reynolds and the thanks of the Institution inscribed on vellum were accorded to Crew Members Vernon S. Evans and Charles T. Sharp.

North Eastern Division

Open fishing boats

FLAMBOROUGH COASTGUARD informed the honorary secretary of **Bridlington** lifeboat station at 0918 on Thursday January 31, 1980, that the coble *Renown* was in difficulties one mile east of Rolston and some 13 miles south of the lifeboat station; a net was fouling her propeller.

Bridlington's 37ft Oakley lifeboat *William Henry and Mary King*, under the command of Coxswain Fred Walkington, launched through heavy surf and set course south. It was low water and a gale force 8 was blowing from the south east. In driving sleet visibility was poor.

On launching, the lifeboat established radio communications with the coble *Betty A* and was told she had managed to get a line aboard *Renown*, that she was holding the crippled coble off the lee shore and that she was trying to gain deeper water. The wind was backing and by the time the lifeboat arrived at the casualty the gale was from south east by east and snow was falling. In these conditions the difficulties for any cobbles entering Bridlington Harbour would be increasing because, as the harbour mouth faces towards the south, in east to south east gales these open fishing boats have to turn broadside on to the heavy seas just before entry; and when the tide is low the heavy seas become surf.

A third coble was located on radar and she decided to return to harbour while the lifeboat remained to escort *Betty A* and her tow, now making good about 4 knots.

The wind was still backing and increasing and it had risen to strong gale force 9 by the time the lifeboat and the two cobbles were approaching harbour at 1245. During the passage *Renown* had managed partially to free the net and was now able to re-start her engine, though still with minimum power. It was decided, therefore, that the tow should be slipped and *Betty A* was asked to enter harbour first and wait just inside the entrance, bow to sea, ready to help if needed. Although struck by two heavy breaking seas, she entered harbour safely and turned into position. The lifeboat then took up station on *Renown's* port quarter and lines were made ready so that the lifeboat could close rapidly and pull the coble head to sea if her engine lost power.

Just at this time, 1255, the coble *Three Fevers* was seen, about 75 yards

from the harbour entrance, steaming over the Canch, a notorious sandbank. The lifeboat had just told *Betty A* that *Three Fevers* was coming in when the approaching coble was struck by a sea, estimated at 12 to 13 feet high, which broke from astern and immediately filled the boat; two of her crew of three were washed over the side.

Coxswain Walkington told *Renown* to turn head to sea and 'dodge' and asked *Betty A* to leave harbour and stand by *Renown* while he took the lifeboat at full speed to the help of *Three Fevers*.

Two of the fishermen were in the water. The coble was either aground or just being kept afloat by the air trapped in her wheelhouse, on top of which was the third member of the crew. The first man was approached and pulled on board the lifeboat just as he was going under. The second man, separated by about 30 feet from his mate by the seas, was being kept afloat by fish boxes to which he was clinging; he also was pulled on board.

The third man was still on the wheelhouse top, just above water, but the area around the coble was littered with ropes and wreckage. Second Coxswain Denis Atkins was just signalling to him to get into the water when he was washed off and clear of the boat. A lifeboatman threw him a rope which he grabbed, but before he could be pulled alongside another heavy sea swept him under. He managed, nevertheless, to retain his grip on the rope and when he surfaced was immediately pulled on board. The lifeboat then returned to harbour to land the survivors.

As soon as the three fishermen had been handed into the care of an ambulance crew the lifeboat took up station in the harbour mouth as *Betty A* escorted *Renown* into harbour.

The lifeboat then sailed immediately to escort another coble, *Sincerity*, which was reported ten miles south of Bridlington returning through heavy head seas, the strong gale having now backed to north east. While escorting *Sincerity* a number of seas broke into the lifeboat, one of which tore the fire extinguisher and its stowage from the bulkhead, and both boats had to turn and 'stem' many of the large seas.

Sincerity was safely escorted into harbour at 1532. By now, with the tide high, there was not enough beach to recarriage the lifeboat in the heavy surf, so the lifeboat remained in harbour to await the fall of the tide. After having a meal and changing into dry clothes the crew reassembled and sailed again to recarriage, still through heavy surf, at 2030.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Fred Walkington and vellum service certificates were presented to Second Coxswain Denis Atkins, Motor Mechanic Roderick W. Stott and Crew Members Claud Sharp, Anthony J. Ayre, Paul A.

Staveley and Harry T. Wood. A letter of thanks was sent to Arthur Dick, Bridlington station honorary secretary, commending the efficiency of the shore helpers when launching and recovering the lifeboat in the very bad conditions which prevailed.

North Eastern Division

Three rescued

RED FLARES sighted off Saltfleet Haven were reported to the honorary secretary of **Mablethorpe** lifeboat station by Humber Coastguard at 1940 on Sunday August 24, 1980, and, with the assistance of shore helpers, the station's D class inflatable lifeboat launched through heavy surf at 1953; she was manned by Helmsman Bernard Tuplin and Crew Member John Mayfield. A moderate breeze, force 4, was blowing from the north east and it was two hours after high water.

The casualty, six miles north of the station, was reached at 2015 and found to be a coble which had suffered engine failure after being swamped while trying to cross the bar; she had a crew of three. A fishing boat out of Saltfleet, *Billy Witch*, had managed to take off one man but, as by that time the 14ft open coble was inside the surf line, the state of the sea prevented *Billy Witch* from taking off the other two.

The inflatable lifeboat made two runs into the surf, taking off the two men on board and also a line from the coble to take her in tow. So heavy was the surf that, with no helpers on shore, it was impossible to land at Saltfleet. Outside the surf line there was only a medium swell, so it was decided to tow the coble back to Mablethorpe.

By the time the lifeboat and her tow arrived back at Mablethorpe it was dark. The shore was illuminated by parachute flares and a searchlight and, with the assistance of all spare crew and helpers, who worked chest high in very dangerous surf, the two boats were beached at 2215. The lifeboat was rehoused at 2230.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was sent to the crew and shore helpers of Mablethorpe lifeboat station.

Scotland North Division

Fishing boat aground

AT 2319 on Saturday September 20, 1980, Shetland Coastguard informed Coxswain/Mechanic Hewitt Clark of **Lerwick** lifeboat station that the fishing vessel *Maverick* was aground on the east side of Fair Isle; she was listing badly and making water. The maroons were fired, the deputy launching authority authorised the launch and at 2326 Lerwick's 52ft Arun lifeboat *Soldian* slipped her moorings.

It was a fine evening, the wind variable force 2 to 3, the sea slight and visibility three miles under an overcast sky.

Course was set to pass to the east of Fair Isle and the 43-mile passage was made in 2½ hours. Arriving at the scene of the casualty at 0200, *Maverick* was found to be at the south end of the island at the entrance to South Harbour. She was aground about 200 yards south south west of The Keels, with her bows heading south south west; she was rolling heavily and bumping badly. A strong westerly tide of 4 to 5 knots and the easterly ground swell breaking over the dangerous rocks made the approach hazardous.

Before the arrival of the lifeboat, MFV *Responsive* and the inter-island ferry *Good Shepherd* had made several attempts to pass a towline to the stricken trawler, but, in the very strong tide, without success.

Judging the seven fishermen on board *Maverick* to be in danger, Coxswain Clark suggested by radio that they abandon the vessel. This was agreed. By this time the water had risen halfway up the casualty's engine and her hold was completely flooded.

Coxswain Clark decided that the safest method of transferring the fishermen would be by the Arun's Y class inflatable dinghy, and so the lifeboat took up position about 200 yards east south east of the casualty and the inflatable dinghy, manned by Assistant Mechanic Andrew Leask and Emergency Mechanic Ian Newlands, was launched. Just as she was going alongside *Maverick* the dinghy's engine mounting bracket fractured making manoeuvring very difficult. She was recalled by the coxswain because it would have been too great a risk to take survivors on board. An attempt was then made, by means of the inflatable dinghy, to run a veering line across to the casualty's own liferaft which had already been put in the water, but the strong tide took the bight of the line, making the manoeuvre very difficult. Eventually the propeller pin sheared and the dinghy was pulled back to the lifeboat and taken aboard.

Coxswain Clark asked the skipper of *Maverick* to have his men ready in the liferaft. He then very cautiously steamed in close enough for a heaving line to be passed and the liferaft with the seven men aboard was pulled to safety. The crew were helped on to the lifeboat and the liferaft stowed on deck.

Course was set for Lerwick at about 0250. At 0450, however, Shetland Coastguard informed the lifeboat that *Maverick* was afloat and drifting half a mile off shore. Coxswain Clark turned back to investigate, but at 0540 another message came from the Coastguard to say that the trawler had sunk. Course was resumed for Lerwick and the lifeboat arrived at 0735. The survivors were disembarked. The lifeboat was refuelled and was back at her mooring,

once again ready for service, at 0825.

For this service a letter of appreciation, signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Coxswain P. Hewitt P. Clark and his crew.

South Eastern Division

Stranded in cave

THREE CLIFF CLIMBERS, missing west of Anvil Point, were reported to Swanage lifeboat station by HM Coastguard at 1733 on Saturday November 29, 1980; the station's 37ft 6in Rother lifeboat *J. Reginald Corah*, was launched at 1746 under the command of Coxswain/Mechanic Victor Marsh.

A fresh to strong breeze, force 5 to 6, was blowing from the north and, except in the shelter of the cliffs, the sea was choppy. High water had been at 1515. Visibility was good, but it was a freezing cold evening.

The lifeboat reached the search area at about 1800. She was three quarters of a mile west of Anvil Point when she had to stop her starboard engine to deal with overheating of the exhaust manifold. While she continued her search on her port engine, voices were heard and a man was seen on the rocks in the narrow Zawn Cave.

J. Reginald Corah was anchored at 1814 and two of her crew, Second Coxswain/Assistant Mechanic Philip Dorey and Crew Member Ian Marsh, went in with the lifeboat's inflatable dinghy. A second man was a few feet up in the cave, and the third about 12 feet up. Only the first man could be seen from the sea and none of them would have been visible from the air or the cliffs. If they had not been found, when the next flood tide had refilled the cave they would have been partially submerged.

By 1834 two of the climbers were on board the lifeboat, and a light was being shone in the cave so that the third man could climb down to the dinghy. The rescue trips were made through smooth water but in a strong tide. As it was more than three hours after high water, rocks in the floor of the cave were showing above sea level and the dinghy could not be rowed, but only paddled among the rocks. All three men were safely on board the lifeboat by 1839 and, cold, wet and exhausted, they were wrapped in blankets. Ten minutes later *J. Reginald Corah* had recovered her dinghy and her anchor and set course for station.

The climbers were landed at the lifeboat slip at 1910 and all three were examined by the honorary medical adviser. After getting warm and dry in the boathouse and having a cup of hot tea they were taken into the care of friends.

The lifeboat was rehoused and once again ready for service at 1945.

For this service a letter signed by Rear Admiral W. J. Graham, director of the Institution, expressing the

Institution's appreciation to Swanage lifeboat crew, and in particular to Second Coxswain/Assistant Mechanic Philip Dorey and Crew Member Ian Marsh, was sent to Captain D. A. N. Aldridge, station honorary secretary.

South Western Division

Escort

LAND'S END COASTGUARD informed the honorary secretary of Padstow lifeboat station at 0150 on Thursday October 16, 1980, that the fishing vessel *Girl Christian* was reported to be in difficulties four miles north of Trevoze Head. Padstow's 48ft 6in Oakley lifeboat *James and Catherine Macfarlane* launched at 0218 under the command of Coxswain Trevor England.

It was an overcast night with steady rain and frequent heavy squalls. A fresh to strong breeze, force 5 to 6, was blowing from the north east and the sea was rough.

At 0240 it was learnt that *Girl Christian*, with two men on board, was in tow of another fishing vessel, *Minehead Angler*, with three on board. The two boats were heading south. The lifeboat came up with them at 0253 and a few minutes later reported that she would escort them to Newquay. The tow was making about three knots.

By 0330 the north-easterly wind was gusting to near gale, force 7, and just after 0400 there was a gale warning.

Half an hour later *Girl Christian* and *Minehead Angler* dropped anchor in the shelter of Porth Island to await the tide before entering Newquay. As both of the fishing boats were now suffering engine trouble and because of the deteriorating weather it was decided that the lifeboat should stand by until they had entered harbour; she, too, was anchored by 0500.

At 0717 the lifeboat weighed anchor and made for Newquay to see what conditions were like, but finding that seas were breaking heavily at the harbour entrance, she advised the fishing boats to remain at anchor. At 0808 the lifeboat entered Newquay and at 0840, with the sea quietening somewhat although there were still occasional breaking waves, it was agreed that the two fishing boats should weigh anchor and try to enter harbour. They would come in one at a time as *Girl Christian* had managed to get her engine going and *Minehead Angler* had engine trouble of her own; a shore crew would be standing by on the quay with ropes. If entry was not possible, the two fishing boats would make for the River Gannel.

Padstow lifeboat then left harbour and escorted in first *Girl Christian* and then *Minehead Angler* and by 0912 both were safely moored alongside the quay.

The lifeboat crew were given breakfast at Newquay and set out on the return passage to Padstow soon after



Torbay lifeboat, the 54ft Arun Edward Bridges (Civil Service No. 37), approaching Haldon Pier, Torquay, in the early hours of October 22, 1980, to land a badly injured man rescued from a car over the cliffs (see below).

photograph by courtesy of Torquay 'Herald Express'

1000. Reaching station, recovery was difficult, but *James and Catherine Macfarlane* was rehoused at 1230.

For this service a letter signed by Cdr Bruce Cairns, chief of operations, expressing appreciation to Coxswain Trevor England and his crew was sent to Lt Cdr J. W. Hamilton, Padstow station honorary secretary.

South Western Division

Car over cliff

IN THE EARLY HOURS of Wednesday October 22, 1980, Paignton Police informed Brixham Coastguard that a car was over the cliff three miles from Torbay lifeboat station. The Police, Fire and Ambulance services were alerted and **Torbay** lifeboat, the 54ft Arun Edward Bridges (Civil Service No. 37) was launched at 0035 under the command of Coxswain Arthur Curnow.

The car, badly damaged with a severely injured man inside, was found about 100 feet above the waterline. The cliff face was illuminated by searchlights from three fire engines and from the lifeboat and, while firemen, police and coastguard climbed down the cliff, the lifeboat's inflatable dinghy was launched manned by Assistant Mechanic John Hunkin, Crew Member Derek Winning and Crew Member John Ashford, who is also an ambulance driver. A fresh to strong breeze, force 5 to 6, was blowing from the south west, and the approach to the rocky shore had to be made through rough seas and a ten-foot swell.

John Ashford, with the help of the coastguard and firemen, managed to get the man out of the car and lower him in a stretcher to the inflatable dinghy. Attended by John Ashford the injured man was transferred to the lifeboat and taken to Torquay where an ambulance was waiting. The other helpers were also put ashore. The lifeboat then returned to the scene to recover her inflatable dinghy before returning to station at 0248.

For this service a letter signed by Rear Admiral W. J. Graham, director of the Institution, expressing the

Institution's appreciation to the lifeboat crew, and in particular to Crew Member John Ashford, was sent to Captain B. J. Anderson, Torbay station honorary secretary.

Western Division

Capsized dinghy

TWO MEN visiting Tenby by yacht on Sunday September 28, 1980, were returning by dinghy from shore to their yacht in the late evening when their dinghy capsized. One man managed to cling to a rock but the other, who could not swim, was swept out towards Caldy Sound. His cries were heard by Second Coxswain Alan Thomas who immediately ran down to the lifeboat-house and raised the alarm. He was joined straight away by the honorary secretary, a crew was assembled very quickly and at 2345 **Tenby's** 46ft 9in Watson lifeboat *Henry Comber Brown* launched under the command of Coxswain Joshua Richards.

The weather was good with a gentle north-westerly breeze, force 3, and a slight sea; although it was dark, visibility was good.

The searchlight picked up the man on a rock off St Catherine's Island and he was taken aboard the lifeboat, but the other man was going out with the strong ebb tide. He was just about to sink below the surface when Crew Member Johnny John jumped overboard and held him up until the crew could get a line to him to pull the man in. He was hauled aboard and given artificial resuscitation.

Both men were landed at Tenby Harbour at midnight, just a quarter of an hour after the lifeboat had launched; they were taken to the Cottage Hospital for observation. The lifeboat was rehoused and once again ready for service at 0100.

For this service a letter signed by Cdr Bruce Cairns, chief of operations, expressing appreciation to Coxswain Joshua Richards and his crew, and in particular to Second Coxswain W. Alan Thomas and Crew Member John John, was sent to Mr E. W. Bancroft, Tenby station honorary secretary.

South Eastern Division

Propeller fouled

LENA B, a 32ft beam trawler, 2½ miles south east of Hastings with her propeller fouled by a fishing net, was reported to the honorary secretary of **Hastings** lifeboat station by HM Coastguard at 0700 on Sunday October 12, 1980. Only one man was on board.

At first it was thought that a shoreboat might be able to help *Lena B*, but because of the low state of the tide, no shoreboat was available. So, at 0755, **Hastings's** 37ft Oakley lifeboat *Fairlight* was launched under the command of Coxswain John 'Joe' Martin. It was a difficult low water launch, made very awkward because a second high-water bank of shingle had built up overnight, but Tractor Driver John Hamilton dealt with all the problems quietly and efficiently and the lifeboat was launched safely.

A fresh breeze, force 5, rising to strong breeze, force 6, was blowing from the north east with a slight to moderate sea. The morning was hazy, but visibility was improving.

Fairlight set course south east but *Lena B* was not in the reported position, nor could she be picked up on the lifeboat's radar (it was later learnt that her radar reflector was away for repair). Dover Coastguard arranged for *Lena B* to make a long VHF transmission from which a fix was gained and the lifeboat intercepted the trawler 9.3 miles south of the station at 1005. Two lifeboatmen were put aboard the casualty which was taken in tow and berthed safely in Rye Harbour.

The lifeboat was rehoused and once again ready for service at 1430.

For this service a letter signed by Cdr Bruce Cairns, chief of operations, expressing the Institution's appreciation to Tractor Driver John G. Hamilton was sent to Mr J. J. Adams, Hastings station honorary secretary.

Lifeboat Services, September, October and November, 1980

Aberdeen, Aberdeenshire

54ft Arun: September 8, 28, November 12 and 17

Aberdovey, Gwynedd

Atlantic 21: September 20

Abersoch, Gwynedd

Atlantic 21: September 10, October 5 and November 5

Aberystwyth, Dyfed

D class inflatable: October 8 and November 26

Aldeburgh, Suffolk

42ft Beach: September 10, 22 and 23

Angle, Dyfed

Relief 46ft 9in Watson: September 21 and November 3

continued on page 177

Building the Fast Slipway Lifeboat

PART III: PLATED UP

THE STEEL HULL of the fast slipway lifeboat is built upside down, so that the welder can look down on his work, both making the work easier and also making it possible for him to achieve the best results: the integrity and strength of the whole structure is dependent on the high quality of the welder's skill. Once all the exterior work is completed, however, the hull is released from its deck jig and, with a crane at each end, turned through 180 degrees until it is right way up. In Fig. 4 the fully plated hull of the first of the two prototypes being built at Fairey Marine (COWES) can be seen turned right way up, while, in the background, the skeleton of the second prototype, still at the earlier stage, is inverted, awaiting plating.

Now the detail of the hull has taken shape: for instance, Fig. 1 shows the fine entry of the forefoot of the stem, and Fig. 2 the protective curve of the propeller tunnels; deep bilge keels will eventually give further protection.

LOA	47ft 0in (14.326m)
LWL	42ft 7in (13.000m)
Beam	15ft 0in (4.572m)
Draught	4ft 2in (1.270m)
Structural height	13ft 0in (3.962m)
Displacement	24 tons (24.385 tonnes)

Once the hull is turned upright, it is water tested. All compartments and tanks which must be watertight are filled with water and a check made to see that there are no seepages whatsoever through the welded joints. Once the watertightness has been proved of the water and fuel tanks, down in the bilges, their tops are fitted and a final compressed air test made to establish their complete tightness. All void spaces in the structure of the hull will eventually be enclosed and filled with foam to provide buoyancy and to prevent the entry of water should the hull at any time be damaged.

Meanwhile work goes ahead on welding into place all deck structure seatings and hull skin fittings. When this stage is complete, the next operation for a steel boat is shot blasting: the cleansing under pressure of the whole of the outside of the hull, the internal bulkheads, the tank tops and all the deck structure. A shower of grit forced at high velocity through a hose is

directed at every inch of surface, removing all mill scale and rust from the steel and leaving a shining clean surface ready for protective coats of primer and undercoats of paint. All the steel surfaces to which the aluminium deck and superstructure will later be attached are included in the shot blasting; these surfaces will then be sprayed with zinc to prevent corrosion which would otherwise be caused by electrolytic action between the steel and aluminium, metal alloys of differing nobility.

All this basic testing, cleansing and protective work has to be done while the hull is clear, but while it is going on other major components are being prepared ready for fitting. The aluminium superstructure is being built in another part of the yard, and the engines (see Fig. 3), having passed their initial bench tests, have been delivered to Cowes. The engines are twin General Motors 8V-71 turbocharged intercooled marine diesel engines developing 425 shp at 2,300 rpm continuous rating, and they are fitted with Allison type M20 reverse reduction gear boxes with a reduction ratio of 2.04:1. Soon, they will be lifted into their places, to port and starboard in the engine room.

(to be continued)

photographs by courtesy of
David Parker

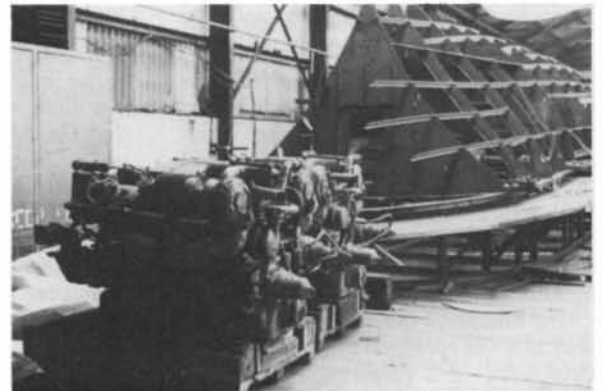


Fig. 3: The twin General Motors 8V-71 marine diesel engines, having completed bench trials, are ready to be lifted into the lifeboat's engine room.

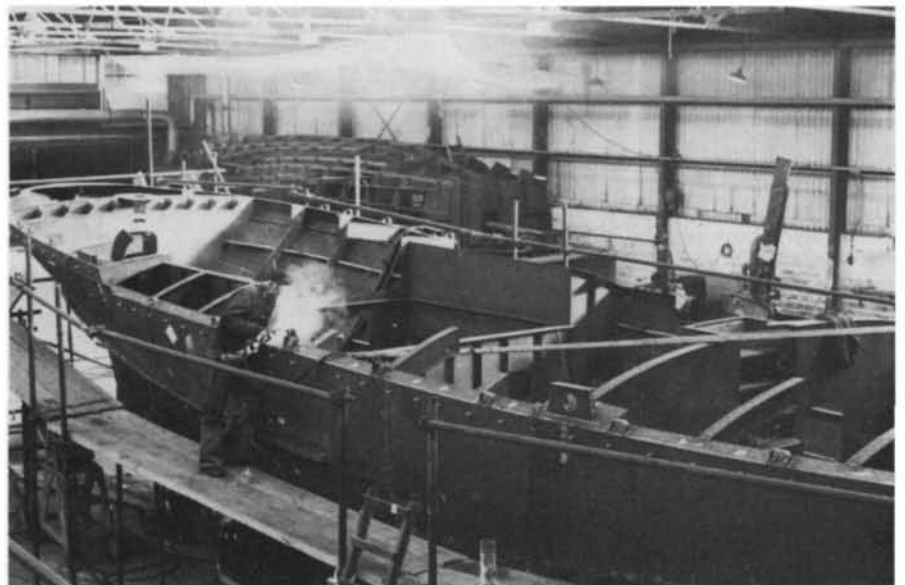


Fig. 1: The forefoot of the stem has a fine entry. Ruffle holes are built into the skeg through which preventer chains are passed to hold the lifeboat, when at rest, on her slipway.



Fig. 2: Looking forward from the transom down the fast slipway lifeboat's starboard propeller tunnel. Further protection will be given to the propellers by deep bilge keels not yet fitted.

Fig. 4 (below): Plating of the first of the two prototype fast slipway lifeboats is complete and the hull has been turned through 180 degrees so that it is now right way up. A welder is at work attaching deck fittings to the deck stringer plate. The skeleton second prototype, awaiting plating, is in the background.



Formby Lifeboat Station

1776-1919

by Barbara and Reginald Yorke

UNTIL RECENT TIMES the approaches to the Port of Liverpool were quite hazardous. The difficulties stemmed from the fact that seaward of the northern extremity of the Wirral peninsula the estuary suddenly opens out to become very shallow for the most part and fully exposed to the prevailing west or north-west winds. The sandbanks drying out at low water have always been subject to gradual change in position, leaving, before the New and later the Queen's Channel were dredged in the mid nineteenth century, two natural channels for shipping to enter or leave the port. These were:

Formby Channel in direct line with the ebb from the river, hugging the Lancashire coast as far as Formby Point from whence it turned seawards.

Rock Channel hugging the Cheshire coast as far as Hoyle Lake from whence deeper water could be reached directly to the north west or a coastwise course followed across the mouth of the River Dee and down the Welsh coast.

Liverpool Town Council was extremely aware of these difficulties and from the beginning of the eighteenth century was anxious to improve the port facilities. The first enclosed dock was opened in 1715 and the Dock Trustees undertook the task of buoying the channels and erecting landmarks; lighthouses were at first resisted!

The middle of the eighteenth century also saw the recognition, at first on the Continent, of a remarkable fact: that given promptitude and application, many people brought out of the water apparently drowned could be revived using simple measures, including a technique, mouth-to-mouth resuscitation, which was then well understood but later forgotten until rediscovered in the 1950s. Practical interest in these developments led to the foundation of the Royal Humane Society in London in 1774 and the Liverpool Institution for Recovering Drowned Persons in 1775. From the beginning there was close liaison between the originators of the London and the Liverpool Societies, Dr Thomas Cogan and William Hawes in London, and Dr Thomas Houlston in Liverpool. In both places a system of rewards, following the Continental pattern, was established for attempting the rescue of drowned persons, whether successful or not.

The 'Liverpool Scheme' in turn attracted the interest of the dock master and water bailiff, William Hutchinson. His post included the duties of harbour master with jurisdiction over

the whole extent of the port from the south bank of the Ribble in the north to Hoylake in the south. Hutchinson was a truly remarkable man and it is significant that his book *A Treatise on Practical Seamanship* published in 1777 received national acclaim and went into several further editions. Bound in with the first edition of this book, recently reprinted in facsimile*, was a chart of the Harbour of Liverpool by P. P. Burdett, 1771, corrected 1776, and it is a footnote to this chart which provides the first documentary evidence of a boat and station for saving lives in existence at Formby Point by 1776:

'N.B.: On the strand about a mile below Formby Lower Land Mark there is a boathouse, and a boat kept ready to save lives from vessels forced on shore on that coast, and a guinea, or more, reward is paid by the Corporation for every human life that is saved by means of this boat, etc.'

Hutchinson's concern for the saving of human life from drowning is evident in the text of the book, particularly his ingenious suggestions in a section entitled *On Saving Life from a Ship Lost on a Lee Shore*. His pride in the 'Liverpool Scheme' is also evident as he states '*Liverpool leads the way for this noble purpose*'. It was clearly Hutchinson, supported by the Dock Trustees, who arranged for the boat and station to be established at Formby.

The exact date of the establishment of Formby station remains uncertain as the minute book of the Dock Trustees prior to 1793 has long since been destroyed (probably in the fire at the Town Hall in 1795) but was apparently between 1771 and 1776. Fortunately the full minutes of the Town Council have survived from the sixteenth century onwards and the Dock Trustees from 1793. A minute of the Liverpool Common Council dated March 5, 1777, indicates that the boat and boathouse had already been there long enough to need repair:

'It is ordered that the boat and boathouse which was formerly ordered to be built and kept at Formby in readiness to fetch any shipwrecked persons from off the banks, be repaired and kept up for these purposes but that Mr Gerrard [the treasurer] do go over and agree with any

persons for such purpose and what the same will have by the year to take care of the said house and boat and doing this humane and good service and report it to the Council.'

At the next meeting of Council on April 2 it was ordered that:

'Richard Scarisbrick of Formby, sailor, be appointed to take care of the boat and boathouse erected and provided to be built and stationed at Formby to assist and save shipwrecked persons and goods on this coast. And that Mr Gerrard do pay him the sum of five guineas for the good services by him already done herein and that he have a salary of two guineas a year from henceforth for such service. And that he and the boat's crew shall be handsomely rewarded hereafter for such good service done herein and not less than one guinea per head for every life or person they shall save and to be further rewarded as the Council shall on enquiring find he or they merit to be paid out of the dock duties.'

Burdett's chart was updated and reprinted in 1781 (see Fig. 1). In addition to a similar footnote (see Fig. 2) the position of the boathouse and boat is clearly indicated at Formby Point. Although not much is known about this boat or her service, we may guess that she was probably of the type known as a Mersey Gig, a generally two or three masted, versatile, sprit-sail rigged craft only requiring a crew of three or four and capable of being pulled or sailed.

In 1799 the Dock Committee appointed William Brown to look after the boat '*in room of Robert Whitfield, deceased, with the like allowances as enjoyed by his predecessor*', and then on April 9, 1800, Robert Neale, the riding officer at Formby, was appointed to the care of the boat and boathouse '*in the room of William Brown*'.

The original boathouse was rebuilt in 1793 on the same site at the end of what subsequently came to be known as Lifeboat Road. According to a survey of the bay, when built it was situated 100 yards inland well above the high tide line on land belonging to the Reverend Richard Formby, the lord of the manor. This reverend gentleman was incumbent of St John's, Liverpool, from 1784 to 1792 and later of Trinity Church, Liverpool. He seems to have had a local beneficial influence and interest in lifesaving somewhat akin to Dr John Sharpe at Bamburgh, as in 1798 we find he was presented with the Freedom of the Borough of the Town of Liverpool '*as a mark of respect for his unwearied and compassionate*

**A Treatise on Practical Seamanship*, 1777, by William Hutchinson. Reprinted with introduction by Morin Scott, 1979, Scolar Maritime Library, Scolar Press, London.

It is important to realise that the Formby lifeboat was the only one serving the harbour until 1803. Whether it was adapted in any special way for its purpose is not known. In 1801, however, the Dock Committee directed the marine surveyor '*to obtain the best information and particulars he can from North Shields respecting the construction expense and management of the boat called the lifeboat*'. Meanwhile Formby station was reported in February 1802 to have been destroyed by '*late tempestuous winds*'—but ordered to be immediately rebuilt. It was also ordered that the boat '*upon the improved principle*' be built by Henry Greathead to be used as occasion might require in the harbour. In the meantime a lifeboat was built in Liverpool at the instigation of the collector of excises and placed to the northward of the Fort, near the North Shore Coffee House.

The Greathead boat when she arrived in 1803 seems to have been the first boat on the Hoylake station.

In 1809 the Formby station was finally rebuilt and received the boat from Liverpool, under William Croft as captain who was allowed to reside in the cottage adjoining the boathouse. This building is that which survived with only slight modification up to the time of its final demolition in 1965.

The Greathead boat at Hoylake clearly impressed the Committee but from a minute of the Dock Committee dated April 5, 1809, it must be inferred

that the performance of Formby station in the early years of the nineteenth century left much to be desired, its supervision perhaps having been neglected, following the death of Hutchinson in 1801, in favour of the two newer stations. In fact Formby station continued to cause concern for the first 25 years of the century. In September 1816 The Liverpool Underwriters Association subscribed £25 to a fund for a new boat which the Dock Committee allowed to be placed on station in 1818, but the underwriters and the Reverend Richard Formby continued to express their anxiety. Depredations by the sea and erosion of the adjacent sandhills were also causing problems.

Then in 1825 the whole subject of the 'Recovery of Persons Apparently Drowned' and the state of the lifeboats in Liverpool Bay was referred to a sub-committee *'with power for them to provide and establish such boats as they may deem best and with a request that they will report their opinion upon the most effectual means of rendering prompt assistance in the saving of life and property in case of shipwreck on these coasts'*.

The ensuing report presented to the Council on November 1, 1825, laid the foundation for the future satisfactory operation, not only of the Formby boat but also boats at Point of Air, Hoylake and at the Magazines (Wallasey). New boats were built for each station and boathouses built for the new boats at Point of Air and Magazines.

Rules were drawn up explicitly dealing with the manning of the boats, the master's remuneration and housing, and pay of the crew. Also the need for constant look-out by telescope, which

was provided, and the exercise of the boat once a month under the superintendence of the harbour master.

The next decade, 1830 to 1840, saw three of the most destructive gales in the history of the port. The first of these occurred on November 29, 1833, and resulted in the loss of the pilot boat *Good Intent*, together with 12 men, in the surf about three miles north of Formby station.

The storm surge swamped the boathouse and waves beat heavily against the door. It proved impossible to use the boat to reach the wreck in which survivors hung in the rigging. Eventually Richard Sumner, the village doctor, bravely swam out to the survivors. *Good Intent's* punt, which had blown ashore, was then refloated and used by two of the lifeboat crew to assist both Dr Sumner, who might otherwise have been drowned himself, and six of the survivors who were thus brought ashore.

The somewhat conflicting subsequent newspaper reports paid tribute to the lifeboat crew and to Dr Sumner, whose bravery was recognised by the award of gold medals by the National Institution for the Preservation of Life from Shipwreck, the title at that time of the RNLi, and the Royal Humane Society and £50 from the Council. Two members of the lifeboat crew received £1 each.

In 1834 a prominent brick landmark erected in 1719 under the provisions of the first Liverpool Dock Act was converted to a lighthouse and from this time up to the taking over of the Liverpool Bay stations by the RNLI in 1894 the superintendence of Formby lifeboat was placed in the hands of the keeper of Formby Lighthouse. The first lighthouse keeper/lifeboat superintendent, Lt Joseph Walker, RN, was unfortunately drowned in the next major gale, in January 1836, along with four of the crew when the lifeboat capsized after going to the help of the schooner *Bryades* aground on Mad Wharf. The boat had been launched from her carriage three miles north of the station. On returning to this spot she capsized in the surf. Two crew members, Edward Liversley and Henry Aindow, survived beneath the upturned boat in a pocket of air, with a third survivor clinging to the keel. Afterwards nine new cork lifejackets were found still tied to the thwarts!

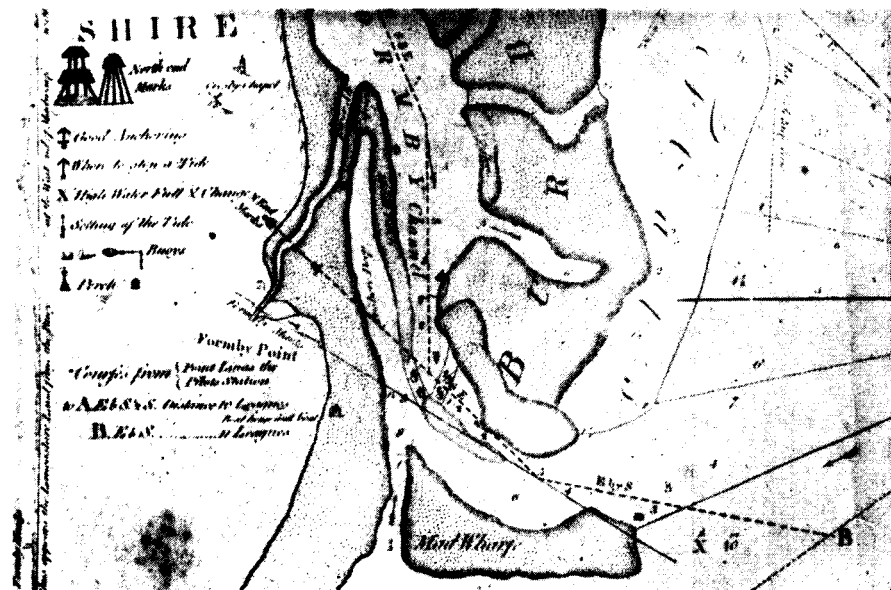
This tragedy had an unfortunate sequel in 1839 when a further highly destructive gale hit the river. On Monday January 7, at 11 o'clock in the morning, Mr Christopherson, the lighthousekeeper, perceived through the haze a vessel with fore and main mast gone, about three to four miles south of the lighthouse, but could not persuade the crew to launch.

The next day, the gale still blowing, two further wrecks, occurred. The first, on Burbo Bank, was judged to be

On the Strand about a Mile below *Formby Lower Land Mark*, there is a *Boat House*, and a *Boat* kept ready to save *Lives from Vessels forced on Shore*; and a *Guinea*, or more, *Reward* will be paid by the Corporation, for every human *Life* that is saved by Means of proper *Affiance* given any where within the Limits of the Port of *Liverpool*.

Fig. 2: Footnote from Burdett's chart 1781. The similar footnote on the 1776 chart is the first evidence of the existence of the station.

(below) Fig. 1: Part of Burdett's chart of the Harbour of Liverpool, corrected 1781. The position of the 'Boat house and boat' at Formby Point is marked.





Formby lifeboat station circa 1912 with its lifeboat John and Henrietta.



A model, probably contemporary, of the lifeboat built by Thomas Costain which went on station at Formby in 1841. It can be seen in the National Maritime Museum. photograph by courtesy of National Maritime Museum

within reach of Magazines lifeboat, but the next, the brig *Harvest Home* outward bound for St Thomas's, struck on Mad Wharf. Attempts were made to get the lifeboat launched without success as she repeatedly became swamped and had to return to shore to be baled out. Finally conditions improved on the Thursday and the survivors were rescued from the wreck.

The boat at that time, presumably the one built in 1825, was described by the marine surveyor as 'very old, heavy and unwieldy' and she was replaced by a new boat specially built by Thomas Costain, a Liverpool boatbuilder, at a cost of £128 8s 10d, in 1841. Length 30ft, beam 9ft 3in, depth 4ft, with 12 oars double banked, she had two sprit sails and a jib. A model of a 'Liverpool' type Costain boat of this period is in the National Maritime Museum. She has barrels for extra buoyancy beneath the thwarts but no built-in aircases and was clearly not self righting—a characteristic which seems, in Liverpool Bay, not to have been popular. Costain submitted an improved version for the Duke

Services rendered by Formby lifeboat 1840-1916		
Dates	Vessels assisted	Lives rescued
1840-49	65	59
1850-59	36	44
1860-69	18	60
1870-79	21	7
1880-89	9	14
Station closed for 2½ years		
1890-99	8	6
1900-09	11	6
1910-16	6	—
Total	174	196

(Statistics prior to 1840 are not available)

of Northumberland's premium in 1851 and this came high in the results.

The isolation of Formby boathouse required a long trek for both horses and men before even reaching the boat. The horses were provided by a farm over a mile away. After launching, the horses were stabled in the boathouse. During her working life of 34 years the 1841 boat assisted 127 vessels and rescued 138 people.

One of the last launches of John and Henrietta, in 1916, assisted by the army.



In 1874 Costain provided a new boat, length 32ft 3in, beam 9ft 4in, pulling 12 oars; her rig was as before and she cost £265. Henry Aindow, survivor of the 1836 disaster, retired as master in 1881 and was followed as master and keeper by his son John in 1885 (salary £7 10s a year). In 1888 it was noted that the Formby boat had not been launched for three years and was costing £200 a year to maintain. The keeper of Crosby lighthouse and superintendent of the boat was asked to give six months' notice to the crew.

This raised considerable opposition in the township and an angry petition was signed by 237 inhabitants opposing the closure, but without effect, and the station was closed in 1889, the boat going to Point of Air. John Aindow was left in residence, his sole duty being to read the tide gauge and keep the necessary records for the Tidal Observatory at Bidston.

Unfortunately in 1891 ss *Hawarden Castle* went aground directly opposite the lifeboathouse. Four lives were lost. The coroner subsequently criticised Mersey Docks and Harbour Board, which was still responsible for the Liverpool Bay lifeboats, for the closure of Formby station. After due consideration the Dock Board asked the RNLI for its advice and whether it could suggest a better arrangement. In reply the RNLI stated that, having looked at the area, Formby was still the best place and it offered to take over the station and boat.

At first the Dock Board was reluctant to agree to this and re-opened the station itself in 1891, with a telephone link to Crosby lighthouse. A new front was added to the boathouse, which increased the amount of space inside and provided a small lookout over the doorway—features which remained until the boathouse was finally demolished. The inspection book of this period still survives and makes very interesting reading. On one occasion the boat, after being launched in the teeth of a north-westerly gale, had difficulty in getting back to the station and so sailed up river to Liverpool Pierhead where the crew disembarked, left the boat and came home by train.

In 1894 the station was taken over with all other Liverpool Bay lifeboat stations by the RNLI and a new boat *John and Henrietta* was placed on station in 1896 with a ceremonial launch in front of a large crowd gathered on shore. Her length was 35ft, beam 9ft with 12 oars; she carried two standing lug sails and a jib and was fitted with two steel drop-keels; she was built at Cremyll in Cornwall. The coxswain/superintendent was again John Aindow.

This boat continued in service, with John Aindow's son taking over as coxswain in 1910, until the First World War when, owing to difficulties in

Continued on page opposite



London Boat Show 1981

Earls Court, January 8 to 18

'BRING ME SUNSHINE' was the theme of the 27th London International Boat Show, set against a Caribbean background, at Earls Court from January 8 to 18, so who else could have opened it but Eric Morecambe and Ernie Wise? Always good friends to the RNLI, Eric and Ernie exhorted everyone to 'support the lifeboats' in their opening speech and, adding practice to precept, then came to call at the RNLI stand. In the photograph (left) they can be seen preparing to 'launch the boat' under the guidance of 'head launcher' Raymond Baxter, chairman of the Institution's Public Relations Committee.

It was Raymond Baxter who, during the show, presented the Public Relations Awards 1980. One award was to representatives of Kodak Ltd (below, left) who mounted a spectacular exhibition of lifeboat photographs last year seen first in their offices in Holborn and later at other sites round the country. The other was to the production team of 'This is Your Life' television programme (below, right) which in recent

years has featured four lifeboat coxswains including, in 1980, Coxswain Brian Bevan of Humber. The Kodak award was received by Bob Freeman Wright, legal director for Kodak, and the 'This is Your Life' award by Eamonn Andrews, seen to the left and right of Raymond Baxter in the left-hand photograph.

Exhibited on the RNLI stand was Portaferry's twin engined Zodiac Mk IV inflatable lifeboat, fitted with single tiller control for the outboard engines and water ballast tanks in the hull. The stand was manned throughout the show by voluntary branch and guild members from various districts and, with the sale of souvenirs and lottery tickets, with donations and with contributions from lifeboat boxes on the RNLI's own stand and those of other exhibitors, a grand total of £11,391.15 was raised. A volunteer Shoreline team enrolled 1,011 new members, 76.6 per cent of whom covenanted their subscriptions, and Shoreline insignia to the value of £3,618.50 was sold.



Eleventh RNLI national lottery winners

THE ELEVENTH RNLI national lottery was drawn at Poole HQ on January 30 by Mr P. H. Byrt, manager of Poole branch of Marks and Spencer, a company which has given considerable support to the lifeboat service in a number of ways. Poole lifeboat station received £1,000 towards its running costs from Marks and Spencer in 1979 as part of the company's gift to the Institution of £5,000 a year, for a period of three years, distributed to various

lifeboat stations throughout the country where there is a neighbouring Marks and Spencer branch, and included in other help has been a generous donation to the *Mountbatten of Burma* appeal.

The draw was supervised by Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee, John Atterton, deputy director, and Barry Bright, deputy appeals secretary. The prize winners were:

£1,000: Colonel L. Koenigsbert, Seaford, Sussex.

£500: T. Webb, Potters Bar, Hertfordshire.

£250: Mrs G. A. Lucas, Chelmsford, Essex.

£25: W. L. Ford, Chichester, West Sussex; D. Greenwood, Southampton; M. H. Hodgkinson, Dereham, Norfolk; D. Stemp, Dorking, Surrey; Angela Keith, Carnon Downs, Cornwall; Miss I. Hornsby, Eastbourne, Sussex; Miss M. A. Tull, Wickham, Hampshire; A. E. Dunster, Eltham, London; D. G. Goodwin, Penryn, Cornwall; W. T. Lewis, Blairstown, Gwent.

Over a quarter of a million pounds has now been raised as a result of the lotteries, more than £34,500 being raised by this eleventh lottery. The draw for the twelfth lottery will be on April 30.

Formby from opposite page

'horsing' the boat, she continued for a time to be launched with the aid of a locally-based regiment. Before being taken out of commission in 1916 *John and Henrietta* had been launched 61 times and rescued 27 lives. The boat was finally sold for £8 3s. Fortunately one of the last army-assisted practice launches has been preserved on 35mm film which survived in the possession

of an old Formby resident; this invaluable record has now been transferred to 16mm film for posterity.

In 1918 the RNLI Committee of Management, with the concurrence of the local committee and Mersey Docks and Harbour Board, decided to close the station. John Aindow, the last coxswain, continued to live on in Lifeboat Cottage, which was increasingly surrounded by encroaching sand dunes, representative of a family perhaps descended from Viking forebears

which provided crew and coxswain for generations for this historic station.

All that remains today at Formby is the sandstone edging of the base of the boathouse, together with the last inspection book, the film and the memories of older inhabitants. In Liverpool, however, the original minute books are still preserved which tell of the foundation of this, the first marine lifesaving establishment in the British Isles, preceding even Bamburgh by ten years.



The crew of The Hampshire Rose board the lifeboat while the shore helpers assemble for the launch.

photographs by courtesy of
Robert Watsham

Launching and Recovery

PART II: BEACH LAUNCH

by Edward Wake-Walker

RNLI Assistant Public Relations Officer (London)

ON A CLEAR DAY at Walmer the unaccustomed visitor can be forgiven for doubting his own knowledge of geography when he sees the bold outline of France, seemingly only a pebble's throw across the curving surface of the English Channel. Visible also from the shingle beach is evidence of the notorious Goodwin Sands; the mast of a sunken ship juts out from the horizon like the makeshift cross on a grave, one of the thousands of wrecks that have made the need for a lifeboat at Walmer so essential over the years.

For centuries fishermen on this stretch of coastline have kept their boats hauled up at the top of the shingle and have manhandled or launched them down the steeply sloping beach into the waves when setting out to earn their living. To protect today's fishermen, to be on call for the hectic commercial traffic passing up and down the Channel and the ever-growing numbers of pleasure sailors in the vicinity, the

traditional beach launching method is still the only practical way of keeping a lifeboat strategically placed on this part of Kent's coastline. *The Hampshire Rose*, a 37ft 6in Rother class lifeboat, sits proudly on her turntable at the top of the beach, plain for any passer-by to see, tilting eagerly towards the sea in readiness for a launch.

Les Coe is the head launcher; he has been involved with the lifeboat station for 25 years and has been in charge of launching and recovery since 1968. His job as a van driver for a local furniture store is allowed by his employers to take second place if ever there is a 'shout' and of the 148 calls the lifeboat has received since his time as head launcher, he has only missed three.

Preparation for a beach launch needs considerable organisation; no other launching method requires so many shore helpers and what is remarkable at Walmer is the readiness of local people to turn out at whatever time to perform

their vital task. Many of Les Coe's helpers are young people, often aspiring crew members on the inflatable lifeboat which in turn is a step towards being enlisted for crewing *The Hampshire Rose*. In the days when the Dungeness lifeboat was launched directly down the shingle, many of the launchers were lifeboat crew's wives and female relations; a careful study of the photographs in this article will show that to be a launcher at Walmer is by no means an all male preserve.

Roughly 20 people are needed to position and man the skids or 'woods' before a launch. These woods which have a line at each end are placed in a track down to the water over which the lifeboat must run with sufficient impetus to get to sea. The rôle of the launchers is to take a line each so that every wood is manned. Once the crew are aboard the lifeboat her retaining chains are removed, both Coxswain Bruce Brown and Les Coe have checked that everyone is ready, then the retaining pin in the slip chain which runs from the boat to the concrete platform below is hammered out and the lifeboat begins to move.

This is a very tense moment for everyone on the beach; launchers must ensure that the lifeboat runs straight, sometimes having to make small but last minute adjustments to the position of their skid. It is a frightening sight to



Les Coe, the head launcher, shovels an evenly sloping pathway between the sea and the short slipway by the turntable.

Launchers man the 'woods' and watch as the retaining pin is knocked out . . .



. . . ready for the 12½-ton lifeboat to gather speed down over the skids and hit the sea.





(above) Coxswain Bruce Brown aims the bows of his lifeboat between the out-stretched arms of the head launcher.

see a 12½ ton lifeboat gathering speed down the beach and disturbing to say the least if an easterly gale is blowing with icy waves crashing on to the beach and soaking you to the skin.

With her engines running before she hits the water the lifeboat will surge quickly away from the beach, through the surf towards the casualty. The main cause for apprehension on any launch, and this is only a very rare occurrence, is that a wave will turn the lifeboat as she hits the water and bring her broadside on to the beach and aground in the surf. Should this happen, launchers, bystanders, everyone must get into the water to manhandle the boat so that she can be hauled backwards up the beach for a rapid re-launch.

One of the problems that faces the head launcher is the shape of the beach which is forever changing as the shingle is pushed around by tides and waves. Therefore, once the lifeboat is safely under way at sea, and if the tide is low, Les Coe climbs into the small bulldozer which is kept at Walmer and shovels an evenly sloping pathway between the sea and the short slipway by the turnstile. This preparation will make the recovery of the lifeboat that much smoother for the shore crew.

For a daytime recovery, Coxswain Bruce Brown will point the bow of his lifeboat directly towards the beach where Les Coe will be standing, arms stretched wide apart above his head to provide a precise target for which the coxswain to aim. At night a powerful light mounted high above the old boathouse, which now houses the inflatable lifeboat, acts as the homing beacon.

The instant the lifeboat's bow has crunched into the shingle her crew will detach the heavy bow stop which, while the boat is at sea, is looped through the forward part of the keel and led up over the bow and secured on the foredeck, and pass its end down to the shore helpers; they in turn make the bow stop fast to the winch cable which has been extended down the beach.



Shore helpers must ensure the lifeboat runs straight up the shingle often with more than gentle physical persuasion.

This winch is powered by a large capstan up by the old boathouse, behind the turnstile, and its operator stands on a high platform so that he can see down to the water's edge to receive every message from his head launcher. The actual wire runs round the capstan, through a pulley, down over the turntable, down the beach to another roving pulley then back up the slope over the turntable again to a point close to its starting point by the capstan where it is firmly secured. The roving pulley on the beach is in turn attached to a single short cable which will be fastened by the launchers to the lifeboat's bow stop.

In rough weather it is essential that the lifeboat is hauled clear of the water

as soon as possible so that large waves breaking over her do not throw the stern round parallel to the beach. Slowly the lifeboat is dragged up the beach over skids. This is where to be young and fit as a launcher is important because once the boat has passed over a wood, it must be heaved away and up the beach to be placed once more in the lifeboat's path. You have to move fast and the woods are heavy. Launchers also have to ensure that the lifeboat runs straight as she moves up over the pebbles and often more than gentle physical persuasion is needed to keep her on course.

Eventually *The Hampshire Rose* reaches the short ramp and sloping turntable where, once the boat is in position, the turntable tilts to the horizontal and the preventer chains are made fast. Finally the lifeboat is pushed round on her turntable through 180 degrees so that her bow is once more towards the sea. Wooden blocks are then pushed under the stern end of the turntable to tilt the lifeboat to the angle of the ramp. The slip chain is secured and once more the lifeboat is in perfect readiness for a launch.

To witness a launch and recovery at Walmer is to understand why the whole community feels such allegiance to the local lifeboat because at Walmer so many of the community are physically involved in every rescue mission. Sometimes their services are not only confined to the lifeboat's recovery; in December last year the lifeboat launched in a southerly gale after a local motorboat that was out net fishing had broken down with a fouled propeller and three men on board. The motorboat was taken in tow and at the request of Second Coxswain Cyril Williams, who was in command, a party of the lifeboat's launchers went along the beach to Deal to help with the beaching of the casualty in the heavy seas. As soon as this task was accomplished they returned to the lifeboat station to perform their normal recovery duties. The team work that exists between launchers and lifeboatmen is a theme that emerges throughout this series of articles and will be equally apparent when the tractor and carriage launch is studied in the next issue.

(to be continued)

The lifeboat is hauled up the beach, up the short ramp and on to her turntable. Finally she is pushed round through 180 degrees so that her bow is once more towards the sea.





'Lifeboat—in Danger's Hour'

THE RNLI'S PHOTOGRAPHIC ARCHIVES contain thousands of lifeboat pictures which not only document the progress in boats and equipment but also provide an insight to changing social conditions. The selection on these pages is taken from a new book **Lifeboat—In Danger's Hour**, by Patrick Howarth, which was inspired by the Kodak Exhibition of lifeboat photographs.

The book contains over 150 photographs, some of which have never been published before. There are 16 pages in full colour, making the collection the most comprehensive set of lifeboat pictures ever printed.

The text traces the early history of lifesaving, the development of lifeboats from the eighteenth century to the present, lifeboat equipment, foreign lifeboat services and contains many stories of famous lifeboat rescues. It is written with authority as Patrick Howarth has drawn on over a quarter of a century of personal knowledge of the RNLI.

Lifeboat—In Danger's Hour, has been chosen by the Booksellers Association as their first Book of the Season for 1981. It will be available only from booksellers from April to June and will be sold at a special offer price of £4.95. The price after June will be £6.95. The RNLI receives a royalty on every copy sold.—R.K.



(above) *Penzance lifeboat Dora saved the crew of Jeune Hortense, a brigantine wrecked off Eastern Green, Penzance, in 1888.*
photograph by courtesy of F. E. Gibson

(left) *A group of retired lifeboatmen from Lowestoft in the last century. When the picture was taken their combined ages totalled 312. (l. to r.) William Hook, 75, James Burwood, 76, Thomas Coleman, 80, and Matthew Coleman, 81.*



Henry Blogg of Cromer was awarded more medals for gallantry than any other RNLI lifeboatmen: three gold and four silver. He served in Cromer crew from 1894 and was coxswain from 1909 to 1947, through two world wars.
photograph by courtesy of Olive Edis Galsworthy

(left) *A launch by horses at Brooke, Isle of Wight. Pulling lifeboats were stationed at Brook from 1860 to 1937, when the station was closed.*



The 54ft Arun lifeboat Tony Vandervell in Portland Race. Stationed at Weymouth since 1976, she was the first of her class to have the hull built in glass reinforced plastic. The Arun is a 'fast afloat' boat, her twin Caterpillar diesel engines giving her a maximum speed of 18½ knots. An inherent self-righting capability is provided by her watertight welded aluminium superstructure.
 photograph by courtesy of HMS Osprey

(below) An Atlantic 21 lifeboat airborne in trials at the Shingle Bank off the Isle of Wight. The Atlantic 21 has enough speed, up to 30 knots, to run clear of unstable seas in shallow water or steer round breaking crests when going to windward. The first operational lifeboat of this class went on station at Hartlepool in 1972.
 photograph by courtesy of 'The Observer'

(below) Whitby pulling lifeboat Robert and Ellen Robson putting out to the help of a fishing boat. Robert and Ellen Robson remained on service at Whitby until 1957, and she is still housed in her old boathouse, which is now a museum. She is one of only two pulling boats formerly in the service of the RNLI which have been preserved in their original condition.



The lifeboat which now goes out to help fishing boats at Whitby is the 44ft Waveney The White Rose of Yorkshire. The Waveney class lifeboat, introduced from the US Coast Guard in 1964, was the first of the RNLI's 'fast afloat' lifeboats and has a maximum speed of 15 knots. Her hull is steel, her superstructure aluminium and she has an inherent self-righting capability.



Furthest North . . .

AITH AND LERWICK LIFEBOAT STATIONS, SHETLAND

by Joan Davies

THULE? The most remote land sighted by the Romans? Was it Shetland? Perhaps. Certainly Shetland is the most northerly of the British Isles and Aith and Lerwick, both lying above latitude 60 degrees north, are the most northerly of the RNLI's lifeboat stations. But if the Romans were among the first distant travellers to see the islands, they have been followed by people from many different parts of the world, on passage, seeking new lands, fishing and trading.

Shetland, an archipelago of more than 100 islands, holms and rocks, 17 of them inhabited, lies between Norway and Scotland and across the northern approaches to the North Sea. For the Norsemen of the eighth to eleventh centuries, not only was it a land which they were to raid, to settle and to influence for all time, but it was a stepping stone on their voyages to other parts of the British Isles, to Iceland and to the unknown north-western Atlantic. In just the same way, in the last world war, it offered the first haven for the many little boats bringing people from Norway to freedom as well as a base for the Norwegian fishing boats which kept communications with their occupied homeland open by means of the famous 'Shetland Bus'.

With its seas and climate kept temperate by the Gulf Stream, Shetland's fishing grounds have always been among the finest in the world. Fish have been found both in abundance and in great variety: halibut, skate, haddock, cod, ling, herring, mackerel, shellfish, crab, lobster . . . By the fourteenth century Hanseatic merchant vessels from Hamburg, Lübeck and

Bremen had opened up a summer trade, bartering fishing gear, salt, fruit, corn and cloth for Shetland fish. In the seventeenth and eighteenth centuries, Dutch herring fishermen arrived in large numbers to be followed by others from such countries as Sweden and Denmark, and nowadays fishing boats from many different nations come to the waters around Shetland at one time or another.

The expansion of sea trade, first under sail, then power, brought many ships that were rounding Scotland on their way to or from Scandinavia, the Baltic and Northern Europe through Shetland waters. From the 1830s steam packets opened up regular communication between Lerwick, Leith and Aberdeen and now the mail ships are augmented by several flights a day in and out of the airfield at Sumburgh Head on the southernmost tip of Mainland. Nowadays, too, foreign yachts and passenger ships follow in the footsteps of the small fishing and merchant vessels of the past, cruising to Shetland in the summer, and, of course, the development of oil fields in the northern North Sea, with Sullom Voe growing into one of the largest oil terminals and tanker ports of the world, has added a completely new dimension both to the commerce of Shetland and to its age-old cosmopolitan tradition.

The world it would seem comes to Shetland; but it is equally true that the men of Shetland go out to the world. No one on the many islands lives far from the sea and for generations, to make a livelihood, the crofters combined fishing with their farming: inshore fishing in the short days of

winter, and offshore, or 'haaf' fishing in summer. Before the days of power, fleets of small open boats would set out for the haaf fishing between May and August; they might go as far off shore as 30 or 40 miles to fish by line for cod and ling and they would be at sea for at least two or three days at a time.

From the early eighteenth to the mid nineteenth century the most common haaf fishing boat was the 'sixareen', a direct descendant of the Viking longships. An open double-ended clinker boat of about 30ft overall with the raked stem and stern and flaring beam characteristic of her Norse forebears, she was rowed with six oars and carried a dipping lug sail. She was swift, a good weight carrier and could be pulled up to a safe berth on shore—and her crew thought nothing of taking her such great distances out to sea.

Shetlanders were used to handling small boats from childhood. They grew up with daily experience of the sea and from the early part of the last century navigation was often included among other everyday subjects at school. No wonder that many men from Shetland went to sea in the Royal and Merchant Navies and in whalers, a trend intensified in times of economic troubles. No wonder, either, that a high proportion of them became captains of their ships.

The coast

The Admiralty *North Coast of Scotland Pilot* describes the Shetland Isles as:

'... for the most part fringed by bold cliffs and relatively high. The islands are separated by narrow sounds, and towards the north end of the group there are two passages running north and south through the islands.'

'The tidal streams run strongly round Shetland Isles and very strongly in the sounds between the islands.'

'There are few outlying dangers and in clear weather Shetland Isles may be approached boldly. In poor visibility, however, the group should be approached with great caution on account of the strong tidal streams and also because the coastline as a whole lacks distinctive features and, when only a small portion of it can be seen, its identification is not easy.'

Once in the sounds and long narrow inlets, the voes, there is haven, but in an area where summer gales can arise with unexpected abruptness and winter storms blow with all the weight and ferocity of the bitter north, where snow

Lerwick's present lifeboat is the fast afloat 52ft Arun Soldian.





in winter and fog in summer can close down visibility on a coastline abounding in rocks and skerries, and entirely unlit until 1821, many seamen have been lost. On two occasions the haaf fishing fleet suffered heavy loss when caught out at sea in swiftly approaching storms: in 1832, when 31 boats were lost, and in 1881, when ten boats were lost. Over the centuries many seamen have been lost in disasters out of sight of land about which nothing could be known unless some debris was washed up. Closer inshore many seamen undoubtedly owed their lives to the individual gallantry of the Shetlanders, renowned for the care they took of shipwrecked mariners, but before the days of radio or telephone when the only propulsion for boats was sail and oar, organised lifesaving cover for so vast an area spread out round sparsely populated islands was an intractable problem.

A Board of Trade lifeboat was established on Fair Isle, 24 miles south of Sumburgh Head, in 1878 and did valiant local lifesaving work. Two pulling and sailing boats were followed in 1924 by a motor boat, which remained on station until after the last world war when, more powerful RNLI motor lifeboats with greater range being established on Mainland, the largest of Shetland's islands, the Fair Isle boat was replaced with rocket lifesaving equipment.

It was at the beginning of the 1930s that RNLI lifeboats came to Mainland, when the development of marine engines and improved communications changed the whole situation, as can be understood from a report on new lifeboat stations published in the March 1930 issue of THE LIFEBOAT:

'It was decided to establish a lifeboat station in the Shetland Islands, this being made possible by the system of coast communications which has recently been organised in the Shetlands by the Board of Trade. In view of the fact that only a boat of the latest and most powerful type would be suitable to

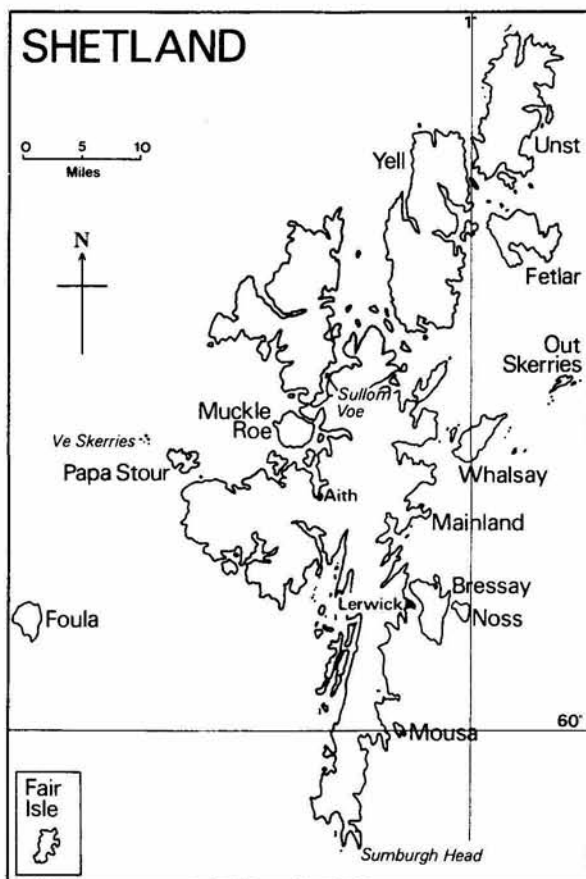
Aith's 52ft Barnett lifeboat John and Frances Macfarlane has been on station since 1961. Between her donors, Mr and Mrs John Ewing Macfarlane, and the lifeboat people of Aith a close bond of friendship was very soon forged.

safeguard an area made up of a widely scattered group of many islands, a motor lifeboat of the 51ft Barnett type, with two 60hp engines, has been laid down for it.'

This Barnett lifeboat was *Lady Jane and Martha Ryland* and she was stationed at Lerwick, the capital of Shetland, from 1930 to 1958. She was followed in 1958 by a 52ft Barnett, *Claude Cecil Staniforth*, and in 1978 by one of the Institution's fast afloat 52ft Arun class lifeboats, *Soldian*, (*Soldian* Rock, awash, lies off the northern entrance to Bressay Sound, and *Soldian* was the name of a yacht owned by the station's first honorary secretary, G. Theodore Kay).

Lerwick is, of course, on the east of Mainland, and three years after her first lifeboat arrived, another station was established on the west coast, at the village of Aith scattered around the head of Aith Voe. Aith's first lifeboat was *KTJS*, a 45ft 6in Cabin Watson (1933 to 1935), then *The Rankin*, a 51ft Barnett lifeboat, came on station to be superseded in 1961 by the present 52ft Barnett lifeboat, *John and Frances Macfarlane*. Lerwick and Aith lifeboats both lie afloat, the one moored in Lerwick's South Harbour and the other at moorings.

Soldian was provided by the Lerwick lifeboat appeal, to which there were many generous contributions from local people, from members of the Brent and Ninian Pipeline Consortium and Chevron Petroleum (UK) Ltd (a reflection of the appreciation of the off-shore oil industry for the work of Shetland's lifeboats), from the Aberdeen



Students Charities Campaign and from a number of bequests. *John and Frances Macfarlane* was the gift of Mr and Mrs John Ewing Macfarlane, who retained a close personal interest in the boat and her people, visiting the station whenever possible so that a warm friendship has grown up equally enjoyed and valued by the lifeboat people of Aith and by the donors of their boat.

But to return to 1930 ... A lifeboat committee had been established at Lerwick but its lifeboat had still to arrive when two wrecks following quickly one after the other underlined the need for Shetland lifeboats.

The first was the loss, in March, of the Aberdeen trawler *Ben Doran* with her crew of seven. She went ashore, storm-driven, on the centre of the Ve Skerries, a dreaded, unmarked square-mile plateau of low rocks and skerries off the west coast. Another Aberdeen trawler, *Braconbush*, sighted and reported the wrecked boat and then, unable to approach her, stood by; members of Lerwick Lifesaving Brigade, with line-throwing apparatus, were taken out in the Aberdeen trawler *Arora*; and Mr Kay, the recently appointed Lerwick lifeboat station honorary secretary, and other helpers with some knowledge of the reef, went out with the skipper and crew of the small motor haddock boat *Smiling Morn*, thinking that she could perhaps be brought nearer to the skerries than the trawlers. But all to no avail: the task was utterly impossible. Stromness lifeboat, a 51ft Barnett, made the round voyage of 260 miles through the gales



Aith: (l. to r.) Coxswain Kenneth Henry, Dr Margaret Shimmin, who is chairman of the branch and also honorary medical adviser, and Second Coxswain William Anderson, headmaster of the local school.

photograph by courtesy of Aberdeen Journals

and very high seas from Orkney to Ve Skerries and back. She picked up a pilot at Scalloway *en route* to the scene of the wreck, but by the time she arrived no sign of life could be found, despite a thorough search; it had been the longest trip made by a motor lifeboat on service up to that time.

Among other awards to those who attempted the rescue, Mr Kay was presented with an inscribed pair of binoculars.

After the loss of *Ben Doran* a lighted buoy with a wave-operated whistle was established near the Ve Skerries and in 1979 a 50ft automatic lighthouse was built on the skerries themselves by the Northern Lighthouse Board.

Less than a fortnight after *Ben Doran* broke up on Ve Skerries, the mail ship *St Sunniva* ran aground in thick fog on Mousa, on the east side of Shetland. Stromness lifeboat made the journey to Shetland once again but on arrival found that all the passengers and crew had got ashore safely in the ship's own lifeboats.

Lerwick's new lifeboat *Lady Jane and Martha Ryland* arrived in the early summer, and between then and the time she left the station in 1958 she rescued 80 people.

Lerwick

Lerwick is now the capital of a land where, with flourishing small industries, a fishing fleet of large seagoing motor vessels as well as inshore boats, and expanding back-up services to the offshore industry, there is work for everyone. No longer is it necessary, as it has been at times in the past, for young people to leave their own land. There is an air of buoyancy and good cheer which perhaps finds reflection in that Lerwick's modern fast afloat Arun lifeboat has a mainly young, and a very enthusiastic, crew under her young coxswain/mechanic, Hewitt Clark.

By RNLI standards, the station may be fairly young, too, but nevertheless the lifeboat tradition of family bonds is already strong. At the inaugural ceremony of its first lifeboat in 1930 the vote of thanks was given by Colonel Magnus Shearer, Convener of Zetland. Later, his son, also named Magnus, was to become an officer of the branch committee; he was appointed honorary



For the service to Juniper on February 19, 1967, the silver medal was awarded to John Robert Nicolson, coxswain of Aith lifeboat from 1965 to 1971.

photograph by courtesy of Dennis Coutts

secretary in 1968 and has given sterling service to this busy station ever since, receiving the award of binoculars in 1979. His knowledge of seafaring round Shetland and her neighbouring lands is all embracing for he and his family are shipping agents, concerned in general overseas trading of all kinds as well as at one time running a little cargo ship themselves. Mr Shearer has been chairman of the Harbour Trust and, among other responsibilities, acts as consul for Sweden.

From 1947 until 1979, when Hewitt Clark became coxswain, the coxswains and second coxswains of Lerwick were brothers; while John Sales, BEM, was coxswain, from 1947 to 1969, his brother William served as second cox-

The trawler Juniper aground on Papa Stour.



swain, and while George Leith was coxswain, from 1969 to 1979, his brother Peter served as second coxswain. And Peter Leith, whose experience of fast boats goes right back to war service in Air Sea Rescue, handling boats with speeds up to 38 knots, is still second coxswain.

Coxswain John Sales, whose mother came from a lifeboat family in Peterhead, was a lad of 17 or 18 when Lerwick branch was being formed. He was one of the many seamen who put their names down to join the crew, too many for all to be accepted, and he was among those who had to wait. During the years that followed his experience, like that of many Shetlanders, was to include the rugged deep sea sailing of whaling ships and war service at sea; later he became skipper of his own boat. John Sales joined the lifeboat crew in 1943, became coxswain in 1947 and was to be awarded both the silver and the bronze medals for gallantry.

The bronze medal was awarded to Coxswain Sales for the rescue, on December 26, 1956, of five men from the Swedish motor vessel *Samba* which, her engines broken down, had drifted for more than 100 miles before a south-easterly gale while tugs, unsuccessfully, tried to take her in tow; one tug had managed to rescue six of *Samba's* crew, veering down her own inflatable dinghy, but the line parted and the boat was lost before anyone else could be taken off. As *Samba* approached the high cliffs near Ord Head, Coxswain Sales brought the lifeboat down wind across the Swedish vessel's square stern six times to take off the five remaining men. Twenty minutes later *Samba* was driven on to the rocks and within 15 minutes she had disappeared. For this service the Swedish Lifeboat Society presented a plaque to Lerwick lifeboat station.

photograph by courtesy of Dennis Coutts

Two years later the silver medal was awarded to Coxswain Sales for the rescue of three of the crew of the Russian trawler *Urbe* which sank, on October 16, 1958, near the rocky islet of Holm of Skaw off the north-eastern corner of Unst. For the lifeboat it meant a 53-mile passage heading straight into a northerly gale; and it was a very dark, overcast night with frequent rain squalls. Approaching Unst, Coxswain Sales put in to Baltasound to embark Andrew Duncan Mouat who, knowing the area well, had volunteered to act as pilot. With about three miles still to go to Holm of Skaw, one of the lifeboat's propellers was fouled by a net; nevertheless she was brought within 40 yards of the holm's southern shore and anchored in the turbulent waters while the three Russians were successfully brought off by breeches buoy. Mr Mouat was awarded the bronze medal for his part in the rescue and the thanks of the Institution inscribed on vellum were accorded to the other seven members of the lifeboat crew: Second Coxswain William Sales, Bowman George Leith, Motor Mechanic Robert Laurenson, Assistant Mechanic John Johnston and Crew Members John Sinclair, Frederick Mulay and Raymond Leask.

In 1969 a framed letter of thanks signed by the chairman of the Institution was sent to each of the crew who took part in a long search on March 15 for three Norwegian fishing boats which were eventually found and escorted to safety: Coxswain John Sales, Second Coxswain William Sales, Acting Bowman Peter Leith, Motor Mechanic Hewitt Clark (now coxswain), Assistant Mechanic John Mouat and Crew Members H. A. Hughson, A. Fraser and J. Smith. They were out for 11 hours in south-easterly gales, phenomenal seas and continuous squalls of snow and sleet. The weather was described by observers as 'the worst for many years'; it was in fact a forerunner of the weather in which, a day or two later, Longhope lifeboat was to be lost.

The silver medal was also awarded to Coxswain George 'Geordie' Leith. It was for the rescue on December 13, 1972, of nine men from the trawler *Granton Osprey* which had gone aground on Bressay Island in south-westerly winds of hurricane force and in very short, steep and rough seas. It was a very dark evening with frequent heavy rain squalls and heavy seas and spray were breaking over both lifeboat and the grounded trawler. With *Granton Osprey* making water in her engine room, speed was imperative. The coxswain twice brought the lifeboat in, bow on, and, despite the fact that she was being swept, and sometimes completely enveloped, by solid water, held her there with infinite skill while the nine men were successfully taken off. In addition to Coxswain Leith's silver medal, the remaining members of the



Lerwick's first lifeboat, the 51ft Barnett Lady Jane and Martha Ryland, leaving harbour in rough weather.

Lerwick coxswains and second coxswains, past and present: (l. to r.) ex-Coxswain John Sales, BEM, who was awarded the bronze medal in 1956 and the silver medal in 1958; ex-Second Coxswain William Sales; ex-Coxswain George Leith, who was awarded the silver medal in 1972; Second Coxswain Peter Leith and Coxswain/Mechanic Hewitt Clark.

photograph by courtesy of Dennis Coutts



crew were accorded the thanks of the Institution inscribed on vellum: Second Coxswain Peter Leith, Motor Mechanic Hewitt Clark, Assistant Mechanic John Mouat and Crew Members James Smith, Ian Fraser, Theo Nicolson and Andrew Leask.

For the rescue on January 12, 1974, of four men from the rig safety vessel *Spearfish*, which had also gone aground on Bressay Island and was being pounded on the rocks by south-easterly gale force winds, Coxswain George Leith was accorded the thanks of the Institution inscribed on vellum. Each of his crew received vellum service certificates: Second Coxswain Peter Leith, Motor Mechanic Hewitt Clark, Assistant Mechanic John Mouat and Crew Members James Smith, Sam Fraser, Theo Nicolson and Andrew Leask.

The services for which awards were made alone indicate the international nature of Lerwick lifeboat's calls, and a glance down the service boards drives the point home. Take just one year at random, say 1977: the lifeboat launched to help an oil rig standby vessel, tugs from West Germany and the USA, yachts from Norway, cargo vessels from London and Sweden and a Faeroese fishing vessel, as well as, of course, more local boats. Until recently it was not at all unusual to see a Norwegian cruising lifeboat lying in

South Harbour with the RNLI lifeboat, but now that Lerwick has her Arun, *Soldian*, with a maximum speed of 18½ knots and a range at full speed of 250 nautical miles, the Norwegian lifeboat is a less frequent visitor.

Aith

From town to country. Lerwick lifeboat moored alongside in a harbour with the old town rising up behind her; Aith lifeboat moored out in the quiet waters at the head of the voe with nothing but the green of the croft fields and a very sparse scattering of homes in sight. But it is enough, because there can hardly be a person at Aith who is not involved with the lifeboat in one way or another. Right next door to the boathouse is the village post office and the honorary secretary John D. Garrick, is the post master. With call out by maroon backed up by telephone, everything is right on the spot.

Kenneth Henry, who has been coxswain since 1971, divides his time between scallop fishing and insurance work; the second coxswain, William Anderson, is headmaster of the local school, right down by the waterside, within a few steps of the lifeboathouse—and at least one other of his masters is numbered in the crew; the assistant mechanic, Wilbert Clark, runs a mobile shop, so when a 'shout' comes he is already on the road and all

he has to do is 'put up the shutters' and make for the boarding jetty. And so it goes on. And, as at Lerwick, there are plenty of young men eager to join the crew.

Deeply involved in all aspects of the lifeboat station is a lady who only came to live in Shetland less than ten years ago: Dr Margaret Shimmin, GP for Bixter (a mile or two up the road) and a wide area of the surrounding countryside. It is the normal pattern that the doctor at Bixter should also be the honorary medical authority for Aith lifeboat station and Margaret Shimmin accepted that duty from her predecessor along with all other parts of the practice. She was not only warmly accepted by Coxswain Henry and his lifeboatmen as a full member of the crew, going out on service with them when a call comes from a merchant ship with an injured man on board, or at times when the lifeboat has to act as an ambulance between off-lying islands, but before very long she had also been invited to become chairman of the branch. For some time she served as president of the ladies' guild as well. But above all she knows everyone and everyone knows her, appreciating her friendship and help. And in her work great efficiency goes hand in hand with deep concern; so well have she and her husband, John, organised the practice that recently it was awarded one of the top places in a countrywide competition seeking out good management in GP practice.

As at Lerwick, the two previous Aith coxswains are still living in the village, honoured members of the community. There is 'Robbie Lochside', Robert Anderson, DSM, coxswain from 1948 to 1965, who lives just up from the boat-house, and who had been a merchant seaman as well as serving with distinction in the Royal Navy during the war. Then there is John Robert Nicolson, coxswain from 1965 to 1971. Now he is a crofter and breeds mink, but in his younger days he spent 20 years in the merchant navy, going right round the world and seeing 13 seasons, from October to April, whaling in the Antarctic, '*the worst seas in the world*'. He remembers how cold it was working in among the pack ice—but Aith can have deep snow and ice, too. There have been times of intense cold, slack tide and calm weather when the voe has been covered with ice thick enough to mark the topsides of this the most northerly lifeboat in the RNLI fleet.

Coxswain Nicolson was awarded the silver medal for the rescue of twelve men from the Aberdeen trawler *Juniper*, aground in Lyra Sound, between Lyra Skerry and Papa Stour, on February 19, 1967. A south-easterly gale was gusting up to force 8 with heavy showers of rain and sleet and there was a considerable sea. Nevertheless, while it was still dark Coxswain Nicolson took the lifeboat in from the north through the only clear

channel among the rocks and skerries to be found on the chart, a passage through which he had never been before and which, normally, was only ever used in fair weather around high water. He brought her alongside the trawler, securing her there, rising and falling some 12 to 15 feet, long enough for the 12 men to be taken off. Then, the securing rope was severed and, as it would have been too dangerous to try to turn the lifeboat, Coxswain Nicolson took her under *Juniper's* stern and out through the sound to southward, safely negotiating the many rocks. The seven members of his crew were each awarded the thanks of the Institution inscribed on vellum: Acting Second Coxswain Andrew Smith, Acting Bowman James Manson (now the motor mechanic), Motor Mechanic Frank Johnston, Acting Assistant Mechanic Wilbert Clark, Crew Members (as they then were) William Anderson and Kenneth Henry and Crew Member James Tait.

Before the light was put on Ve Skerries in 1979, another vessel, *Eleanor Viking*, was wrecked on this plateau of rocks in December gales of 1977. Aith lifeboat was called out but, unable to get close enough in to help because of the nature of these skerries, she stood by while the stranded crew were lifted to safety by a British Airways helicopter from Sumburgh Head; it was the first time in its history that this ancient dreaded hazard to seamen had given up its victims. A Nimrod aircraft had also helped, dropping flares to illuminate the area, and all the various crews who had taken part in this combined operation later met together at Sumburgh. The lifeboatmen of Shetland work closely with the helicopter crews concerned with search and rescue in the area, Aith working with British Airways and Lerwick with both BA and Bristow helicopters.

Fund Raising

There is no doubt that the lifeboats of Lerwick and Aith are 'happy ships', and if one word had to be used to describe the very successful fund-raising activities of the ladies' guilds associated with the two branches 'happy' would be a good choice. Both stations achieve splendid financial results for the lifeboat service, and both guilds give a great deal of enjoyment to their communities on the way. In the year 1979/80, Lerwick branch and guild, with the support of the off-lying islands and many of the country districts, raised £15,768 and Aith, with a population of only 280 but with the backing of the surrounding rural area, raised £6,008. Brae, a village on the way north to Sullom Voe growing as 'incomers' from Scotland and England arrive to join the oil complex, has also formed a guild which works closely with Aith, and that same year it raised £1,415.

The verdict of Miss Nessie Robert-

son, honorary secretary of Lerwick guild, on fund raising is 'it's so easy,' because everyone in Shetland is aware of the good work of the lifeboats and responds with matching generosity. And Miss Robertson should be a good judge because, backed by William Reid as honorary treasurer, she has worked extremely hard for the lifeboats for many years; she was awarded a silver statuette in 1968 and the gold badge in 1981; Lerwick guild was awarded a record of thanks by the Scottish Lifeboat Council in 1966.

Matching generosity . . . take Fetlar, for instance, an island with a population of 80; it raised £71 in one annual house-to-house collection, as well as making other contributions.

Tremendous fun . . .

Lerwick guild has 100 members and, as Miss Robertson explains, they have 'tremendous fun' with their fund raising: whist drives, coffee mornings on board the mail ship *St Clair* (run by the guild, coffee made by the ship), a mannequin parade and, of course, the annual autumn dinner dance for which members of the guild cater and cook and a group of men do the waiting (with a 'shop steward' properly appointed!). The house-to-house collection week is in June, there is a summer raffle and throughout the year there is good custom for souvenirs and Christmas cards. Individual contributions come in all sorts of ways: one shop sells empty pâté bowls for the lifeboats, another puts all unclaimed coins found on its floor into its collecting box. At the time of the Lerwick lifeboat appeal, Second Coxswain Peter Leith raised £3,000 through the sale of souvenirs in his DIY shop and by arranging dances. Every gift, in whatever way it comes, is acknowledged with a warm letter of thanks.

Fund raising is enjoyed in Aith, too, where Mrs Mina Anderson, wife of Second Coxswain Anderson, is the guild president, Mrs Drina Hughson is honorary secretary and the wives of the coxswain and other crew members all take their part. Aith holds two principal annual events. The first is a gala day early in June when, with people from the country and from the oil industry coming to join in the fun, well over £1,000 is raised. Then in October a second social occasion is planned; perhaps a concert or perhaps a dinner. As at Lerwick, when Aith holds a dinner, it is all 'home cooking', and at one gathering Coxswain Henry settled down and cooked steaks for everyone.

To the running of the lifeboat service in Shetland much is contributed at sea and on land and it is given with warmth, enthusiasm and unswerving dedication. And Shetland has a proud record: in just over 50 years, serving seamen of all nations, Lerwick lifeboat has launched 227 times rescuing 157 people, and Aith lifeboat has launched 110 times, rescuing 91.

Lifeboat People

IN THE NEW YEAR HONOURS LIST the British Empire Medal was awarded to Alfred William Lacey, who has been the motor mechanic of Margate lifeboat since 1947; from 1940 to 1947 he served as assistant mechanic.

* * *

When, on January 15, M. Jacques de Folin, French Ambassador to Ireland, on behalf of the French Government made Mr J. E. de Courcy Ireland a Chevalier of the *Ordre des Palmes Académiques*, the last part of the official citation mentioned the work done by Mr de Courcy Ireland as honorary secretary of Dun Laoghaire lifeboat station to foster links between the lifeboat services in Ireland and France. Dun Laoghaire has had regular contact with Boulogne Sur Mer and Ushant lifeboat stations for many years.

* * *

Mr Edward du Cann, MP for Taunton for 25 years and admiral of the House of Commons Sailing Club, has become president of Wellington branch.

* * *

Miss Hetty Hart, aged 101, and her brother emigrated with their family in 1920 from Walton-on-the-Naze to Santa Barbara, California, but never forgot the lifeboatmen they knew right back to the 1890s. Their uncle, Jim Spurgeon, was second mechanic of

James Stevens No 14 when the pulling and sailing lifeboat was given an engine in 1905. When Miss Hart's brother died a few years ago, she sent a cheque in his memory to Walton and Frinton branch.

* * *

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

October

Isaac Clark, who served as a member of Runswick station branch for 59 years; as a shore helper from 1915 to 1920, as a crew member from 1920 to 1940 and as winchman from 1940 to 1974.

November

Cecil Lancelot Grunnill, who served in Skegness lifeboats for 44 years; as a crew member in the pulling and sailing lifeboat from 1921 to 1932 and as assistant mechanic from 1932 to 1965.

Mrs Grace Perrin of Skegness, aged 96, who was the wife of Coxswain George Perrin, 1932 to 1947, and the mother of Coxswain Wilfred Perrin, 1947 to 1965. Mrs Perrin was a founder member of Skegness ladies' guild and a member of the station committee since 1943; she was awarded the silver badge in 1961.

December

David Hiner, who joined Lewis and Duviol, the Institution's consulting engineers, in 1966 to work exclusively on lifeboat station shore installations.

February

Arthur Weaver, BEM, who was honorary secretary of Bembridge station



Mrs Richard Saunders (l.), chairman of the Central London Committee, and Mrs Robin Aisher, chairman of the ball committee, are two of the ladies responsible for the organisation of the Central London annual Lifeboat and Mermaid Ball. One of the most eagerly awaited events in the RNLI calendar, it is always a splendid evening and it always achieves a magnificent result. Last winter, held at the Hilton Hotel on December 2, the ball raised about £20,000 for the lifeboats.

branch from 1956 to 1980. Mr Weaver had joined Bembridge crew in 1921, and served as assistant mechanic from 1937 to 1951. He was head launcher from 1952 to 1956. He was given a public relations award in 1965 in conjunction with his wife, awarded binoculars in 1967, honorary life governorship in 1975 and the thanks of the Institution inscribed on vellum in 1980.

Lyme Regis

A new Atlantic 21 rigid inflatable lifeboat donated to the RNLI by the Independent Order of Foresters is now stationed at Lyme Regis. The presentation was made on September 21, 1980, by Mr R. Gates, High Chief Ranger of



Duplex Craft has produced two versions of a 12th scale plastic kit for an Atlantic 21 lifeboat model based on the Great Yarmouth and Gorleston Atlantic: one version is for a static model (price £24.95), the other for a working, radio-controlled model (price £36.95). Each version is supplied with building instructions and such accessories as rope, chain and stick-on transfers. Available from model shops or direct from Duplex Craft, 67 Kirkdale Road, Wigston, Leicester LE8 2SR (£1 p. and p. extra). A discount is offered for Shoreline members ordering direct from Duplex producing their membership numbers: static model £21.35, working model £33.35.

Western England and Wales, on behalf of the donors and the lifeboat was received on behalf of the station by the honorary secretary, Major-General R. W. Jelf. There then followed a service of dedication conducted by the Reverend Dr Murray Dell, Vicar of Lyme Regis, after which the lifeboat was launched to carry out a demonstration.

For a number of years Lyme Regis lifeboat guild has organised a Grand Week of events in July. In 1980 a net profit of £4,000 was raised. This year's lifeboat week will be from July 18 to 26; among the competitions will be an international event for town criers and there will be several air and sea displays.

Great grandmothers' care

Two great grandmothers, Mrs G. Howe and Mrs Wilson, friends of Wharley End branch, Bedfordshire, have between them knitted 26 blankets, some 2,500 squares, for charity; several lifeboat stations have received one of these gifts for the comfort of survivors.

'Talking About Scilly'

To raise money for St Mary's, Scilly Islands, lifeboat, Ted Gundry of Porth-

leven has produced a cassette entitled 'Talking About Scilly' on which the islanders tell their own story. So popular with holidaymakers is this unusual souvenir proving that already more than 700 have been sold. They are available, price £3.90 including p. and p., from Mary West, ladies' lifeboat guild, 12 Springfield Court, Church Street, St Mary's, Isles of Scilly.

If any other Cornish branch would like a similar tape made, Mr Grundy would be willing to undertake the work without charge; his address is 10 Peverell Road, Porthleven, Nr Helston, Cornwall.

A dram for the crew

Thanks to the generosity of a retired San Francisco lawyer, Mr J. P. Young, bottles of White Horse whisky were presented to 25 lifeboat stations in the south west of England last December so that crew members could enjoy a dram at Christmas. Mr Young intends his gesture, devised to show his appreciation of lifeboatmen in a tangible way, to continue year by year, and has even included a bequest in his will so that his gifts will go on into the future; each year the 'Christmas dram' will go to stations in a different area.

Shoreline Section

THE LONDON INTERNATIONAL BOAT SHOW is now over and once again the results are very encouraging: 1,011 new members were enrolled. Such a good result could not have been achieved, however, without the help and dedication of our voluntary Shoreline team and our grateful thanks go to Jim Mead, David Parker, Harold Appleton, Ewart Myer, Dinorah Galler, Richard Wilson, Ian Taylor and Jeff Needham who gave up their time to make sure the stand was fully manned for the whole eleven days of the show, from January 8 to 18. I would also like to thank all the Shoreline members who took time out to visit our stand and have a chat. It was very nice meeting you all.

As you probably all know, if a sum of money is given to a charity under a deed of covenant, the charity can recover from the Government the basic income tax which the donor has paid on that amount of money. The gift is thus enhanced without any extra cost to the donor. Until last year the period for which a covenant needed to run was 'over six years', but the Finance Act of 1980 reduced this period to 'over three years'.

The Institution is looking for new revenue in these days of rising prices, and covenanting is one field in which the lifeboat service can benefit considerably. It is interesting to note that of all the new members who enrolled at the London Boat Show this year, 76.6 per cent were happy to sign a deed of covenant and the extra revenue derived from this source alone amounts to £2,000. Just think by how much the RNLI could benefit if every one of our Shoreline members—now more than 74,000—were to covenant his or her subscription.

May I, therefore, ask those members

who do not at present covenant their Shoreline subscription if they would be kind enough to give serious consideration to signing a deed of covenant. Our staff at Poole are always happy to give any information or help where it is needed.

From April 6, 1981, the total covenanted payments to charity allowable for tax purposes has been increased to £3,000 in any one year of assessment. In addition, relief for higher tax is claimable by the taxpayer, making it possible for Shoreline members who pay higher rates of income tax to give the Institution even greater help when making a covenant. This is how it works:

If a donor who is liable to higher rates of income tax covenants a sum of money to a charity, the charity can recover from the Government the tax paid at the basic rate (30 per cent) on that amount. In addition the donor can then recover from the Government the tax paid at the highest rate to which he or she is liable. This new concession allows a donor to make a higher covenanted gift to the charity *without any greater ultimate personal cost*.

Thus, if a governor of the Institution liable to the basic rate of tax only, covenants his or her £15 Shoreline subscription, the RNLI, by recovering the 30 per cent tax paid by the donor, receives the gross sum of £21.46. If, however, a governor liable to the higher rate of income tax of, say, 75 per cent covenants £42 for his subscription to Shoreline, the RNLI can still recover the basic 30 per cent tax, receiving the gross amount of £60, but the donor himself or herself can also recover the amount paid in higher rate tax, so that the effective actual cost remains at £15.

The table below, based on the present governor's annual subscription of £15, illustrates how the system works.

It should perhaps be emphasised that the effect of this tax relief is not to enable the Institution to recover more than basic rate tax but to encourage covenantors to make greater annual payments at no extra cost to themselves. It must also be emphasised that where a covenantor decides to increase

the annual net payment it will not be enough for him or her simply to pay the RNLI the greater sum: a new covenant form will need to be completed and signed.

Following the success last year of the BMW car competition, which led to the enrolment of 2,578 new members, I am pleased to announce that the RNLI has been given a Renault 5TR for a similar competition. Our thanks go to Renault UK for this very generous gesture, and also to Mrs Aplin of Exmouth ladies' guild and their local Renault garage, Burrows, by whose efforts this idea became a reality.

The competition will be run on similar lines to the one held last year. The name of every Shoreline member signing on a new member, using the special Renault competition application form, will automatically be included in a grand draw which will be made at the London Motor Fair, Earls Court, in October.

Your support last year was excellent and you set a high target. Now, can we beat it? I am certain that with the heartwarming enthusiasm we always find among our members, this year's competition could be a bumper one.

Application forms will come to you with this journal, and if you would like further supplies please do not hesitate to write to us.

Shoreline clubs are well established at Portsmouth, Southampton and Southend-on-Sea, and now a fourth club has been founded at Milton Keynes; the inaugural meeting was held at Wavendon Tower on January 13 this year. It is very encouraging that a club should have been formed so far from the coast, and we wish Milton Keynes every success. Any Shoreline member living in that area who wishes to become associated with the club should write to the honorary secretary, Denis J. Horgan, Killala, Stoke Road, Bletchley, Buckinghamshire, or telephone Milton Keynes 75164.

Shoreline Club No. 2, Southampton, recently held its AGM, and very well attended it was, too. The new chairman is Michael McMorland.

Shoreline Club No. 3, Southend-on-Sea, now meets at the T.E.A.C., 111 Eastern Esplanade on the second Wednesday of each month at 1930.

Peggy Smart, the longest serving member of Shoreline office, retires at the end of May. As our correspondence clerk she has, over the years, made many friends and I know you will all join me in wishing her a very happy retirement.

And we all hope that, for you all, the summer will be a good one.—PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.

Table, based on present governor's subscription of £15, showing how, when covenanting, higher rate taxpayers can give more to the RNLI at the same cost to themselves: the end cost to the covenantor from his or her taxed income remains £15 throughout:

Highest rate of tax paid	Previous annual payment (net)	Previous gross value to RNLI (basic rate of 30%)	Annual payment (net) after 6/4/81	Additional benefit to RNLI	New gross value to RNLI
30%	£15.00	£21.46	£15.00	—	£21.46
40%	£15.00	£21.46	£17.00	£3.54	£25.00
45%	£15.00	£21.46	£19.09	£5.81	£27.27
50%	£15.00	£21.46	£21.00	£8.54	£30.00
55%	£15.00	£21.46	£23.33	£11.87	£33.33
60%	£15.00	£21.46	£26.25	£16.04	£37.50
65%	£15.00	£21.46	£30.00	£21.40	£42.86
70%	£15.00	£21.46	£35.00	£28.54	£50.00
75%	£15.00	£21.46	£42.00	£38.54	£60.00



The Castle Museum, York, has a section called 'Kirkgate' which contains a reconstructed nineteenth century street complete with shops of that era. In November the museum kindly allowed local RNLI supporters to hold a fashion soiree and with the help of Debenhams, who presented the fashions, everyone attending had a fascinating evening watching the models parade. £500 was raised.

photograph by courtesy of 'Yorkshire Evening Press'

Some Ways of Raising Money

Miss Mackie-Campbell of Stonefield, Argyll, organised an equestrian day and designated the RNLI as a half-beneficiary. The event had to be postponed owing to atrocious weather, but in spite of this, when held soon afterwards in scarcely better conditions, it was a resounding success and Tarbert branch benefited by over £500.

Down Cruising Club, Northern Ireland, raised £64 when donations were collected at its annual dinner in November. Throughout 1980 members have amassed £662 for the RNLI.

At a small seaside town one always hopes to see retired seadogs sitting, contemplating their adventurous past; at Clovelly George Lamey, 85 and a former coxswain of Clovelly lifeboat, has been doing just that day in, day out, for the past seven years. The only difference with him is that he happens always to be holding a collecting box, though not once has he asked anyone for money. Last year he managed to bring in £2,776.85½ in this way and, since he began, he has amassed £11,762 for the RNLI. Clovelly branch and guild raised a record £15,756 in 1979-80.

Church Stretton is a small, rural village in Shropshire but together with the adjacent All Stretton and Little Stretton the branch raises over £1,000 every year for the RNLI. The 1980 house-to-house collection and flag day made £324.63 and in the same year a wine and cheese party was arranged which made a further £200.

The Reed family of New Romney and their friends organised a coffee morning at their home last October to raise money for Littlestone-on-Sea lifeboat. It was a happy morning and £173 was the final result.

For two decades Mrs Mona Cuthbert has been the honorary secretary of the thriving Huddersfield ladies' guild and luncheon club. More than that, when last November a presentation to mark her long service was made to her on behalf of 200 local lifeboat people, she was described as the kingpin and guardian angel of the club which, over the past five years alone, has raised an average of £1,300 a year.

Despite torrential rain and sheet lightning, six boys from Wilson's School, Wallington, Surrey, completed a relay swim across the English Channel. It took the boys—Stephen Crowley, Bradley Walter, Iain Pickering, Mark Shepherd, Ian Jones and Paul Bowler—11 hours and 21 minutes and £3,000 was raised in sponsorship for the RNLI with a further £2,000 for improvements to their own school.

Peter Newton of East Harling chose a quicker way to cross the Channel last August but was able to present Wroxham and District branch with £385.30 as a result. He water-skied the 33-mile distance with the help of Varne Ski Club, thus fulfilling a long ambition.

The 3rd Poole Sea Scouts covered a lot of water in their sponsored row in Poole Harbour; at the end of it they were able to hand over a cheque for £87 to the RNLI with a similar amount going towards their headquarters' funds.

It has taken only six years for the Chilterns branch to raise £25,000. Last June the Earl and Countess of Howe kindly lent their home for a summer ball attended by more than 300 people; music was supplied by Memphis Jazz Band and Sound of Profile. A raffle raised £553, the printed programme collected £625 and the net profit for the evening was £2,429.

Continuing his long and active support of the RNLI, Lawrence Bellhouse, owner of Nashs Tudor Restaurant, Leeds, organised a gala dinner and



Wandering minstrels Ruth Cawsey and Carolyn Doorbar, clarinetist and flautist respectively, spent their days before Christmas raising £600 for the RNLI. They moved from pub to pub playing Christmas music to delighted customers. Both girls are accomplished musicians, Ruth being a student at Cardiff College of Music and Carolyn a teacher of the flute at Sidcot School.

photograph by courtesy of 'Bristol Evening Post'



Not everyone who buys a special excursion train ticket to London from Liverpool costing £7 finds herself arriving at Euston station heralded by Royal Marine trumpeters and the winner of a two-week Mediterranean cruise for two people. It happened, though, to Charlotte Toms seen here getting off the train that carried 600 ladies from Liverpool on a shopping excursion organised by Heswall and Gayton ladies' guild. Through profits on the bargain price train tickets and on the draw for the cruise, generously donated by P and O Cruises Ltd, £2,200 was raised.



Young members of the Isle of Anglesey Swimming Club lining up after their successful sponsored swim which raised £478 for the RNLI. The three standing directly behind the children are (l.) Mr L. Coates, honorary secretary of the swimming club, Malcolm Burnell, honorary secretary of Holyhead lifeboat station, and Coxswain Will Jones.



Every year Calshot branch organises a bonfire party and last November £2,000 was raised. Jenni Murray of BBC South was among those who joined in the fun. In ten years Calshot branch has raised £28,500.

cabaret last October. The stars who came and donated their services were Charlie Williams, Peter Wallis, The Duvals, Sandra Mark and David Laine. With bingo, a tombola, collections, raffles and an auction conducted by Alistair Dick which raised £380.50, an impressive final figure of £2,500 was reached for Flamborough lifeboat appeal.

A barn dance held by Sutton, Cheam and Worcester Park branch netted £160 last October. There were 100 guests at

this successful occasion and during the evening the branch president, Councillor E. Trevor, organised an impromptu auction which brought in £30.

Warrenpoint and Rostrevor branch in Northern Ireland became £70 better off when Mrs Chloe Trenam, wife of Colonel Richard Trenam, former DOS (Ireland), was persuaded by the ladies of the local yacht club to run a Yoga class. Each participant paid a fee which instead of going to the instructress was donated to the RNLI.



A crew change during a 12-hour sponsored sail lasting from midday to midnight at Denham Sailing Club last September. Ruislip and Woodlands Park clubs also took part, 11 dinghies in all, and on a sunny day with a steady force 2 breeze conditions were perfect both for enjoyment and for fund raising. In the hours of darkness marker buoys were lighted and all dinghies carried navigation lights. With every lap sponsored, and with profits from the endless sale of snacks added, £549.05 was raised for Gerrards Cross branch. A repeat of the event is planned for this September.



Raymond Baxter, chairman of the RNLI Public Relations Committee, flanked by (l.) Mrs B. Robertson, chairman of the Walton and Frinton ladies' guild and (r.) Mrs Wilberforce, president, when he was chief guest and speaker at a dinner which raised £186.50 for the local station. To boost the proceeds Raymond Baxter auctioned a copy of his latest book. Since the guild was formed in 1978 it has raised £3,700.



The Greenwich cheese and wine evening, held in the Painted Hall of the Royal Naval College was helped towards its £1,700 profit by a special draw for a gallon of brandy, kindly presented by Martell, which made £250. Here Michael Ashley, DOS (South London), presents the bottle to the lucky winner; between them is Mrs Rita Blood, chairman of Eltham branch, who organised a separate raffle for the occasion.

The ladies' guild of the small community of Hunmanby in North Yorkshire was holding a coffee morning and raffle for a bridal doll when the income for the event was suddenly boosted by a surprise donation of 152 dollars from the mess of BP tanker *British Liberty*. Over £550 was raised altogether.

After a dance organised by Vic Cherry at Northfleet Power Station, Gravesend, a cheque for £275 was presented to Mrs Eileen Bethell, chairman of the local ladies' guild.



Peter Stepniewski was dared to take a swim in the sea on New Year's Day; apart from goosepimples, the net result was a tankard full of sponsorship money—£14.60 in all—which he is seen handing to Arthur Dick, station honorary secretary, Bridlington.

photograph by courtesy of Arthur Dick



Keith and Nigel Pask decided to clear out their toy cupboard and set up a mini-market in the garage of their house in Banbury, Oxfordshire. They invited school friends to come and buy and at the end of the day had taken £19.50 for the lifeboats. Here Banbury branch chairman, Jason Watkins, awards them RNLI badges.

photograph by courtesy of 'Banbury Focus'



Coxswain Charles Bowry of Sheerness had to remain on stand-by at station because of bad weather instead of attending Hornchurch and Rainham branch 21st birthday party. This magnificent cake, a replica of his lifeboat, was to be presented to him at the function but eventually was delivered at a later date. The dance, however, was a great success and made £250 for the RNLI. More than £1,500 has already been raised in this birthday year, excluding a flag week total of £1,266. The cake took pride of place at Sheerness Christmas dance.

At Peel branch's annual crew and helpers party, given by the station's past and current presidents, crew members ran a tombola which raised £39.50 for the Institution.

Peter Gilbert, chairman of Pewsey's Zixex Club, had not made a parachute jump for 35 years and his vice chairman, David Owen, not for 25 years. By courtesy of the Joint Services Parachute Association they were able to relive the experience last August and raise £750 for the lifeboats in so doing.

In Mevagissey, Cornwall, an award is made every year to the licensee of the hostelry that has made the largest collection for the RNLI. For the fourth year running this has been won by Mr and Mrs Frank Ellis of the Fountain Inn who brought in £140, but by all accounts the runners-up are providing hotter competition each year. Mevagissey branch also man a souvenir shop on the quay the gross takings from which in 1980 were more than £10,000.

Derek Griggs and Dave Earl of Lewisham branch have built a stand which is taken to events around the borough for selling souvenirs and raising money through lottery sales and competitions. It was first set up on GLC's 'Thamesday 1980' last September when, with the help of donations from the Thames Water Authority and the British Sub-Aqua Club, about £400 was made. The stand will be used at many events this year, including 'Thamesday 1981'.

Alton branch, formed in 1979, raised more than £800 last October with a cookery demonstration given by Simon and Nicola Cox of Brackley. Between the morning and afternoon sessions of the demonstration there was a ploughman's lunch.

A 'roaring twenties' style party proved a roaring success for Mrs Olive Eades, who organised the event and who has been founder honorary secretary of Chorleywood and Rickmansworth branch for nine years. Two thirds of the amount raised, £855, went to the RNLI and one third to King George's Fund for Sailors.

Bert Ryan, president of the Selsey Bill Lions Club, presented Coxswain Mike Grant with a 6ft cheque for £3,100 raised by the club to pay for a new inflatable lifeboat at Selsey. It only took three months to amass the money through a giant raffle with tickets sold in the village and during 'Crabbers Race Day'.

Landlord of the Coach Station Hotel, Winchester, Mr J. D. Ellis, challenges his customers to beat him at pool. If they win he buys them a drink of their choice; if he wins his customer must pay the cost of a drink of his choice to the RNLI. Already Mr Ellis has given a cheque for £100 to the local branch.

The Dolphin in Cathcart Street, Birkenhead, is filling its second gallon whisky bottle with coins for the Douglas (Isle of Man) lifeboat station. The first one held £100 and its contents were received by Captain Tony Billington on behalf of New Brighton branch. The Dolphin is a regular haunt of the crew of the Isle of Man steam packet boats and the collection is made by publican George Goff as a friendly gesture to his seafaring customers.



Captain Barton Holmes, a retired US master mariner living in Staten Island, New York, is a good friend to Aberdeen lifeboat station. In each of the past eight or nine years he has made a model ship and donated it to the branch. His latest model, auctioned at Aberdeen Lifeboat Ball, raised £50.

photograph by courtesy of Aberdeen Journals

For four months the girls of form IV St Rose, Holy Trinity Convent, Kidderminster, worked hard at raising money for Salcombe lifeboat. Through selling cakes, running raffles and organising an eight-hour sponsored swim, Lucy Osborne, their form captain, was able to send a cheque for £120 to Bill Budgett, Salcombe honorary secretary.

To show their appreciation of the services of the RNLI, though they have never had to call upon them, Oxford's Sea Angling Club, under the presidency of Don Chaundy, held a sponsored 'fish-in' at Poole last summer. The £154.73 raised was handed over to Cowley branch chairman, Stan Preston, at a recent branch committee meeting.

British Sub-Aqua Club members, some of them Shoreline members, went carol singing before Christmas, visiting ten pubs, and sent a splendid £77 they raised for the lifeboats to the RNLI North London Office.



When he landed this 21 pound salmon, Commander William Donald, chairman of Keswick branch, was so pleased that he sent the equivalent amount in sterling to the RNLI.

photograph by courtesy of P. Haworth



When you have
finished with your
copy of
THE LIFEBOAT
Please pass it on.

This very attractive dolls' house was star prize in a raffle organised by the ladies' guild committee of Whickham, Tyne and Wear. An impressive £524 was raised in this way.



You can raffle a gallon of White Horse anywhere; this bottle of whisky, donated by its distillers, raised £230.50 at Campbeltown Agricultural Show last August. The picture shows Campbeltown ladies' guild president, Mrs A. Wallace, and vice-president, Mrs C. Campbell, outside their stall. The guild's annual total reached £5,042.73 last year.

A magnificent pineapple was just one of the prizes on the tombola at the annual Kingston branch dinner dance last October—and it was won by the Mayor of Kingston, Councillor Philip Naish. A very good evening brought in £400 for the RNLI.



Sir Alec Rose, who opened Newhaven branch fête in July, inspects one of the afternoon's exhibits, a model 48ft 6in Solent class lifeboat made by Shoreline member Geoff Mellett. Although living in South London, Geoff is always willing to help with fund raising at Newhaven. With stalls, gymnastics and karate displays, and music provided by the sea cadet band of a Newhaven school and a local disco, the afternoon was a great success and raised £1,784.60 for the lifeboat service.

ITYWYPUAPFTLB is the peculiar message posted up behind the bar that has helped raise over £360 at the Haven House Inn, Mudeford. When asked by curious customers for its meaning, assistant manager Mrs Terry Goodison says, 'If I tell you, will you pin up a pound for the lifeboats?' No one refuses but everyone is amazed and amused when she then triumphantly explains, 'I've just told you what it stands for!'

Hemel Hempstead branch has raised £280 for Great Yarmouth and Gorleston lifeboat station with coffee evenings and a demonstration of flower arranging.

A cold winter walk along the north-east coast lasting five days and covering 110 miles between Helmsley in North Yorkshire to Flamborough made over £700 for Flamborough lifeboat appeal. The walkers were four members of the Lifeboat Enthusiasts Society, Leeds Group, Michael Bayliss, Tony O'Grady, Julian Dyson and Jim Walsh. They all work for Britvic-Minster Ltd and, unaffected by the distance covered, plan to do some more walking for the RNLI in 1981.

A hundred lengths of an open air swimming pool brought in £100 in sponsorship for Carol Stevenson, aged 14, who presented the money to Hastings branch.

Donald Walters, a 16-year-old at a special work school earns £1.50 a week; when the Rusthall Working Mens Club held a harvest festival in aid of Hastings lifeboat station, Donald decided to give a whole week's wages to the collection.

Like many boys just before November 5, Robert Ross and Michael Sibley were collecting 'pennies for the guy'; unlike most boys, however, they did not use the money for their own entertainment. Their takings of £6.88½ were sent to Brixham ladies' guild.

Worthing branch organised a wine tasting and social evening where £800 was raised. One of the events was a raffle for the ubiquitous gallon of Martell brandy, kindly presented by ship-pers Matthew Clark and Sons.



Jonas Oxley, 81-year-old ex-coxswain of Walton and Frinton lifeboat and the holder of two bronze medals and the Royal Humane Society resuscitation certificate, presents an angling trophy to Cecil Ellis for the heaviest catch at last year's Walton Pier Fishing Festival. From the proceeds of past competitions, organised by Nor-Systems, Dovercourt, nearly £500 has been donated to Harwich and Walton and Frinton lifeboats.

photograph by courtesy of Ken Adams



At Port St Mary each Tuesday throughout the summer The Strolling Players (l. to r.) Elizabeth Coombes, John Watterson and Alice Wilson, dressed in Manx costume, meet outside Crowe's 'Examiner' shop to entertain tourists, playing popular songs. The Players raise considerable sums for charity and recently gave £400 to Port St Mary lifeboat branch and another £400 to Rushen Emergency Ambulance.

Every fortnight Mrs R. H. Close of Ellesmere Port, Cheshire, whose husband is a Shoreline member, has a meeting with her friends and neighbours for a chat and a charity bingo session. The money raised is always sent to a good cause and recently the RNLI was chosen and benefited by £50.

A huge cheque both in size (6ft 6in by 2ft 6in) and in amount was handed over to the RNLI after a sponsored tandem event held by Mrs Stokes of Woodland Farm, Lower Peover, brought in £1,400.30. The presentation took place during a dance, again organised by Mrs Stokes, and, as with the tandem event, it was a fancy dress occasion.

Awards

to Coxswains, Crews and Shore Helpers

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

Abersoch
E. L. Hookes ILB Crew Member 15 years.

Aldeburgh
E. R. Smith Shore Helper 12 years.

R. S. W. Smith Shore Helper 60 years.
H. V. Smith Assistant Mechanic 3 years
Bowman 1 year
Crew Member 22 years
Shore Helper 15 years.

K. B. Denny (retired 1976) Bowman 9 years
Crew Member 17 years.

Anstruther
T. B. Small Second Coxswain 6 years
Crew Member 15 years.

Beaumaris
W. Pritchard Coxswain 8 years
Crew Member 16 years.

Borth
B. M. Taylor (retired 1977) ILB Crew Member 11¼ years.

G. Evans ILB Crew Member 13½ years.

Clogher Head
T. Tallon Bowman 15 years
Crew Member 28 years.

Douglas
W. H. Sayle (retired 1946) Crew Member 27 years.

Dun Laoghaire
J. Brennan Crew Member 44 years.

Eyemouth
J. Rosie Crew Member 30 years.

Falmouth
A. C. West Coxswain 5 years
Second Coxswain 3 years
Bowman 15 years
Crew Member 5 years
Bronze medal 1977.

R. F. Twydle Assistant Mechanic 15 years
Crew Member 6 years.

Filey
T. C. Jenkinson Coxswain 13 years
Second Coxswain 4 years
Bowman 4 years
Crew Member 12 years.

Fishguard
S. J. Thomas (retired 1957) Crew Member 11 years.

G. Bateman (posthumous) Coxswain 12 years
Crew Member 14 years.

Hastings
J. Bourdon-Pierre ILB Crew Member 10 years.

Humbermouth
D. Edwards ILB Crew Member 13 years.

R. Curtiss (retired 1974) ILB Crew Member 10 years.

Largs
R. Watson (retired 1978)

Lerwick
J. W. T. Smith Crew Member 12 years.

Lizard-Cadgwith
G. Mitchell (retired 1979)

ILB Crew Member 11½ years.

Crew Member 12 years.

Second Coxswain 2¾ years
Crew Member 14 years
Shore Helper and Assistant Winchman 12 years.

Montrose
J. R. Paton, BEM

Coxswain 25 years
Second Coxswain 2¾ years
Bowman 6¼ years.

New Brighton
G. H. Cross

Second Coxswain 5 years
Crew Member 20 years.

Newcastle
G. Leneghan

Assistant Mechanic 3 years
Bowman 4 years
Crew Member 4 years.

Padstow
E. R. Bennett

Head Launcher 13 years.

Peterhead
A. D. Auld

Assistant Mechanic 5½ years
Motor Mechanic 6 months
Crew Member 5½ years.

Plymouth
D. Jago

Crew Member 12 years
including ILB Crew Member 10 years.

D. Biscoombe

Assistant Mechanic 1¾ years
Crew Member 17½ years
including ILB Crew Member 10 years.

Porthcawl
G. Thomas

ILB Crew Member 12 years.

J. Williams (retired 1976)

ILB Crew Member 11 years.

P. Roberts (retired 1977)

ILB Crew Member 12 years.

Porthdinllaen
J. E. Scott

Second Coxswain 6½ years
Crew Member 10 years.

Portpatrick
T. C. Smart (posthumous)

Crew Member 15 years.

Port St Mary
H. A. Quillin

Second Coxswain 3 years
Bowman 8½ years
Crew Member 15 years
including ILB Crew Member 1 year.

Pwllheli
H. Roberts

Assistant Tractor Driver 8 years
Tractor Driver 15 years.

St Peter Port
E. C. Pattimore

Motor Mechanic 23 years
Crew Member 9 years.

L. De Mouilpied

Crew Member 17 years.

Scarborough
B. Wood

Head Launcher 20 years.

Selsey
M. Langford (retired 1970)

Bowman 3¼ years
Crew Member 16 years.

Sennen Cove
W. J. Pender

Crew Member 19 years.

C. H. Botterill

Crew Member 15 years.

F. L. White

Shore Helper 18 years.

Sheringham

E. Hedges

Head Launcher 6 years
 Assistant Head Launcher 19 years
 Shore Helper 5 years.

Stornoway

W. MacDonald

Second Coxswain 8 years
 Bowman 5¼ years
 Crew Member 6 years.

TenbyR. Thomas
(retired 1970)

Crew Member 20 years.

S. Richards
(retired 1972)

Crew Member 20 years.

R. Richards
(retired 1974)

Crew Member 26 years.

C. Galvin
(retired 1975)

Crew Member 23 years.

B. Bolton
(retired 1972)

Crew Member 15 years.

B. Davies
(retired 1972)

Crew Member 15 years.

Torbay

R. J. Bradford

Crew Member 24 years
 including ILB Crew Member 3¾ years.

M. Kingston

Crew Member 10 years
 including ILB Crew Member 6 years.

K. Bower

Second Coxswain 4½ years
 Crew Member 13 years
 including ILB Crew Member 4½ years
Gold medal 1976.

R. Brown

Crew Member 11 years
Bronze medal 1976.

Tramore

R. A. Power

ILB Crew Member 11 years.

Troon

T. Wilson

Crew Member 23 years.

Tynemouth

J. Elsdon

Crew Member 19 years.

Walton and Frinton

D. Coles

Crew Member 17 years.

Weymouth

B. B. Randall

Crew Member 18 years.

Letters...

Lifeboat car?

In late September when driving from Newcastle upon Tyne to Carlisle, I passed a Triumph saloon car towing a caravan, the car bearing the registration RNL 1 which was condensed to read RNLI. The car also bore an RNLI flag on the windscreen and a Shoreline car badge.

The driver of the car noticed my own RNLI flag on the screen and Shoreline car badge, but as I was in a line of traffic I was unable to stop.

The car obviously belongs to a loyal supporter of the Institution, and it would be interesting to learn whose car it is and how many other RNLI supporters have noticed this cherished number plate.—DAVID J. HILL, *station honorary secretary, Peel, Aeg Cronk, Peel, Isle of Man.*

Lifeboat wives

Five years ago I wrote a letter telling how two lifeboat crew wives had sat on the sea wall and dreamed up how they could raise money for Selsey branch. That year our little group of wives was formed, and I think we raised our first £150, starting with attaining first prize for our float in the local carnival.

Much water has run under the bridge since then, but our group is not much larger and we feel quite triumphant that, although there are only about 18 working members, we realised our target for 1980, raising £1,500.

We still consist virtually of the same group of people. There have been one or two changes. We have acquired two little mascots, lifeboat babies, both girls, born to two of our members, and they usually accompany their mums

when they help at our various functions. We have also become quite a closely knit bunch of people, sharing troubles as well as joys among ourselves.

As secretary, I would like to say a large thank you to the RNLI staff at Poole and at Tunbridge Wells, and to our local residents for all their support and help. Last but not least, thank you fellow members for all your hard work!—JEAN WARWICK, *Mrs, 47 Manor Road, Selsey, Sussex.*

HMS Captain

My grandfather was a young sailor on HMS *Captain* when she was wrecked off Finisterre in the 1870s. He was one of the few saved out of the crew of 500. Only those of the watch just gone on deck made landfall. When I was a child my grandmother had a framed scroll depicting *Captain*, with photographs or etchings on it of her captain, Cowper Phipps Coles, and, I believe, Gunner May. Unfortunately this is not still in the family, and I would much like to trace a copy of it. It was not, I have ascertained, issued by the Royal Navy.

It occurred to me that as so many lifeboatmen have a tradition of seafaring, and service with the Royal Navy, that one of them might remember hearing in his own family about the tragedy, and might even have knowledge of this scroll. If so, I should welcome any information.—EMMELINE HARDY, *Mrs, Pollards, 9 Durlston Road, Swanage, Dorset.*

Dinghy capsized

For the past three years while visiting the coast with my young family, it has become part of the outing to look in on the local lifeboat station.

On Saturday September 6 last year, while on such a trip, we arrived at Littlestone-on-Sea in time to witness the entire launch and return of the lifeboat rescue described in the winter issue of *THE LIFEBOAT*. I am an ex-

retained fireman and my son has acquired an unusual 'service' vocabulary and on seeing the lifeboat return successfully he cried:

'Gosh, Dad, what a shout! Persons reported and now boat secured and drill complete!'

I am sure the expression in his young eyes must reflect the feelings of everyone who witnesses the lifeboat service in action. Needless to say, a subsequent visit to Dungeness station and we are now a family group member of Shoreline.—DAVID HUNTER, *133 Knights Road, Hoo, Rochester, Kent.*

On September 6, Littlestone-on-Sea Atlantic 21 rescued two young boys whose dinghy had capsized, following rigging failure, in a moderate south-westerly breeze.—EDITOR.

● Lifeboat enthusiast Jeff Morris has written and printed another of his excellent station histories, this latest about Thurso lifeboats. These histories require considerable research and it is interesting to compare the early work of the Thurso lifeboats, which were called to the aid of trawlers from other ports, with that of the Redcar lifeboats, told in David Phillipson's *Come Along Brave Boys* which were paid for, manned by and for the aid of local coble fishermen. Thurso's lifeboats have always been provided by the RNLI but Redcar's first, *Zetland*, was bought in 1802 by the fishermen and is the oldest surviving lifeboat in the world. The RNLI took over Redcar station in 1858, established Thurso station in 1860 and since then both have gained distinguished records.

The Story of the Thurso Lifeboats is available, price 75p plus 25p p. and p., from Mr R. Cardosi, Central Hotel, Traill Street, Thurso, Caithness. **Come Along Brave Boys** is available, price £1.95 plus 40p p. and p., from David Phillipson, 43 Stanley Grove, Redcar, Cleveland TS10 3LN.—R.K.

Lifeboat Services

from page 154

Anstruther, Fife

37ft Oakley: November 12

Appledore, North Devon

Atlantic 21: September 2, 9, 12 and 18

Arran (Lamlash), Buteshire

D class inflatable: October 25

Arranmore, Co. Donegal

52ft Barnett: September 4, October 20 and November 6

Atlantic College (St Donat's Castle), South Glamorgan

Relief Atlantic 21: September 25 and October 25

Baltimore, Co. Cork

47ft Watson: October 11 and 25

Barmouth, Gwynedd

35ft 6in Liverpool: November 10

Barra Island, Inverness-shire

52ft Barnett: September 19

Barrow, Cumbria

46ft 9in Watson: October 4, 23, November 5 and 6

Barry Dock, South Glamorgan

52ft Arun: September 2, 20, 21, 25, October 10, November 6 and 30

Beumaris, Gwynedd

46ft 9in Watson: September 15

Atlantic 21: September 13

Bembridge, Isle of Wight

48ft 6in Solent: September 3

D class inflatable: September 3 and 5

Berwick-upon-Tweed, Northumberland

Relief Atlantic 21: October 4, 18 and November 22

Blackpool, Lancashire

D class inflatables: September 19 (twice), October 15 and 16

Blyth, Northumberland

D class inflatable: September 8

Bridlington, Humberside

37ft Oakley: October 10 and November 12

D class inflatable: October 5 (twice)

Brighton, East Sussex

Atlantic 21: September 4 (twice), 13, 28, October 10, 24, 31, November 1, 2 and 30

Burry Port, Dyfed

D class inflatable: September 7 and 9

Calshot, Hampshire

40ft Keith Nelson: September 4, 23, October 10, 19, November 10 and 28

Campbeltown, Argyllshire

52ft Arun: November 7

Clacton-on-Sea, Essex

Relief 37ft Oakley: November 2

D class inflatable: September 27 and October 22

Clovelly, North Devon

Relief 71ft Clyde: October 4, November 6 and 23

Conwy, Gwynedd

D class inflatable: September 23, October 11 and 15

Relief D class inflatable: October 19, 24 and 26

Courtmacsherry, Co. Cork

47ft Watson: September 5

Criccieth, Gwynedd

D class inflatable: September 8

Cromer, Norfolk

D class inflatable: September 7 (five times)

Cullercoats, Tyne and Wear

D class inflatable: September 2 and 14

Douglas, Isle of Man

46ft 9in Watson: October 12, 26 and November 13

Dover, Kent

50ft Thames: September 7, 10, 28, October 11, 18 and November 28

Dunbar, East Lothian

47ft Watson: October 24

D class inflatable: September 28

Dungeness, Kent

37ft 6in Rother: September 5, 6, 9, 28 and October 31

Dun Laoghaire, Co. Dublin

44ft Waveney: October 14 and November 30

Dunmore East, Co. Waterford

44ft Waveney: September 4, 7, 23 and 24

Relief 44ft Waveney: November 18

Eastbourne, East Sussex

37ft 6in Rother: September 13 and November 10

D class inflatable: October 19 and November 29

Exmouth, South Devon

D class inflatable: September 4, 16, October 5 and 26

Exmouth, Berwickshire

44ft Waveney: October 8, November 12 and 25

Falmouth, Cornwall

52ft Arun: September 20, 27, October 13 and November 21

18ft 6in McLachlan: September 24, 27, 30, October 5, 8 and 13

Filey, North Yorkshire

37ft Oakley: November 19

D class inflatable: September 4 and 14

Fishguard, Dyfed

46ft 9in Watson: October 21

Flamborough, Humberside

35ft 6in Liverpool: September 20 and October 5

Fleetwood, Lancashire

44ft Waveney: September 10, 14, 21, 23, 30, October 25 and 28

D class inflatable: September 7, 14 and 21 (three times)

Relief D class inflatable: November 5

Flint, Clwyd

Relief D class inflatable: September 21

D class inflatable: October 20, 21 and November 13

Fowey, Cornwall

Relief 46ft Watson: September 5

Galway Bay, Co. Galway

Relief 52ft Barnett: September 1, 7, 28, October 13, 22, November 1, 2 and 24

Great Yarmouth and Gorleston, Norfolk

Atlantic 21: September 13 (twice), 15, 20 (twice), 28, October 6, 19 and November 25

Hartlepool, Cleveland

44ft Waveney: September 13, October 19 and November 16

Atlantic 21: October 19

Harwich, Essex

44ft Waveney: November 28

Atlantic 21: September 5, 12, 29, October 15, November 1 and 9

Hastings, East Sussex

37ft Oakley: October 12

D class inflatable: September 22 and October 5

Hayling Island, Hampshire

Relief Atlantic 21: September 5, 27 (three times) and October 5

Atlantic 21: October 24, 26, November 2 (twice), 15 and 22 (twice)

Helensburgh, Dunbartonshire

Atlantic 21: September 10, 15, 29, October 4, 13, 25 and November 27

Holyhead, Gwynedd

52ft Arun: September 2 and 26

Howth, Co. Dublin

47ft Watson: September 7

Relief 46ft 9in Watson: November 22

D class inflatable: September 21

Hoylake, Merseyside

37ft 6in Rother: September 14 and October 5

Humber, Humberside

54ft Arun: September 3, 4 (twice), 7, 10,

October 7, 8, 11 and 20

Relief 52ft Arun: October 24 (twice), 25 and 29

Ilfracombe, North Devon

37ft Oakley: November 2

Invergordon, Ross-shire

52ft Barnett: September 22

Islay, Argyllshire

50ft Thames: October 6 and November 1

Kinghorn, Fife

Relief D class inflatable: September 20 and 29

Kippford, Kirkcudbrightshire

D class inflatable: September 28

Largs, Ayrshire

Atlantic 21: September 6, 13, 21 (twice) and 22

Lerwick, Shetland

52ft Arun: September 12 and 20

Littlehampton, West Sussex

Atlantic 21: September 8, 13, 21, October 2, 5, November 7 (twice) and 9

Littlestone-on-Sea, Kent

Atlantic 21: September 6 (twice), 27 and October 25

Lizard-Cadgwith, Cornwall

52ft Barnett: October 16 and 20

Llandudno, Gwynedd

37ft Oakley: September 21 and November 16

D class inflatable: September 18, 23, 27, October 19, November 16 and 17

Lochinver, Sutherland

52ft Barnett: September 17

Lowestoft, Suffolk

47ft Watson: September 10, 14 and October 19

Lyme Regis, Dorset

Atlantic 21: September 1, 28, October 29 and November 18

Lytham-St Anne's, Lancashire

Relief 46ft 9in Watson: November 14

Macduff, Banffshire

48ft 6in Solent: November 20

Margate, Kent

37ft 6in Rother: September 6, 19 and October 4

Relief D class inflatable: September 7 and 15

D class inflatable: October 1, 4 and 5

Minehead, Somerset

Relief Atlantic 21: September 6

Moelfre, Gwynedd

37ft 6in Rother: September 21, 22 and 24

D class inflatable: September 4, 15 and October 5 (twice)

Montrose, Angus

48ft 6in Solent: September 9 and November 7

Morecambe, Lancashire

Relief D class inflatable: September 17, 25, 26, 27 and October 30

Mudford, Dorset

D class inflatable: September 25

The Mumbles, West Glamorgan

D class inflatable: September 27, October 5 and 25

Newbiggin, Northumberland

37ft Oakley: September 8 and October 17

New Brighton, Merseyside

Atlantic 21: September 1, October 11, 31, November 1 and 2

Newcastle, Co. Down

37ft Oakley: November 25

Newhaven, East Sussex

44ft Waveney: September 4 (twice)

Relief 44ft Waveney: September 9, October 11, 23 and November 2

New Quay, Dyfed

37ft Oakley: November 25

D class inflatable: September 7 and October 21

Newquay, Cornwall

D class inflatable: September 4, 5, 8, 23 and 24

North Berwick, East Lothian*D class inflatable:* September 2*Relief D class inflatable:* September 29**North Sunderland, Northumberland***D class inflatable:* September 24**Oban, Argyllshire***42ft Watson:* September 12 and 13*Relief 41ft Watson:* September 22*18ft 6in McLachlan:* October 16**Padstow, Cornwall***48ft 6in Oakley:* October 16, 17 and November 26**Peel, Isle of Man***Atlantic 21:* November 21**Penarth, South Glamorgan***D class inflatable:* September 8, 24, October 8 and 25**Penlee, Cornwall***Relief 46ft Watson:* October 16, November 17 and 26**Peterhead, Aberdeenshire***48ft 6in Solent:* September 17, November 1 and 3**Plymouth, South Devon***44ft Waveney:* September 28, October 6 and 9*18ft 6in McLachlan:* October 13**Poole, Dorset***44ft Waveney:* October 14, 29, November 8 and 9*Dell Quay Dory:* October 10, 11, 29 and November 9**Portaferry, Co. Down***D class inflatable:* September 13 and 26**Port Erin, Isle of Man***37ft 6in Rother:* October 6**Porthcawl, Mid Glamorgan***D class inflatable:* September 7, 9, 23, October 14 and November 23**Porthdinllaen, Gwynedd***47ft Watson:* November 3**Port Isaac, Cornwall***D class inflatable:* September 6**Portpatrick, Wigtownshire***47ft Watson:* September 22 and November 2**Portrush, Co. Antrim***46ft 9in Watson:* September 2 and October 25**Port St Mary, Isle of Man***Relief 54ft Arun:* October 12, November 10 and 22*D class inflatable:* September 28**Portsmouth (Langstone Harbour), Hampshire***Atlantic 21:* September 19, 28 (twice), October 10, November 2 (five times) and 9*Relief D class inflatable:* November 2 and 9**Port Talbot, West Glamorgan***D class inflatable:* October 12**Pwllheli, Gwynedd***D class inflatable:* September 5 and 8**Queensferry, West Lothian***Atlantic 21:* September 28, October 20 and November 4**Ramsey, Isle of Man***37ft Oakley:* September 12, 23 and November 8**Ramsgate, Kent***44ft Waveney:* September 9, 21, October 11, 17, 18, November 18, 20, 21 and 29*18ft 6in McLachlan:* September 3, 4, 6 (twice), 14, 15 and October 24**Red Bay, Co. Antrim***D class inflatable:* October 23**Redcar, Cleveland***37ft Oakley:* September 2, 5, 20 and October 5*D class inflatable:* September 2 and October 5**Rhyl, Clwyd***D class inflatable:* September 7 and October 26**Rye Harbour, East Sussex***D class inflatable:* September 21 and October 26**St David's, Dyfed***47ft Watson:* November 23**St Helier, Jersey***44ft Waveney:* September 26, October 6, 10 (twice), November 2 and 22**St Ives, Cornwall***37ft Oakley:* October 17 and November 21*D class inflatable:* September 4 and November 9**St Peter Port, Guernsey***52ft Arun:* September 8, 13, 17 (twice), 20, October 12, 22, November 9, 10 and 29**Scarborough, North Yorkshire***D class inflatable:* September 2, 20, October 1 and 3**Selsey, West Sussex***Relief 46ft 9in Watson:* September 5, 24, October 2 and 14 (twice)**Sennen Cove, Cornwall***37ft 6in Rother:* October 14, 17 and 24**Shoreham Harbour, West Sussex***42ft Watson:* November 12*D class inflatable:* September 6, 14 (twice), 21 and October 22**Silloth, Cumbria***Atlantic 21:* September 28, October 31 and November 24**Skegness, Lincolnshire***37ft Oakley:* October 24*Relief D class inflatable:* September 6, 7 (twice) and October 24**Southend-on-Sea, Essex***Atlantic 21:* September 2, 7, 8 (twice), 21, 25, 28, October 11 (twice) and 27*D class inflatable:* September 9, October 4 and 5*Relief D class inflatable:* November 9**Southwold, Suffolk***Atlantic 21:* September 7, 13, November 20 and 26**Staithes and Runswick, North Yorkshire***Relief Atlantic 21:* September 20 and 21*Atlantic 21:* November 19**Stornoway, Ross-shire***Relief 48ft 6in Solent:* September 15 and 19*48ft 6in Solent:* September 26, 29, October 21, November 8 and 21**Stranraer, Wigtownshire***Relief D class inflatable:* October 4**Sunderland, Tyne and Wear***47ft Watson:* November 9**Swanage, Dorset***37ft 6in Rother:* September 7, 14 (twice), October 6, 10, 18, 25 (three times), November 1 and 29**Teesmouth, Cleveland***47ft Watson:* September 20 and October 19**Tenby, Dyfed***46ft 9in Watson:* September 4, 13 and 28*D class inflatable:* September 1*Relief D class inflatable:* September 4, 25 and October 5**Thurso, Caithness***48ft 6in Solent:* September 19**Tighnabruaich, Argyllshire***D class inflatable:* October 8**Torbay, South Devon***54ft Arun:* October 22, 24, November 7, 8 and 14 (twice)*18ft 6in McLachlan:* September 4**Tramore, Co. Waterford***D class inflatable:* September 10**Trearddur Bay, Gwynedd***D class inflatable:* September 14 and October 11**Troon, Ayrshire***44ft Waveney:* September 12, 21 (twice), 29 and October 19**Tynemouth, Tyne and Wear***52ft Arun:* November 4*D class inflatable:* September 7 (twice) and 9**Valentia, Co. Kerry***52ft Barnett:* September 16, October 2 (twice) and November 5**Walmer, Kent***37ft 6in Rother:* September 15, 27, October 9 and 18*D class inflatable:* September 6, October 6 and 9**Walton and Frinton, Essex***Relief 46ft 9in Watson:* September 13 (twice), 22 and October 4*48ft 6in Oakley:* November 1 and 2**Wells, Norfolk***37ft Oakley:* September 14, November 2, 14 and 26*D class inflatable:* September 15**West Kirby, Merseyside***D class inflatable:* October 20 and 26**West Mersea, Essex***Atlantic 21:* September 3, October 4, 11 and November 23**Weston-super-Mare, Avon***18ft 6in McLachlan:* October 5 and November 3*Relief D class inflatable:* September 28 and October 5**Weymouth, Dorset***54ft Arun:* October 5 and November 11**Whitby, North Yorkshire***44ft Waveney:* September 20, 21, October 7, 19, November 1 and 25**Whitstable, Kent***Atlantic 21:* September 10, October 18 and November 2**Wick, Caithness***48ft 6in Oakley:* November 5**Withernsea, Humberside***Relief D class inflatable:* September 2**Workington, Cumbria***46ft 9in Watson:* September 9, October 21 and 31**Yarmouth, Isle of Wight***52ft Arun:* September 3, 24, 25, October 6, November 9 (twice), 23 and 30**SERVICES AND LIVES RESCUED BY THE RNLI'S LIFEBOATS**

January 1, 1980, to December 31, 1980: Services: 2,798; lives saved 1,210

THE STATION FLEET

(as at 31/12/80)

258 lifeboats, of which one Atlantic 21, four 18ft 6in McLachlan

and 67 D class inflatable lifeboats operated in summer only

LIVES RESCUED 106,522

from the Institution's foundation in 1824 to December 31, 1980, including shoreboat services



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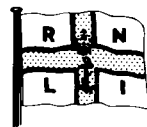
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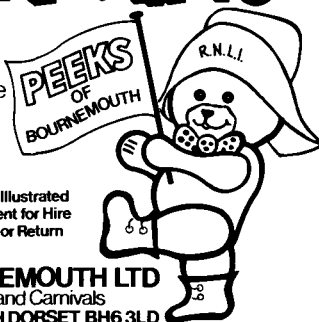
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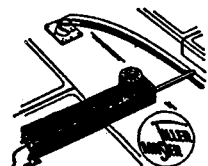
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	Experience			
	Occupation			
Details of craft	Accident/Losses/Claims in last 5 years	Yes/No	(Details on separate sheet)	
	Name	Class/Type		
	Construction	Year Built		
	Length	Beam		
	Engines	H.P. Inboard/Outboard		
	Max. Designed Speed (Motor boats only)	knots.		
Values	Hull, Machinery, Equipment	£	Trailer	£
	Dinghy/Boats	£	Outboard Motor	£
			TOTAL	£
Use	In commission from	to (inclusive)		
	Moored at			
General	Laid up from	to Inclusive, Ashore/Afloat.		
	Cruising Area			
	(a) Are you entitled to No Claim Discount?	years.		
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TO FREE POST, Geoffrey Bere FCII, TEMPLE INSURANCE BROKERS, LTD, 29 High Street, Poole BH15 1BR.

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Classified Advertisements

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BROADSTONE. Close to Poole with sailing and fishing in the famous harbour. Miles of safe, sandy beaches, dunes and cliffs. Golf 250 yards, ride, walk or just relax in small hotel with comfort, good food and friendly atmosphere. Ample parking. Sae, 'Skip-pers', Fairlight Hotel, Broadstone, Dorset. Tel: 0202 694316.

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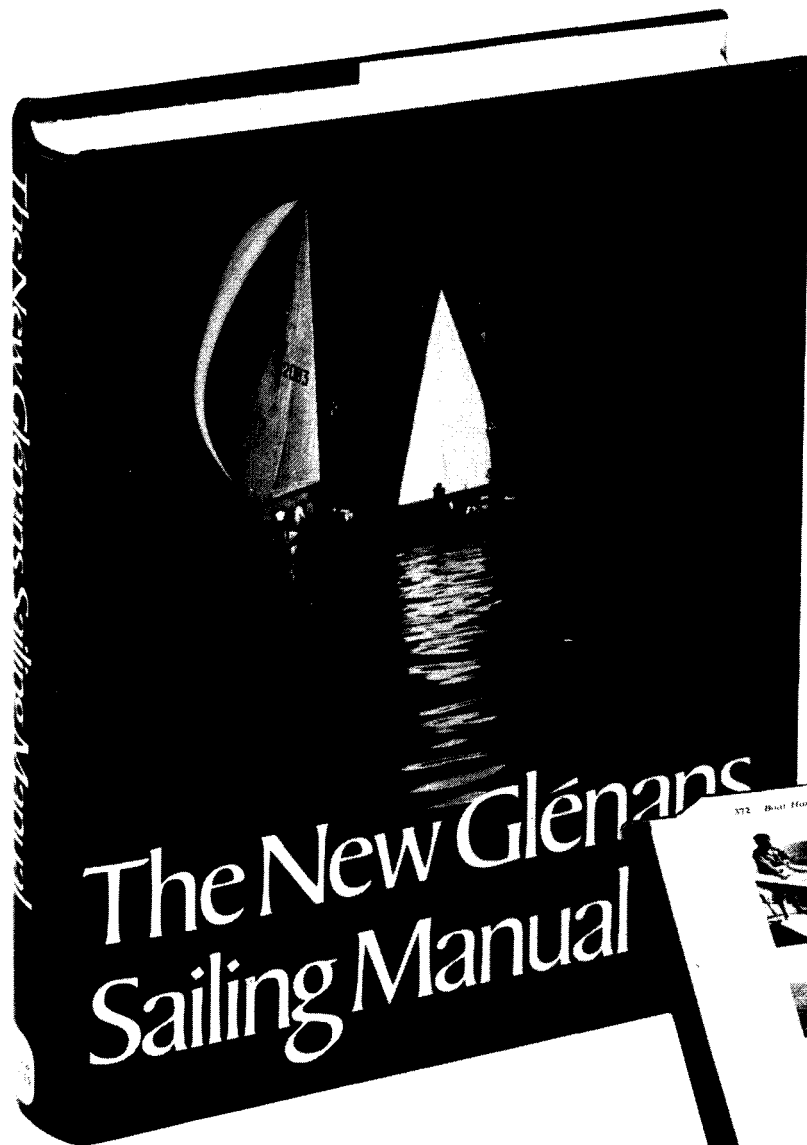
1st May	for SUMMER issue	1st November	for WINTER issue
1st August	for AUTUMN issue	1st February	for SPRING issue

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