

THE LIFEBOAT

THE JOURNAL OF THE RNLI



Volume XLV Number 462 Winter 1977/78

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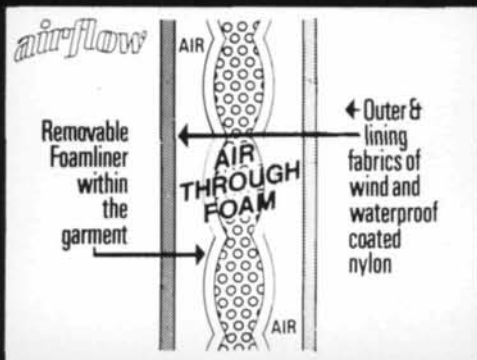
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THE LIFEBOAT

Winter 1977/78

Contents

Volume XLV Number 462

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Notes of the Quarter, by Patrick Howarth	75
Lifeboat Services	77
Offshore Lifeboat Services, June, July and August 1977	82
Atlantic 21 Mobile Dock, by Ray Kipling	83
Boat Handling in Storm Force Winds	84
North East, South East: the naming of Humber lifeboat, September 10, and Newhaven lifeboat, September 18	90
DI: the work of the Institution's divisional inspectors of lifeboats, by Joan Davies	92
Building a Rother Class Lifeboat: Part VI—Foundations	96
Shoreline	97
Some Ways of Raising Money	98
The Prince's Trust: an adventure at Aboyne	101
Book Reviews	102
Letters	103
Inshore Lifeboat Services, June, July and August 1977	105
Index to Advertisers	108

COVER PICTURE

Recovery of Clogher Head's 35' 6" Liverpool lifeboat, Thomas Corbett. She has been beached, turned and then re-carried. The tractor has been attached and all is ready for towing up the beach to the boathouse. Every station has its own system; at Clogher Head balancing bars are left in place and skids attached to the bowstop, so that all equipment is retrieved in one operation. The photograph was taken by Peter Hadfield.

Correction: In the caption for the Autumn 1977 cover picture, the Duke of Edinburgh was wrongly called the Duke of Kent. We apologise for the error.

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

Next issues: The Spring issue of THE LIFEBOAT will appear in April and news items should be sent by the end of January. News Items for the Summer issue should be sent in by the end of April

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

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Last spring it was announced that the Variety Club of Great Britain had agreed to meet the costs of the payments made by the RNLI to dependent children of lifeboatmen who had lost their lives on service or exercise, and also that the Club would be taking children to visit lifeboat stations. (r.) A party aboard Hastings 37' Oakley lifeboat.

photograph by courtesy of Hastings and St Leonards Observer



NOTES OF THE QUARTER

by Patrick Howarth

THE VARIETY OF SERVICES which modern lifeboat crews may be called upon to perform were clearly illustrated by awards made during the period under review in this number of *THE LIFEBOAT*. On one occasion the West Mersea inshore lifeboat was called out to help two yachts which had gone aground on a sand spit at the eastern end of Osea Island in north-easterly winds gusting to gale force. The approach, in shallow water, called for great skill as the two streams of ebb tide around the island, reaching 3 knots, were meeting and causing confused, steep seas. Nevertheless the helmsman, James Clarke, ran out anchors into deep water to secure

the two yachts, took off the two crews of four people and put them safely ashore.

When a young man lying seriously injured at the base of cliffs was reported to Tramore inshore lifeboat station, DLA and honorary medical adviser Dr O'Brien-Moran immediately embarked as a member of the crew. The ILB had to fight her way through a tide-race off Newton Head in strong south-westerly winds with gale force squalls before making the run in to a narrow shingle beach through breaking seas.

A little later in the summer Llandudno lifeboat launched to go to the help of a yacht in difficulty some 12 miles north by east of the station. The yacht was towed first to Llandudno Bay and then, as a safe mooring was not available, to Deganwy. Coxswain Meurig Davies and his crew were at sea for nearly 11 hours in gale force winds.

The helmsman of the Port Isaac ILB, Clive Martin, faced a difficult approach to bring his boat through heavy surf and submerged rocks to a man who had fallen from cliffs and was severely injured.

None of these services resulted in the award of a medal for gallantry, although all were officially recognised.

Further examples of the variety to be encountered in the lifeboat service occurred when a lifeboat station on the north east coast of England was called out because the exceptionally bright lights of the *Aurora Borealis* were thought to be distress flares. A German who was rescued by another lifeboat described her crew as 'lovely boys'.

Government Committee meets in Poole

The Government Committee to Co-ordinate Marine Search and Rescue Arrangements, of which the RNLI is a member, met for the first time in Poole in October, 1977. Other bodies represented on the committee are HM Coastguard, the Ministry of Defence (Navy and Air Force), the Post Office, the General Council of British Shipping, the Royal Yachting Association, Trinity House, the Meteorological Office and seafaring trade unions. The chairman of the committee, John Archer, is Under Secretary of the Marine Division of the Department of Trade and Industry.

At the meeting at Poole the committee examined search and rescue facilities along the south coast from Prawle Point to the Greenwich meridian, just west of Beachy Head. It came to the conclusion that facilities in this area were adequate to meet any calls; that yacht clubs provide their own rescue facilities for small boat racing and that, where there are large numbers of people out on the water, one will help another, are significant factors in an area where there has been a very considerable increase in pleasure boating. The committee did express some concern about the mis-use of flares to call attention to what might be called inconvenience rather than to real distress, and the need for disciplined use of radio telephones at sea.

Drive-off trolley at the Boat Show

The increasing sophistication of the RNLI's inshore lifeboat fleet has resulted in the development of a number of new and valuable devices. The Atlantic 21, in particular, being appreciably larger and heavier than the



During severe gales which swept the north west on Friday, November 11, New Brighton DODO tractor was in full action. Going down to check the boathouse at 2230, Crew Member Cliff Downing found the promenade flooded and more than 100 people trapped in a restaurant to seaward of the ILB station. Honorary secretary Captain John Billington and other crew members were quickly on the scene. Cliff Downing, with Crew Member Steve Ferrie and an ambulance man, drove the watertight tractor through to the badly damaged and flooded restaurant, and brought off, one at a time, three badly injured people. The tractor then started to search the debris-strewn promenade for a youth reported washed off his feet; happily the boy was soon found by a police officer. When the tide turned the lifeboat contingent helped bring the stranded people from the restaurant back to the lee side of the promenade.



Silver Jubilee postscript . . . from Torbay: On August 5, Torbay lifeboat the 54' Arun Edward Bridges (Civil Service No. 37), escorted the royal barge bringing HM The Queen and HRH The Duke of Edinburgh ashore from HMS Britannia.

photograph by courtesy of R. A. Letcher

. . . and from Falmouth: During Her Majesty's visit on August 6, Prince Andrew took the helm (below) when he and Prince Edward went out with Coxswain West in the station boarding boat. Earlier Coxswain West, one of the Cornish lifeboatmen who had formed a royal guard of honour on Prince of Wales Pier, had taken Prince Edward out in his own gaff-rigged work boat, Victory.

standard D class ILB, has presented problems of launching and recovery at exposed sites. The RNLI has therefore developed its own launching trolleys, which can be regarded as safe, mobile docks. An example of these, the self-powered immersible drive-off trolley known for convenience as SPIDOT forms the principal RNLI exhibit at the International Boat Show at Earls Court, London, in January. An article on Atlantic 21 launching trolleys appears on page 83.

Foreign coins and lotteries

New technical developments in the operational field are being matched by new methods of raising money which can be applied throughout the country. Changes in legislation have enabled the RNLI for the first time to stage a national lottery to raise funds. The draw for the first lottery prizes was held at Poole at the end of September 1977,

the first prize being £1,000. 60,000 tickets were sold over a period of two months. Another draw will be held in March, and it is hoped that even more tickets, each of which costs 25p, will be sold this time.

An experiment in collecting foreign coins for the benefit of the RNLI is also progressing well. Hitherto most of these coins have come from British and Irish holidaymakers who have returned home with a certain amount of small change in foreign money. The RNLI now hopes to attract foreign coins from overseas visitors by placing collecting boxes in suitable hotels and banks. Suggestions for ways of increasing revenue by this method will be welcome.

ANNUAL GENERAL MEETING Royal Festival Hall, London TUESDAY, MAY 16, 1978



New C of M members

John Lunch, former Director General of the Port of London Authority, Henry Mounsey, a senior partner in a Liverpool firm of chartered accountants, and Donald Redford, managing director and chairman of the Manchester Ship Canal Company, have been elected to the RNLI Committee of Management. All are keen sailors and each has been associated with RNLI fund raising.

Support for the American/British Lifeboat Appeal is growing on both sides of the Atlantic. In New York last September, after a Silver Jubilee performance by the Band of the Grenadier Guards and the Pipes and Drums of the Scots Guards, a reception in aid of the appeal was given by the New York Council, Navy League of US, and the Association for Rescue at Sea. In London, a reception was held on November 7 at the Banqueting House, Whitehall.



(Right) The Duke of Kent, President of the RNLI, at the Banqueting House reception with (l. to r.) Mrs Siler, Admiral Owen W. Siler, Commandant of the US Coast Guard, and Dr L. Shackleton Fergus, a member of the appeal committee. (Above) Patrick Howarth, appeal committee secretary, with Mrs Blake, Edward Heath and Norman Blake, both committee members.

(Left) At the New York reception, held at the Statler-Hilton Hotel, (l. to r.) Colonel John



Rice, Executive Vice-President, New York Council, Navy League of US, Austin Volk, Regional President, Navy League, Nicholas Ludington, AFRAS committee member, John Walsh, British Trade Development Office, and Lieut.-Colonel Martin Smith, Grenadier Guards.



LIFEBOAT SERVICES

North Eastern Division

Cut off by tide

INFORMATION THAT A MAN had been reported cut off by the tide below the cliffs in the vicinity of the Coastguard lookout was passed to the honorary secretary of **Whitby** lifeboat station at 1630 on Sunday, June 5. The assembly signal was made and at 1639 Whitby D class inflatable ILB launched on service with three crew on board.

The wind was north west moderate to fresh, force 4 to 5, with a moderate sea and heavy swell. The tide was three hours flood.

Helmsman Michael Coates headed, at full speed, to the reported position and the casualty was sighted on the beach immediately below the Coastguard lookout. Heavy swell, estimated at some 7 to 8 feet, was breaking all along the shore at the base of the cliffs, but the ILB was able to approach the shore on the back of a large swell in one of the few areas where the breaking surf was less severe and the anchor was put over. The anchor held, snatching the ILB head to sea, and the inflatable boat was then veered down towards the shore and the casualty.

Crew Member Anthony Easton entered the water to help the stranded man to the boat but experienced great difficulty in the heavy surf. Leaving Crew Member Brian Hodgson to tend the anchor warp, Helmsman Coates made fast the inboard end of this same warp to his lifejacket and waded ashore to help. The heavy surf swept both men off their feet and, together with the casualty, they were carried back on to the rocks.

At this time, about 1650, Brian Hodgson reported that the weight had gone off the anchor warp and the boat was swept bodily towards the beach, on top of the three men. The boat was swept back on to the rocks several times; then, with great difficulty, she was held under control and the anchor warp recovered, apparently parted. With the casualty aboard, the engine was re-started, after several unsuccessful attempts, and the ILB headed through the surf towards safer water. The engine, however, stalled and although oars were shipped the boat was washed back to the beach.

The honorary secretary was informed

of these latest difficulties at 1659 and maroons were fired for the lifeboat at 1700. Whitby's 44' Waveney lifeboat *The White Rose of Yorkshire* launched and was off the position of the incident at 1706. Unfortunately the rock shelf in this area is very flat and the lifeboat could not close near enough to reach the ILB with her rocket apparatus.

The crew were still able to handle the ILB at this time and, with the tide rising, moved the casualty to higher ground. The Coastguard then started to assemble their own rocket apparatus with the intention of lowering a man down the cliff to try to make contact with *The White Rose of Yorkshire* from ashore.

At 1729 a helicopter was requested from RAF Leconfield and it was reported as 'scrambling' at 1735. One minute later the ILB crew reported that they were abandoning their boat, owing to the state of the tide and sea.

Coastguard Officer Alan Martin was lowered down the cliff with rocket apparatus and at 1757 he attempted to fire a line. It missed and although it had a floating head the crew of the lifeboat could not find it. A second attempt was thwarted by heavy surf smashing the whip box against the cliff, spilling its contents.

The helicopter arrived on the scene at 1811, when the casualty was lifted to the cliff top within minutes and taken to hospital suffering from exposure. The lifting of the Coastguard and three crew members was completed by 1830; although cold, they had suffered no ill effects.

The White Rose of Yorkshire returned to station, arriving at about 1845, and the ILB was left at the foot of the cliffs to be recovered as soon as possible, when conditions permitted.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Michael Coates and Crew Members Brian Hodgson and Anthony Easton. A framed letter of thanks signed by Major-General Ralph Farrant, Chairman of the Institution, has been presented to Coastguard Officer Alan Martin and a letter of appreciation, also signed by the Chairman, sent to the Commanding Officer, RAF Leconfield.

Western Districts

Two swimmers

ALREADY OUT ON EXERCISE, on the evening of Tuesday, August 30, **Port Talbot** D class ILB remained afloat to cover an organised open water swim. The wind was south west force 4, the sea rough and the tide flooding. Visibility was good.

Heavy surf was building up on the weather side of the north breakwater, towards which two of the 30 or more swimmers were being carried. At 1915 the ILB went between the breakwater

and the two swimmers and took them aboard. Then two heavy waves swamped the boat and the engine cut out. Oars were immediately shipped and the crew had paddled out of trouble before being taken in tow by another boat.

In the lee of the breakwater the plugs were changed and the engine fired once more. The tow was cast off and the ILB, running on one cylinder and experiencing trouble with the gears, made for the river, beached on the boat club slipway and landed the two swimmers. The ILB was brought back to station on her trailer and rehoused at 2100.

For this service letters of appreciation signed by Captain Nigel Dixon, RN, Director of the Institution, have been sent to Helmsman Steven Lewis and Crew Members Henry Worth and Robert Parker.

Ireland Division

Fallen from cliff

AT 1620 ON APRIL 22 the Garda Siochana informed Dr O'Brien-Moran, deputy launching authority of **Tramore** ILB station, that a young man had fallen and was lying seriously injured at the base of the cliff just west of Newton Head. The DLA alerted the crew immediately and requested Garda John Lawton to go to the top of the cliff with his radio to act as guide. The ILB launched on service at 1640 crewed by Helmsman Noel Power and Crew Member John Palmer, embarking with them Dr O'Brien-Moran in his capacity as honorary medical adviser. The station's special stretcher was taken.

The weather was overcast with low cloud and intermittent rain; the wind was strong south westerly force 6 with squalls of force 7, and a moderate sea was running. Low water at **Tramore** was at 1530.

After clearing **Tramore**, Helmsman Power used the lee provided by Newton Head, but progress thereafter was slow and daunting. The ILB had to tack at reduced power to make headway through the 3 to 4 metre tide-race running off the headland. At 1700 the crew sighted Garda Lawton just above the beach in a small cove a quarter of a mile to the west of Newton Head. The sea was breaking across the entrance to this bay. Helmsman Power spent some time observing the run of the seas, and decided to run in during a lull on to a narrow shingle beach some 40 metres from the Garda.

After beaching, Dr O'Brien-Moran set off with John Palmer, carrying the stretcher, and crossed a series of rocks some 5 metres high between the ILB and the casualty. Helmsman Power tended the boat.

Regrettably, and despite mouth-to-mouth resuscitation given by John Lawton, the casualty succumbed to his injuries. Dr O'Brien-Moran consulted

the crew and it was agreed that it would be pointless to risk trying to recover the body by sea in the prevailing conditions. The casualty was therefore placed on the stretcher and carried to a ledge ready for a cliff recovery.

The ILB was launched into the rough onshore sea, and once clear of the bay a route well clear of the headland and its tide-race was chosen for the return.

In appreciation of his service, a special certificate inscribed on vellum has been presented to Dr Hugh O'Brien-Moran. The thanks of the Institution inscribed on vellum have been accorded to Helmsman Noel I. Power and a vellum service certificate to Crew Member John D. Palmer. A framed letter of thanks signed by Major-General Ralph Farrant, Chairman of the Institution, has been presented to Garda John Lawton.

South Western Division

In gully

INFORMATION WAS RECEIVED from HM Coastguard by St Ives ILB station at 1531 on Thursday, July 28, that there were people cut off by the tide on the north side of Carbis Bay Beach. The assembly signal was made immediately and the ILB launched two minutes later with John Humphries as helmsman and John Lander and James Stevens as crew.

The wind was north by east, fresh to strong force 5 to 6. Visibility was good and the weather fine, but the sea was rough. The tide was 5 hours flood.

The ILB ran through very confused bucking seas to Porthminster Point, on the south side of which she found four people cut off in a gully up which breaking seas were running.

Helmsman Humphries raised the outboard engine and the boat was manoeuvred up the gully by oar. The two adults and two children were

brought in over the bow, the boat backed off by oar, and she returned under power to St Ives West Pier at 1554. The four people were taken into the lifeboat house and treated for cuts, bruises and shock.

For this service a letter of appreciation signed by Captain Nigel Dixon, RN, Director of the Institution, was sent to Captain E. Kemp, honorary secretary of St Ives ILB station.

Eastern Division

Two yachts aground

BRADWELL COASTGUARD MOBILE was in the vicinity of Stansgate on the afternoon of Friday, May 20, keeping watch over a number of yachts off Osea Island, when, at 1723, a yacht was seen to be heading for the sand spit at the eastern end of the island and a red flare was sighted. Lifeboat attendance was requested and the honorary secretary of West Mersea ILB station immediately gave authority for maroons to be fired. Meanwhile, it appeared that a second yacht was altering course to go to the aid of the first; she also ran aground on the spit, at the north-eastern edge.

The wind was north east, strong force 6 gusting to gale force 8, and, with a strong ebb tide, the seas were heavy and short. Predicted high water at Bradwell was 1548. The weather was fine with fair visibility.

At 1732 West Mersea Atlantic 21 ILB launched on service. Once clear of the West Mersea approaches she had to reduce speed in the heavy seas, but she reached the 23' sloop *Contessa*, the second grounding, at 1752. Approach to the casualty was difficult in the shallow water as the two streams of ebb tide around Osea Island, reaching a rate of 3 knots, were meeting and causing very heavy confused seas of up to 6 feet against the gale force north-

easterly wind. One crew member boarded *Contessa* and an anchor was run into deep water by the ILB.

Both this yacht and the first casualty, the 25' sloop *Lionheart*, were chartered from Maldon. The two men in *Contessa's* crew of four were loath to leave until told of the continuing bad forecast and an estimated re-floating time at 0100. All four of the crew were then taken aboard the ILB and landed at Marconi Yacht Club, Stansgate, where the Coastguard mobile awaited them.

The Atlantic 21 then went on to *Lionheart*, reaching her at 1807. After the ILB had run an anchor away for them, the yacht's four crew members were taken off, the transfer, once again, requiring careful manoeuvring; the four people were landed at Stansgate at 1830.

Before returning to station the ILB continued westward to warn other yachts to remain west of Osea Island. The 6-mile passage back eastwards was again made at reduced speed with the ILB leaving the water frequently in the heavy seas. She was refuelled and ready for service at 1922.

For this service a letter of appreciation signed by Captain Nigel Dixon, RN, Director of the Institution, was sent to Helmsman James Clarke. Letters of thanks signed by Commander Bruce Cairns, Chief of Operations, were sent to Crew Members Graham Knott and David Mills.

Western Division

Climber falls

THREE YOUTHS WERE CLIMBING down the cliff at Wylfa Headland on Wednesday, April 13, when a peg pulled out of the cliff and one of the boys fell about 35 feet into the sea, striking the cliff face and a submerged rock on his way. One of



On Saturday, July 2 Port St Mary lifeboat, the 54' Arun The Gough Ritchie, went to the help of a small boat reported drifting with a fouled propeller on to the rocks below Ronalds-way Flying Club, about eight miles north east of the lifeboat station. There was a fresh breeze, force 5, blowing from the south west and the sea was moderate. The motor boat, with two people on board, was towed to Derbyhaven. A donation was made by the owner to branch funds.

On Wednesday, July 20, Shoreham ILB went to the help of a dinghy capsized off Shoreham Pier in near gale force winds and a rough sea. The three students rescued wrote to the crew the next day, sending a bottle of wine 'as a token of how very much we appreciated your magnificent service'. Two months later, J. C. Harrison, honorary secretary of Shoreham lifeboat station, received a cheque for £44 from Miss Constance Styles of Hove; it was the result of a coffee evening inspired by witnessing this rescue.

photograph by courtesy of Shoreham Herald.

the other climbers, who was nearly at sea level, scrambled into the sea and managed to drag his unconscious friend clear of the water; then, with the help of the third climber, he tried to drag him up the cliff to safety. About 8 feet up, however, the injured youth became wedged in a crevice. While one of the two climbers remained with him, the other went back down the cliff, waded and swam to a beach and ran about two miles to a farmhouse to dial 999 and ask for the Police.

At 1820, Porthdinllaen Coastguard informed the honorary secretary of Abersoch ILB station that a boy had fallen down the cliff at Porth Ceiriad. Maroons were fired and Abersoch ILB was launched at 1840.

The wind was moderate to fresh north westerly, force 4 to 5. The sea was choppy, with wind against tide. High water was at 1831.

Once the beach was cleared course was set at full speed for Porth Ceiriad. On passing the headland, Trwyn yr Wylfa, two miles from station, speed was reduced to half throttle and communications established with Abersoch Coastguard mobile. An estimated position of the injured boy was given by the mobile and the ILB crew sighted the casualty at 1900.

The ebb is one hour earlier at Porth Ceiriad than at Abersoch, and a heavy ground swell was running at the foot of the cliff beneath the casualty. Helmsman Barrie McGill decided to anchor, veer down to the cliff and disembark a crew member on the rocks at its foot. Two attempts were made, but the boat could not be veered past a ledge running 10 foot out from the cliff which, because of the ground swell, was at times only just covered. Position was moved 30 yards to the north and the manoeuvre repeated, this time successfully. Crew Member Michael Davies climbed on to a rock and took two lines ashore, so that the boat was secured by the anchor line and a line from each quarter. Helmsman McGill and Crew Member Noel Loughlin then swam ashore.

Michael Davies was left to tend the ILB while the other two crew members waded and swam to a position beneath the casualty. Noel Loughlin climbed the 8 feet and found the youth, unconscious and with a head wound, wedged firmly in the crevice; both he and his friend were showing signs of hypothermia.



Realising that he could not lift the injured boy clear of the crevice, Noel Loughlin signalled to Barrie McGill to radio for helicopter help. Helmsman McGill waded and swam back to the ILB to pass this message to Abersoch mobile, and then returned to his position below the casualty.

At this stage Coastguard Officer N. D. Arnott, Porthdinllaen station, came down the cliff on a line, followed by a stretcher. Between them, Noel Loughlin and Mr Arnott placed the injured youth in the stretcher and manhandled him to a ledge 25 feet higher, from which both he and the uninjured climber could be winched aboard the helicopter.

With the two youths safely away, Noel Loughlin was lowered to the base of the cliff. When all three crew members were back on board the ILB, anchor was weighed and the return passage to station made at full speed. The ILB was refuelled and ready for service at 2115.

For this service framed letters of appreciation signed by Major-General Ralph Farrant, Chairman of the Institution, have been presented to Helmsman Barrie D. McGill and Crew Members Noel H. Loughlin and Michael Davies.

Scotland (South) Division Quick help

IN A MODERATE TO FRESH north-westerly breeze on the afternoon of Tuesday, July 19, the owner of the yacht *Chica* was thrown into the sea just opposite Campbeltown Old Quay when his inflatable dinghy capsized. His wife threw a lifeline, but when it failed to reach him she sound the yacht's fog horn and set off a distress flare, attracting the attention of Duncan McCallum. Mr McCallum, who before his retirement had been motor mechanic of Campbeltown lifeboat for 39 years, immediately made for the scene of the accident, single handed, in a fast motorboat. He found the man, exhausted,

floating in the sea, and with the help of a crew member from a nearby yacht, got him aboard the motorboat and helped him back aboard the yacht.

A yachting instructor who saw the rescue described it as 'an excellent piece of seamanship carried out with great calm and efficiency'.

For this service a letter of appreciation signed by Captain Nigel Dixon, RN, Director of the Institution, was sent to Duncan McCallum, BEM, former motor mechanic of Campbeltown lifeboat.

North Western Division

On passage

A YACHT IN DIFFICULTY in gale force winds, 12.4 miles bearing 015°M from Llandudno lifeboat station, was reported to the honorary secretary by HM Coastguard at 1610 on Thursday, August 4. RFA *White Rover* was standing by the yacht, which was on passage from Port St Mary to Holyhead. *Lilly Wainwright*, Llandudno's 37' Oakley lifeboat, launching at 1630, reached the casualty at 2010.

The wind was south west gale force 8. The sea was very rough, it was raining and visibility was poor. The tide was four hours ebb.

White Rover provided a lee while the lifeboat took the yacht in tow, and then, at 2020, the tanker continued on passage while the lifeboat and her tow headed back with the tug *Mumbles* in attendance.

At 2140, as conditions had improved a little, *Mumbles* resumed her passage. The lifeboat and tow arrived in Llandudno Bay at 2310, only to find no mooring available.

As a weather report received gave the wind as south west force 8, veering to north west force 8, it was decided to tow the yacht to Deganwy. Setting out at 2345, the river was entered two hours later. The yacht was safely on a mooring at 0200 and her crew ashore by 0215. Five minutes later the lifeboat started on the return passage to station,

arriving at 0315 after nearly 11 hours at sea in gale force winds.

For this service a letter of appreciation signed by Captain Nigel Dixon, RN, Director of the Institution, has been sent to Coxswain Meurig Davies and his crew.

North Eastern Division

Search through surf

BLYTH LIFEBOAT, the 46' 9" Watson *Winston Churchill* (Civil Service No. 8) had launched on exercise on Monday, August 8, and was heading for the harbour mouth when, at 1007, a call was received from HM Coastguard for ILB assistance off the River Wansbeck: a boat had overturned.

The lifeboat was just passing the harbour master's office, so she came alongside the jetty and Crew Members Leslie Fay and David Cussins were put ashore to launch the ILB. This was done off the beach to the south of the boathouse, into Blyth Bay, with the help of local fishermen at 1012.

The wind was north east strong, force 6, and there was a heavy swell. The tide was one hour before high water. Visibility was good.

The ILB, with Leslie Fay at her helm, made full speed to the Wansbeck, passing the lifeboat on the way as she, too, headed north to the incident. On reaching Sandy Bay it was found that a helicopter, called out previously, was already searching. Contacting Coastguard Newbiggin mobile, the ILB received instructions to search the in-shore area from the mouth of the River Wansbeck south to the sewer outfall, some 800 yards away; one casualty was still missing, three apparently having been taken from the water by the helicopter and by helpers on the shore.

An elongated box search pattern was worked off the beach some 150 to 200 yards out on the edge of considerable surf for about 30 minutes, during which time the first helicopter was relieved by a second. No sign of the casualty was seen.

At about 1100 the ILB received a request from the Coastguard mobile to try to search further inshore. An attempt was made but with little success as a slow search through the heavy surf over the sand bars was impracticable; it would have resulted in serious damage to the ILB—in fact she did nearly overturn on one occasion. Coastguard advice was altered so that the inflatable boat resumed search on the edge of the breaking surf while the helicopter searched within the surf and the lifeboat searched some 500 yards off shore.

At about 1130 the helicopter discontinued the search and twenty minutes later, after discussion with the Coastguard, the lifeboats were also instructed to discontinue the search and return to Blyth.

When they were some half mile off Blyth entrance a further call from Newbiggin mobile reported definite sighting of the casualty in the water 150 yards off shore and some 600 yards south of the River Wansbeck mouth. Both lifeboats put about (it was 1210) and made full speed for Sandy Bay. The ILB arrived off the given position at about 1215 and was directed by the mobile to search in heavy surf which was worsening as the tide receded over the sand bars off the river mouth.

For some 70 minutes, with *Winston Churchill* standing off some 500 yards to the east, many runs were made into the surf in an attempt to find the casualty. The ILB had to be drained on numerous occasions as she took heavy breakers over the bow. Some 15 minutes after resuming the search both crew were thrown half out of the boat as she took a particularly large green and white full on the starboard side. During much of the search David Cussins, disregarding his own safety, stood upright in the bow of the ILB to get a better field of vision.

Coastguard and police on the beach contrived to indicate further sightings, but, although attempts to close them were made each time, only once did David Cussins glimpse something in the water; the very confused sea, however, covered it up before the boat could get in close.

Two policemen came to the water's edge beckoning the ILB to come in even closer, which she did, bottoming the engine on several sorties towards the beach. At about 1315 Helmsman Fay took the ILB to within some 25 yards of the waterline where she bottomed on her keel before being overcome by a large breaker, which, to her credit, she

took, and she was able to drive out to sea again.

It now became obvious that the people on the beach, by wading into the shallow water, were in a much better position to effect a recovery than was the ILB; moreover the boat was running low on fuel. After discussion with the Coastguard, therefore, the ILB was instructed to return to Blyth. The return passage was made at half throttle, the ILB was landed on the slip at 1340, was rehoused, refuelled and ready for service at 1400.

For this service letters of appreciation signed by Captain Nigel Dixon, RN, Director of the Institution, have been sent to Helmsman Leslie Fay and Crew Member David Cussins.

Ireland Division

Lobster boat sunk

THE LIGHTKEEPERS on Tory Island sent a message to the honorary secretary of Arranmore lifeboat station at 2015 on Saturday, September 17, reporting that a half-decker lobster fishing boat had gone on the rocks. The crew of three had managed to clamber ashore but two were badly injured and needed hospital treatment.

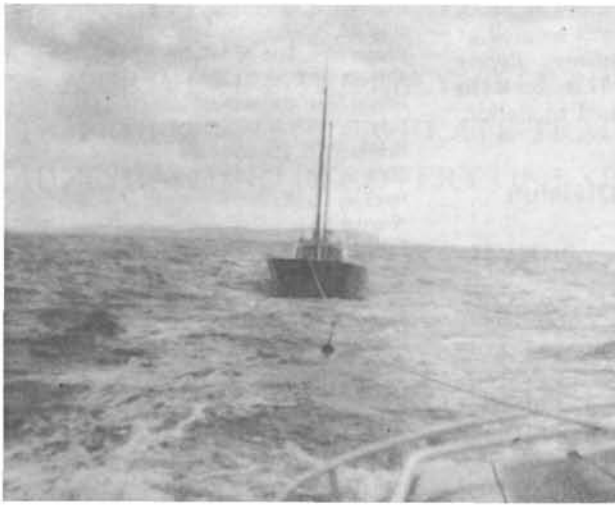
Southern Africa, the 51' Barnett relief lifeboat on temporary duty at Arranmore, launched at 2030 and set course for Tory Island, 19 miles north of the station. The night was fine with good visibility, a smooth sea and light north-easterly winds. It was high water.

The wounded men were taken off at 2326 and landed at Burtonport at 0230 where an ambulance was waiting to take them to hospital. The lifeboat was ready for service again at 0300.

A message was received by the honorary secretary of Bembridge lifeboat station on Saturday, July 30, to say that an engine fire, now extinguished, had caused complete steering loss on a 48' ketch on passage from Poole to Le Havre. A child had inhaled fumes and immediate assistance was required. The lifeboat launched in ten minutes but, as the yacht was drifting and her position uncertain, had difficulty in locating the casualty. A helicopter from HMS Daedalus, called out at the same time, had lifted off the child and taken her to hospital: returning, it helped guide the lifeboat to the yacht which was taken in tow to Bembridge.

photograph by courtesy of HMS Daedalus





Poole lifeboat, the 44' Waveney Augustine Courtauld, on Saturday, October 1, went to the help of a catamaran Sparkle, in difficulty with engine failure one mile east of Hengistbury Head. The wind was west north west, near gale force 7, and the sea rough. Sparkle was taken in tow to Poole. Note coir fender acting as spring on tow rope to reduce 'snatching'.

photograph by
courtesy of
Coxswain Frank Ide.

South Western Division Injured climber

A MAN, APPARENTLY SERIOUSLY INJURED and lying at the foot of the cliff at Jackets Point, three miles north east of **Port Isaac** ILB station, was reported to the honorary secretary by HM Coastguard at 1332 on Wednesday, May 4. Maroons were fired and the ILB launched at 1342.

On arrival off Jackets Point the crew could, at first, see no sign of the man. On re-approaching the point from the north east, however, a narrow entrance between the rocks became apparent in which the casualty could now be seen, with people standing on the cliff tops above him.

The weather was fine, the wind light from the east north east and the tide was just starting to flood. There was little sea but a considerable swell was creating heavy breaking surf in the entrance to the cove.

Helmsman Clive Martin made a slow approach consistent with avoiding the submerged rocks in the mouth of the cove, and, at the same time, keeping enough way on the ILB to avoid being overwhelmed by the breaking surf. After safely negotiating the entrance a sharp turn was made to starboard, the ILB was beached on the rocks close by the casualty, and the crew climbed over to where he lay. He had slipped while climbing, falling some 50 feet, and it was apparent that at least one of his ankles was broken and his back was injured. A Neil Robertson stretcher was lowered by the Coastguard and, while Helmsman Martin and his crew, Barry Slater and John Coshall, rendered first aid, two other Port Isaac crew members, Edward Flanagan and Andrew Bolton, climbed down the cliff. They helped to strap the casualty firmly in the stretcher and, with great care, carry him over the rocks to the ILB.

With the two extra crew members providing useful additional ballast, the ILB was successfully re-launched into the surf. Helmsman Martin followed, as closely as possible, the reciprocal of

the track successfully used to enter the cove and, handling the ILB with great skill, not only succeeded in negotiating the very heavy surf safely, but also caused no undue discomfort to the casualty.

The ILB returned to Port Isaac at 1440, to be met by the honorary medical adviser and an ambulance. On arrival at hospital the casualty was found to have two broken ankles and a broken wrist as well as an injured back. He has expressed his grateful thanks to the RNLI.

For this service the thanks of the Institution inscribed on vellum have been accorded to Helmsman Clive Martin. Vellum service certificates have been presented to Crew Members Barry Slater, John Coshall, Edward Flanagan and Andrew Bolton.

South Eastern Division Broken rudder

THE HONORARY SECRETARY of **Poole** Lifeboat station was informed by Portland RHQ at 0750 on Tuesday, August 23 that a Dutch warship had reported a 25' yacht, *Lucy*, with a broken rudder 23 miles south of Anvil Point. She was on passage from Cherbourg.

Poole's 44' Waveney lifeboat, *Augustine Courtauld*, slipped her moorings at 0810 and headed for the position. The wind was north east force 2 to 3, the sea was slight and the weather fine. The tide was threequarters ebb. A thorough search was made of the area in excellent visibility but nothing was seen of the casualty and it was thought that she might have rigged a jury rudder and continued on her way. The search was called off at 1130, the lifeboat returned to station at 1330 and was refuelled and ready for service at 1400.

That same night, at 2012, Coastguard Needles reported to the honorary secretary of **Yarmouth, Isle of Wight**, lifeboat station, that red flares had been sighted by a Viscount aircraft 27 miles south south west of the Needles lighthouse. It was thought it might be *Lucy*.

By now the wind had gone round to south west, but it was still light, with the sea smooth and visibility good. It was slack water. Yarmouth lifeboat, the 52' *Arun Joy and John Wade*, launched at 2021 and made a thorough search in the area of the position given, with the help of a helicopter (before it got too dark) and other ships, but without result. The search was called off, with the intention that it should be resumed from the air at first light, and the lifeboat was back on station at 0200. However, before dawn *Lucy* had arrived in Christchurch, having in fact rigged a jury rudder, and she confirmed that she had fired the red flare sighted by the aircraft.

The next evening, Wednesday, August 24, at 1900, a member of the public reported a flare sent up from a boat aground off Blackberry Point in Christchurch Harbour to the honorary secretary of **Mudford** ILB station. After discussion with HM Coastguard, the ILB was launched at 1905 and made for the point at full speed. She helped MFV *Foam* get a line aboard the grounded yacht, *Lucy*, which was then towed back to Christchurch by the fishing boat.

The wind had risen to south west near gale force 7 and the sea was choppy. The tide was flooding.

On her way back to base the ILB saw a man in the water holding a life ring. He said he was trying to swim out to his son who had been stranded for some considerable time on a little speed boat on her moorings. He refused help for himself but asked if the ILB would take off his son. The ILB took the boy ashore, while his father got there by himself, and then she returned to station. She was rehoused by 1930.

Scotland South Division Yacht stranded

ON PASSAGE from the Isle of Whithorn to Kippford on Wednesday, August 24, the 23' yacht *Albino* mistook the entry into the Urr Estuary and went to the west of Almorness Point, driving into the shallow Orchardton Bay. On discovering her mistake she tried to anchor, but the anchor did not grip on the hard bottom, despite the fact that there was 60 feet of chain and a nylon warp attached. *Albino* was driven on the rocks and her rudder was torn from the transom.

A member of the public, seeing the yacht's difficulty, telephoned at 2000 to the honorary secretary of **Kippford** ILB station and the ILB crewed by Helmsman Leonard Filer and Crew Member John Robertson launched ten minutes later. The wind was south east moderate force 4, the sea rough. The tide was full.

The ILB reached the stranded yacht at 2030. The approach was difficult as the seas were about six feet, breaking continually over the ILB. However, the

yacht was towed clear of the rocks and held in position until the tide eased. She was left on dry ground and recovered next day by the yacht yard.

The ILB returned to her station at 2230 and was rehoused at 2250. The yacht's crew of two were given hospitality.

For this service a letter of appreciation signed by Captain Nigel Dixon, RN, Director of the Institution, has been sent to Dr T. Maurice Donald, honorary secretary of Kippford ILB station.

Scotland North Division

Near rocks

A CREW MEMBER from a small fishing vessel which, on Friday night, August 19, had broken down just south of Longhaven, rowed ashore, managed to scramble up the cliffs and made a 999 call to RHQ Peterhead; it was 2225. His skipper was still aboard the boat, *Zenith*, which was anchored; they feared, however, that she might go on the rocks and there was too much sea and swell for a local boat to help.

While the Coastguard mobile picked up the crew member and took him back to the cliffs, a message was sent to the honorary secretary of *Peterhead* lifeboat station that a boat was stranded in the vicinity of Boddam, and Cruden Bay Rescue Company were mustered. The wind was north by east force 2 with a moderate sea. The tide was ebbing.

Peterhead's 48' 6" Solent lifeboat *James and Mariska Joicey* launched at 2240, reached *Zenith* at 2305, manoeuvring in under the cliff, and began the tow at 2325. Lifeboat and tow were berthed in harbour at 0010.

Western Division

On the bar

TWO RED FLARES sighted on the south side of Portmadoc Estuary, near and inside the bar, were reported to the honorary secretary of *Pwllheli* lifeboat station by Coastguard Porthdinllaen at 0035 on Thursday, September 1. The wind was near gale force from the south west and the sea rough, the weather fair with good visibility. The tide was on the ebb.

Maroons were fired and at 0054 *Pwllheli's* 35' 6" Liverpool lifeboat *Anthony Robert Marshall* launched and set course for Portmadoc.

By the time the lifeboat was off Portmadoc Bar (0300) it was unsafe to enter as breaking seas on the bar reduced depth in the troughs to inches only. The Coastguard therefore asked *Criccieth* ILB to launch and work with the lifeboat. While *Anthony Robert Marshall* lay off in support and illuminated the scene with her searchlight, *Criccieth* ILB made two trips to the 22' yacht *Zircon*, now high and dry, taking off two of her family crew of four each

time and putting them ashore at Black Rock Sands. The yacht was secured as well as possible. *Anthony Robert Marshall* escorted the ILB back to *Criccieth* and then returned to station.

Scotland Northern Division

Driven ashore

THE HONORARY SECRETARY of *Stornoway* lifeboat station received a message from HM Coastguard at 0540 on Sunday, August 28, saying that a small foreign vessel, *Vieux Copains*, had gone aground at Battery Point at Stornoway Bay, one mile south east of the station. Gale force 8 winds were blowing from the south west, the sea was rough, and visibility was poor on an overcast morning. The tide was 5 hours flood.

Relief 48' 6" Solent lifeboat *The Royal British Legion Jubilee*, on temporary duty at Stornoway, slipped her moorings at 0600 and arrived at the casualty about eight minutes later. By this time a liferaft had been drifted ashore to the beach from *Vieux Copains* and five women and a boy had been taken off by the Coastguard.

A tow line was connected from the lifeboat but an attempt to tow the stranded vessel off proved unsuccessful; she had been pushed too hard on to the stony beach by the south-westerly swell, and the tide had reached its highest point for that morning. So the tow was abandoned. The five remaining crew were put ashore in the liferaft and taken to the local Sailors Home to await the next high water for possible refloating.

The Royal British Legion Jubilee, recalled, was back on her mooring and ready for service at 0740.

Services by Offshore Life-boats, June, July and August, 1977

Aberdeen, Aberdeenshire
July 3.

Aith, Shetland

July 13 and August 5.

Aldeburgh, Suffolk

June 4, 7, July 8, 19 and August 17.

Amble, Northumberland

June 20, July 24, August 4, 14 and 19.

Angle, Dyfed

June 4, 24 and August 14.

Arklow, Co. Wicklow

July 7 and 18.

Arranmore, Co. Donegal

June 29 and July 15.

Baltimore, Co. Cork

July 1 and August 17.

Barmouth, Gwynedd

July 10, August 4 and 16.

Barra Island, Inverness-shire

July 2 and 12.

Barry Dock, South Glamorgan

June 5, 9, July 3, 24, 27, August 4 and 20.

Beaumaris, Gwynedd

July 23.

Bembridge, Isle of Wight

July 24 and 30.

Blyth, Northumberland

July 16 (twice), August 8 and 12.

Bridlington, Humberside

June 7, July 3, August 9 and 28.

Buckie, Banffshire

August 8.

Calshot, Hampshire

June 11, 28, July 17, 31 and August 21.

Campbeltown, Argyllshire

June 8 and July 28.

Clacton-on-Sea, Essex

June 5, 6, 20 and August 23.

Cloughy-Portavogie, Co. Down

June 7.

Clovelly, North Devon

June 6, 13, 18, July 19, 21, 23, August 12 and 25.

Courtmacsherry Harbour, Co. Cork

July 19, 25, August 9, 11 and 20.

Douglas, Isle of Man

June 5, 10 and 12.

Dover, Kent

June 6, 10, 11, 16, July 20, 23 (twice), 24, 31 (twice), August 16 and 23.

Dunbar, East Lothian

August 20.

Dungeness, Kent

June 28, July 9 and 13.

Dun Laoghaire, Co. Dublin

July, 19, 23 and August 4.

Dunmore East, Co. Waterford

August 28.

Eastbourne, East Sussex

July 10, 17, 20 and 26.

Exmouth, South Devon

June 11.

Falmouth, Cornwall

June 18, July 18, August 16 (twice) and 24.

Filey, North Yorkshire

July 14.

Fishguard, Dyfed

June 9, 26, July 27, August 17 and 27.

Flamborough, Humberside

August 9.

Fleetwood, Lancashire

July 23, August 4 and 16.

Fowey, Cornwall

June 4, 13, 17, 30 and August 16.

Galway Bay, Co. Galway

June 29, July 28, August 15, 22 and 24.

Girvan, Ayrshire

July 5 and 9.

Great Yarmouth and Gorleston, Norfolk

June 7, 28, July 5, August 20 and 26.

Hartlepool, Cleveland

July 29 and August 27.

Harwich, Essex

June 25, July 9, 27, August 17 and 24.

Hastings, East Sussex

June 1, 6, 12, July 1, 10, 19, August 19 and 31.

Holyhead, Gwynedd

August 14, 22 and 31.

Howth, Co. Dublin

June 6, July 2, 20, 23 and 31.

Humber, Humberside

June 2, 5, 11, 14, 22, 26, 28, July 8, 14, 18, August 1, 9, 15, 16 and 25 (twice).

Ilfracombe, North Devon

July 26.

Kilmore, Co. Wexford

August 5.

Kirkcudbright, Kirkcudbrightshire

June 11, July 7 and August 23.

Kirkwall, Orkney

June 10 and July 8.

Lerwick, Shetland

June 6, July 2, 21 and August 8.

(Continued on page 105)

Atlantic 21 Mobile Dock

A DRIVE-OFF TROLLEY, SELF-POWERED OR
PROPELLED BY SEPARATE TRACTOR, FOR
LAUNCHING AND RECOVERY ON EXPOSED BEACHES

by Ray Kipling

Deputy Public Relations Officer, RNLI

TO LAUNCH OR NOT TO LAUNCH is a question which rarely arises where offshore lifeboats are involved. The problem is more likely to be how to launch—with a slipway, a tractor and carriage, over greased wooden skids or to moor the boat afloat. The opposite was true when inshore lifeboats were introduced. The smaller versatile craft have limited capabilities and are not suited to extreme conditions but may be launched easily from a light trailer or simply by manhandling.

The introduction of the Atlantic 21 inshore lifeboat in 1972 posed new problems. The early Atlantic, with its semi rigid hull, twin engines and seating console, was over three times as heavy as the smaller inflatable ILB and Atlantics now have roll bars, righting systems and weigh just over a ton, compared with the 545 lb of the D class inflatable. The first Atlantics, at Hartlepool and Littlehampton, launched into sheltered water and a simple light frame trolley which could be manhandled was quite adequate. This sort of trolley is still widely used for sheltered locations but as the Atlantic began to prove its seaworthiness and was stationed on exposed open beaches new problems arose. The heavy vessel posed a serious risk to launchers if it was swept back on them and there was the difficulty of holding the boat by hand in water deep enough to start the engines.

The answer lay in a drive-off trolley which acts as a mobile dock. It was developed by Mr Grady of Felsted, Essex, in conjunction with Lewis and

Duvivier and RNLI staff from Cowes Base. The bearers forming the base of the trolley are in the shape of a tuning fork and support on her outer chines the boat's bottom with her bows pointing out of the open end of the fork, so that she can be driven straight out with no obstruction to the engines. The bearers hold the boat in position but rollers can be raised to allow her to be moved when, for example, returning to the trolley after beaching.

Planked sides give the trolley the appearance of a haywain and act as guides in launching and recovery. Water tanks are fitted to the sides of the trolley and these are connected to the ILB's outboard engines by plastic pipes. This means that the engines can be started and warmed up going down the beach before the boat enters the water, being cooled all the time with water from the tanks. The risk of stalling at the launch is therefore minimised and the pipes pull free as the boat drives off.

The ILB is held in the trolley with rope springs. The after springs prevent the boat being lifted backwards by a sea and the forward springs are held by the two crew members who release them on the helmsman's command. Regardless of rough seas the boat can ride safely in her 'dock' with her engines running until the helmsman judges the right moment has come to launch.

Recovery into the trolley can be made using an arrester net which is rigged between the vertical posts. The boat is

driven into the net which retards her forward movement and halts the boat in her correct position in the trolley. The rope springs are then hooked on and the boat is safely back without having touched the beach. The upright posts also carry lights to facilitate night recovery. In very bad conditions or when landing off station, for example to transfer a casualty to an ambulance, the Atlantic 21 can be driven straight up the beach and well clear of the water.

When the boat has been recovered she must be turned round to be ready for service again. This is accomplished with a small turntable which is jacked up under the boat. The trolley is then withdrawn, the boat swung round and then replaced on the trolley right way round.

Manoeuvring carriages with lifeboats on them is a field in which the RNLI has considerable experience but with the new trolley came a new problem. Conventional launching tractors, built to shift the weight of an offshore lifeboat, were too slow and if they had been used the ILB's advantage of speed on service would have been reduced. Parallel development brought two solutions; a self-powered trolley, with the motive unit as an integral part of the trolley and a separate tractor connected to the trolley to produce an articulated unit. The former was named SPIDOT (self-powered immersible drive-off trolley) and after twelve months of evaluation it became fully operational in March 1977 at Littlestone. The engine, air intake and exhaust outlet are far enough above the water to allow the vehicle to be used on shallow sloping beaches without the engine being swamped. The drive-out end of the trolley is steered through the wheels supporting it so that direction of launch can be adjusted rapidly as necessary. In the event of the trolley bogging down in soft ground hydraulic feet raise it up to allow solid material to be put under the wheels.

The latter vehicle, originally a conventional four-wheel drive tractor, has

(continued on page 103)

One way of propelling the Atlantic 21 launching trolley: DODO a separate conventional four-wheel drive tractor encased in a watertight 'hull' of steel and armour plated glass. On the trolley itself, outboard, can be seen the cooling water tanks for the outboard engines.



And another: SPIDOT a self-powered unit which is an integral part of the trolley. The engine is high above the water. Note the anchor which is dropped on shoreline for emergency recovery of the unit. Note, too, the guiding lights on the trolley's upright posts.



At the annual presentation of awards last May Coxswain William Jones of Holyhead and Second Coxswain Victor Pitman of Weymouth both received silver medals for gallantry and Second Coxswain Keith Bower a gold medal; all were for services carried out in extreme conditions. The following morning they met with Lieut.-Commander Roy Portchmouth, divisional inspector of lifeboats (south west) and Joan Davies, who was in the chair, to discuss . . .

boat handling in **STORM FORCE WINDS**

Joan Davies: Gentlemen, you were all in command of lifeboats on service in exceptionally bad weather, storm force winds gusting to hurricane force and very high seas. You not only had to survive, you had to make passages in the shortest possible time and close other vessels to effect a rescue. You achieved these ends with outstanding success. Your experience and any lessons you learnt about boat handling in such extreme conditions will be of great interest to lifeboatmen and also to the seafaring fraternity as a whole. Starting in the early part of the autumn of 1976, just after the long, hot summer had ended, Will, you took *St Cybi* (Civil Service No. 9), Holyhead's 52' Barnett lifeboat, out in the early afternoon of Saturday, September 11, to

We didn't have a drogue out, because we wanted to get there as quickly as possible but if you didn't watch the boat she tended to try to broach with the following sea. When we got to the yacht, at about 4 o'clock, we didn't see her until we were about three or four hundred yards off. While we were trying to attract the attention of the people on board we realised that the rope she was using as a drogue had gone into our prop. We couldn't cut it away, because it was under our stern, and we were towing her stern first for a couple of minutes; then the engine stopped. We asked the skipper of the yacht to cut the rope and this he eventually did. He was a good seaman. Then the other three people on board came on deck.

Conditions were bad at that time. We had to make a new approach from about a mile upwind of the casualty. We were getting a little worried that the yacht might be swamped by the curling seas and I thought a downwind approach would be best. We had to watch that we didn't run into the yacht herself, and we had to go in with just one engine and with the rope trailing behind us. Also the yacht's liferaft had been made fast astern. We went alongside, the crew held on and we brought the four people on to the lifeboat. We deflated the raft and got it on board, too, and then we had to start cutting the rope clear of the prop, which, in those conditions, as you all know, is a little bit difficult.

Eventually the crew cut the rope and we started slowly ahead and made for Holyhead. We couldn't go at full speed because by this time the tide had changed, going towards the north, while the wind was still from the north east, making the seas very confused. We started off with one engine. As we started the other engine up, we realised that we had no throttle, and David Drinkwater, who was acting as mechanic that day, went below and found that the throttle cable had parted. So, he was very, very good. He made a bit of a throttle himself with a piece of string and tied the end of it on the hatch door. We managed to get the revs up to about 1,500 and maintained them at that as we

made for Holyhead. The seas were pretty bad, and of course it was getting dark.

We were, I think, about five miles off South Stack when I saw a red parachute flare. I reported this to the Coastguard and of course they asked me to go and look for whatever it was. Due to the wind and where we sighted the flare, we suspected there was something wrong with it; but we had to go close inshore to the rocks, and, as you all know, in the dark in that sort of weather it is a very, very nervous business, going inshore. By this time it was blowing very, very fresh. We searched for an hour and a half; we suspected that it was a hoax and we found out eventually that it was. It delayed us by about three hours in all. We got in to Holyhead eventually after nine hours at sea. We couldn't rehouse because the weather was so bad, so we berthed in the inner harbour. I think that is about it.

Roy Portchmouth: You didn't have to tow the boat at all?

Jones: No. I do a bit of sailing myself. I think it is about the first time I have ever refused to tow a yacht, but I would have had to get one of my own crew on board to make a rope fast.

Victor Pitman: Will, what fenders did you have? Hard coir rope or plastic?

Jones: Plastic and also hard rope.

Pitman: Did you find like we do that when you are at sea trying to get alongside a boat the plastic ones just don't catch? They jump and they are inboard more than they are out? If we can get enough of the grass ones we don't put the others over to go alongside a yacht.

Keith Bower: A coir fender has a different sort of grip. A plastic fender, when it gets wet, is very slippery, but a coir fender grips a little bit, especially on a smooth surface, like a glass fibre, highly polished yacht—or a highly polished lifeboat!

Portchmouth: Do you keep water in your plastic ones? With water in them



Coxswain William Jones, Holyhead: 'We surfed for about three or four hours . . .'

go to the help of a 28' yacht, *Pastime*, with four people on board. Perhaps you would open the discussion by telling us a little about the state of the sea that day and about this service.

William Jones: When we first started off the winds were about force 9 to 10, coming up north east. Normally, we have a short cut through the rocks by a place called the North Stack, but there was so much sea running there that day that we had to avoid this headland by about two miles and then go down over towards the yacht, which was reported to be about 23 miles off the South Stack. With the wind from the north east, we surfed for about three or four hours to the casualty. It was a little difficult to keep the lifeboat on course.

you can get them to the same weight as the coir ones.

Pitman: But it's their shape; the sea hits them up. Alongside the wall, the plastic ones are good, but at sea the others are better.

Portsmouth: You used plastic fenders, didn't you, Keith? Did you find they were effective?

Bower: No, we were slamming against the side of the casualty so hard that they just didn't make any difference at all.

Portsmouth: You couldn't keep them in place anyway, I suppose. You've just got to trust to your D fender belting, haven't you?

Bower: Exactly. And in fact in places that was squashed flat and the wooden backing piece was squashed as well.

Davies: Will, did you have any experience of what I think is called a 'hole in the sea'?

Jones: Yes. Coming back we had a head sea and you got on top of a swell and all of a sudden you could feel there was nothing ahead of you. You just had to wait and hold your breath, and then you were back into the sea again. This happened a few times. You wait and hold your breath.

Pitman: And swear as she goes down!

Davies: Vic, you took the Weymouth Arun class lifeboat *Tony Vandervell* out in the early evening of Thursday, October 14, 1976, to go to the help of the 52-ton yacht *Latifa* with eight people on board in winds which reached force 12. Perhaps you would tell us something of your experiences.

Pitman: From leaving the harbour we knew that we were going to have hard weather. The lifeboat was running before the seas before we were quarter of a mile off and as we went along further the seas built up. This boat was new to us in this sort of sea. We were wondering all the way, obviously, what her capabilities were. Although we weren't far off the shore for the first three miles the seas were already there. We were making to West Shambles Buoy—the end of a very shallow bank—and we had a change of course to the east, to East Shambles Buoy. With the confused sea and the shallow water on the bank we had tremendous seas then. I know we were apprehensive. Only once did she turn her nose down and start digging under; pulling the throttles back, she came up immediately. No problem at all. We kept full speed on the whole service. No head sea going out, but a nasty one on the quarter, then on the beam, visibility being very, very bad.

We knew that *Latifa* was being escorted by a naval ship, *Ariadne*, so when we came up to East Shambles Buoy there was no need to go direct to her and we made a rendezvous point at East Shambles Buoy. We thought we would just take a turn around, pick up the buoy again, another turn around, just wasting time; but every time we turned around we found that we had lost this buoy. With storm force sea conditions and visibility, you just didn't



Second Coxswain Vic Pitman, Weymouth: 'She just takes to the sea like a seagull would'.

know where it was half the time. So I thought I would put the boat out of gear and see what would happen. I think the best part of the crew were apprehensive when they felt this boat come out of gear instead of being kept up into the sea with full control over her, but we found we had nothing to worry about. We saw a light in the distance and, taking it to be the frigate, we steamed after her. That took us a mile south, and then you got a completely different sea again. A lot bigger, but truer. It was a long, long time before we could even see the yacht. We laid up there 20 minutes, no more than 200 yards from her, without even seeing her hull.

When we eventually got alongside I considered it just impossible to take anyone off, so, through the naval ship, we got the skipper to agree to be taken in tow. Now, being fairly new to handling this boat, I stopped to think. With these Aruns, knowing the control you can have over them, instead of tearing in, it's wise to give yourself two or three minutes to weigh up the situation. Now, we fired the first rocket, but it wasn't received; the second time the rocket and man firing it very nearly went over the side. The lads down below realised that this was no good, we couldn't stand there long enough to get the line away properly. So they decided, for the third attempt, one man, with the gun, would be against the rails, while another man would get behind him and hold the rail and keep him there; and that worked perfectly. I realised afterwards that, had they not got the line across that third time, we could have gone up alongside, with danger of damage, and perhaps passed the line by hand. While we were waiting to take up the tow I

found that I could let this yacht come right up under us, knowing that when I got the shout from below I had the power to get out of the way. With the old boat, if there was a rope near the propellers, you would have had to go because she was so slow moving; and if you get the rope round the propeller, that's it. But you could see this yacht come up until her bowsprit was literally over our stern—and just a quick burst, and you were 20 yards away. That is the difference.

Davies: Could you tell us in a little more detail about the actual taking up of the tow—the moment of taking the strain?

Pitman: We have a big nylon tow rope, 3 inch, 120 fathoms, and we gave her the whole lot. Of course, we weighted it with a fender. With the sea on her beam the yacht was really getting a hammering, but I considered that we were less likely to lose the tow with her having a slightly quarter to beam sea than if we tried to put her head up into it; she would have had a smoother ride, head to sea, but the ebb tide would have carried us further west. This would have put us in a difficult position back to the east side of the Shambles Bank. If we had lost the tow, which all lifeboatmen try to avoid, we should have been in greater difficulties. If you are going to lose a tow, lose it out in the open sea where you can get it again without running into worse trouble. After the first half mile we realised that she wasn't going to part. We just nursed her; we didn't try to get her home fast. Each engine was on about 1,000 revs, making 4 knots, which was more than good in those conditions.

Portsmouth: Vic, it's important to tie in with what you have just said a record of the actual sea conditions. Now, as I recall it, the waves were estimated at up to 50 feet, you had a force 12 gusting to 13 against a 3 knot tide and the skipper of *Ariadne* said that the waves were as steep as anything he had ever seen in his life—that is an RN captain with quite a lot of sea time under his belt. And, you did three 360 degree turns, did you not, in this sea, while going around to take the tow? You had to make three approaches? So your Arun was, in fact, exposed to phenomenally steep as well as high seas, probably as bad as anybody is likely to experience. And you had the boat in all aspects to the sea. Therefore what you are saying about how this boat handled is very significant.

Pitman: Well, it needs to be seen to be believed, the way she handles in those conditions. Now, I had knocked a lot of worry out of this manoeuvre when we were laying up before ever we saw the casualty. I had tried her out of gear, shut everything off, and she was just like a seagull; she wasn't wallowing anything like our old boat. Then I

made two or three experiments with seas breaking—just using one engine, literally no throttle at times—and I could swing the bow straight into that sea in a split second, where with a conventional lifeboat you would have worked your arms off. When the first big breaking sea was coming, we were a bit frightened; the second one a bit apprehensive; after about three had hit us like that we just let her lay.

With the old boat we should have held her bow up with a little engine so that a big sea would have come up and over and then rolled in under; we should have let the sea knock her back. The yacht would have gone away from us, but we could have manoeuvred on again. But after having had the seas on all sides of us I realised that we could come around. I just let everything do itself slowly. I didn't drive her. So, if a sea wanted to hit her, that sea helped her round. Provided I'd once got her starboard side to the wind, every time she was hit she was going round on her own. And, as with anything else, each approach became easier, for the simple reason that I had got more used to the conditions, the type of seas and exactly what the boat would do.

No, the most worrying part was coming up to get close because there was so much sea and spray being thrown up that, even on the flying bridge, I was blind for long periods. I couldn't even see the yacht. Now, with our other boats we were always happier to be head on to a big sea, jogging up, because you knew that that was the way you had most control. But with the Arun, which sounds ridiculous, I'd rather have the sea anywhere except on the bow; as soon as I had it either side I lost the sea on the flying bridge and I could see everything. And also I found, when her stern was to the seas you didn't get the feeling that they were lifting you and driving you like they would in our old Barnett. That may be my imagination, but I thought she handled better with the sea there too.

Davies: Keith, you took the Torbay 54' Arun class lifeboat, *Edward Bridges* (Civil Service No. 37) on Monday, December 6, 1976, at 0115 to go to the help of motor vessel *Lyrma* with a crew of ten. Perhaps you would tell us a little bit about it.

Bower: We launched, as you say, at about 0115. The weather on the moorings was calm. I was up the top, on the flying bridge, going out, and we were doing full speed at 1,900 revs, which is about 19 knots. It was a bit icy up there, obviously, with it being December, so I shouted down through the intercom and said to one of the lads, 'Right, you take over for a minute. I'm coming down.' So I went down, sat in the coxswain's seat. I had a chap sitting alongside me, John Dew, with the Decca and the radar, all to hand. The

rest of the crew were in. We went round Berry Head and hit the first big sea, which was a total shock to me. We batted down and plotted the course down to the casualty. The wind was about south south west, about head to wind on the course we had to go. By this time we had hit three of these big seas and we were right in the teeth of it. We could hear the engines revving and dying as we left the tops of the crests and fell into the troughs. I estimated the boat to be airborne, practically, at times. Well, my brother, Stephen, the mechanic, he took off out of his seat



Second Coxswain Keith Bower, Torbay: 'When we got down off the shore a little bit we "tacked", putting the wind first on one bow and then on the other'.

and jammed his knees under the mechanic's desk. So for our own comfort and the safety of the ship—and common sense—we eased her down on the very big crests. You could actually see the white water coming over the bow, so we eased her down.

When we got down off the shore a little bit we 'tacked', putting the wind first on one bow and then on the other, and this was partly accident as well as design because we had several targets on the radar, coasters running up to Torbay to shelter, and we knew that it was a coaster we were going out after. We didn't quite know which one it was—you know? At any rate, we eventually got to the casualty, after about an hour and a half. We heard over Start Point radio that they were giving the forecast as south south west 10 to 11, and we thought, well, it's not going to get any better. When we arrived on the scene there were three boats there: *Euro-freighter*, which is a very big tanker, standing by, the casualty herself and another small vessel.

I handed over the wheel to the navigator and said, 'You hang on until I get up top.' When I got up there you could see right around and see the situation. *Lyrma* was the most seaward of the ships. Now this was a bit of practice, similar to Vic's experience. We had been steaming down with the wind on each bow, trying to see which way she would take it the best. Now came the time when we had to go broadside to get out to this fellow. So I thought, 'Oh, well—all or nothing', and just steered to her.

We went over to her and talked to the

captain on the VHF. By this time I had another chap, John Hunkin, with me and we had the VHF switched up to the top. The captain, who had joined ten days before, was the only chap who could speak English. He had the job of handling the ship, handling the engines with disabled steering and trying to organise the crew on deck into some form of order. We asked him to muster his crew aft and said we would take them off. Now, he was trying to keep the ship head to wind with his rudder jammed to starboard. Each time he came broadside, he was going full ahead, steaming round in a large circle, keeping her full ahead, and when his starboard bow came back into the wind he was cutting her down to about a third throttle and just dodging, trying to keep her into the wind because he had this 20 to 25 degrees list. He would stay like that for some time, and then he'd fall off again and back he would go in a big circle. We approached the stern and we had a little conflag.—I always have a little conflag. with the crew when we are doing a job, if there's time. I like to say, this is what I am trying to do, and if anybody has got any suggestions and I think they are valid, I listen to them. If you tell all the crew what you are trying to do, you are all working to one aim. In other words, if you are going to put a tow rope across, you all know that the props have got to be kept clear and you are ready for everything that happens.

Anyway, to get back—the propeller boss of *Lyrma* was coming out of the water and we couldn't get anywhere near. The approach with our bow to her stern was head to wind, practically, and I was afraid that the stern of *Lyrma* would sit on our bow. It is very difficult to judge how far your bow has got to be under her stern to let people jump and still be able to come out in time. I don't think the Arun is *that* quick!—you couldn't come astern before she sat on you. So, bearing in mind that this ship is going round in a big circle, we then said to the captain, if you can get your crew into a liferaft, we can pick them up from that. He went down on deck, leaving the wheel. He organised the liferaft and launched it and it was blown up on their port side. But the crew wouldn't get into it. So then I asked for a Sea King helicopter, because they can winch from quite a height and I thought if he could get up clear of the turbulence, perhaps he would stand a chance. There was no Sea King available, but they sent a Wessex from RFA *Engadine*. He made two attempts; the first time the winchman was swinging about 100 foot on the end of the wire; the second attempt he came down and got wrapped around the after stay and the pilot went to full hover and took him up.

At this point the captains of the merchant ships were referring to us as 'on scene commander', which, to me,

is quite a new terminology. There was no arguing about it, they just left it all to the lifeboat.

The helicopter told us that the job was impossible for him, unless the crew got into the liferaft. At that moment I had a feeling of helplessness, you know? What the hell are we going to do? The helicopter can't do it. We can't do it without the possibility of serious damage to the lifeboat and *Lyrma*.

And then the captain left the wheel to go and do something, and the ship stayed broadside. Now this is an aspect he didn't want because he was afraid of a capsize—it had happened to *Lovat* the year before. We could hear his cargo moving, smashing up and down. It was chipwood and diesel oil in drums. The diesel oil had soaked one lot of chipboard and it was getting heavy, so that he had extra weight to one side, thus causing the vessel to list.

When he left the wheel, *Lyrma* stayed bow in towards the shore and stern out to sea. We sat there, stopped in the water like a duck, as Vic says, and then I said to John, 'I think maybe we would be able to get in on his starboard quarter.' It was the obvious choice because it was high and we could go in and rub up and down against her side. She was a well-deck ship and I didn't want the flare of our bow to drop in over the well. Anyway, we went in. I'm not sure whether we touched or not, but we got pretty close. I was surprised how quietly she went in and came out. We wouldn't have broken an egg, even in those conditions. I said to John, 'I think we could have had one then,' and he said, 'Yes.' So we asked the captain to muster the crew on the starboard side.

We went in nine or ten times; sometimes we got two aboard, sometimes we got one and sometimes we aborted the attempt all together and tried again. But the whole time at the back of my mind was the thought that if she does come over on to us I shall have to save the boat using her sheer power to pull her out from under. In fact, this is what happened on about the sixth run. *Lyrma* sat on us and bent the handrails to about 45 degrees. I was talking to the captain on the bridge, like I am talking to you now, a few feet away from you. Our lads had to jump out of the way, we came astern, and everything was ok, luckily. It could have gone the other way.

We got eight aboard and picked up the last two who had, in fact, got into the liferaft. We then left everything and steamed for home. Coming home, the sea was on our port quarter and I stayed on top—I had a ticking off from Commander Portchmouth—but I felt as safe as anyone could possibly feel in those conditions, up there. She did lean over a couple of times, but when there was a big sea running—and I should imagine that that is one of the worst conditions you could be in, with it on your quarter—she steered fairly

straight. I could handle her. The biggest broach we had was when we had left the sea but there was swell left; we were only about two miles offshore. She broached around, not over—maybe it was lack of concentration on my part—but she broached about 70 degrees off course, and we corrected her. It wasn't dangerous at all. She was putting her ear in a bit, but it was no problem. Then we came back into calm water.

Pitman: I don't know if you had a blasting for being up on the flying bridge, but for me, I'd stop there until the cows came home, now!

Portchmouth: It was interesting that they all decided that the lifeboat was going to be 'on scene commander'. Did anyone designate you as that? The Coastguard, for instance?

Bower: No, not at all. It was naturally assumed, I suppose, that there was a rescue unit there and they were the experts in the job. I believe there were a couple of radio messages passed for information to shipping to keep clear, saying there was a rescue in progress and the Torbay lifeboat was 'on scene commander'.

Portchmouth: Now, all three of you chaps have driven 52' Barnetts. How many times did you actually take command of the old *Frank Spiller Lock*, Vic?

Pitman: Not many. I was helmsman on nearly every service until we actually went alongside, when the coxswain took over. I had only been out in charge perhaps half a dozen times.

Portchmouth: What about you, Keith?

Bower: I used to do a lot of showing the flag jobs. That's where I got most of my handling practice. I did in fact take *The Princess Alexandra of Kent* on four services, when I was in command. But if one of our coxswains found an easier way of doing the job or manoeuvring the ship he would pass the message down the line, so to speak.

Comparing the two boats, with a conventional type boat like the Barnett, you have got the propellers in tunnels and the deadwood in the middle, which parts them; it cuts down a lot of manoeuvrability. For instance, if you want to go ahead and hard a'starboard, you would go ahead on your starboard engine; she would always swing to port anyway if you used two engines. Coming astern, I found that if you came astern full and chucked her out of gear she would steer astern, but if the props were turning she would just go where she wanted.

The Arun is entirely different. You can spin her like a top, and, when you are talking about weather, you've got power—you've got nearly 1,000 hp at your disposal. On the other hand conventional class boats are very safe for working beaches. The Arun's props are

comparatively naked; there is no guard at all and if you go near a crab pot she will suck in a rope.

Pitman: Portland Bill is like a minefield with pots in the summer. Whereas, to avoid the race, we always used to keep right in under, now, it's obvious, we have got to go through the race or outside it. We shall still get there quicker, but we'll have a longer way to go and a rougher ride.

Portchmouth: Would you be prepared to sacrifice any speed and manoeuvrability for the sake of protection of the propellers?

Bower: No. I would rather have the speed and manoeuvrability. You can get out of situations where you need protection for the propeller, nine times out of ten, by veering lines down or veering the inflatable in.

Pitman: It's a fact. I can't see that you can really improve anything in the handling of the Arun.

Portchmouth: You wouldn't like to see any concessions made at all towards protecting the props if it meant any reduction at all in manoeuvrability and speed?

Pitman: No, none at all. The number of shallow water jobs in comparison with deep sea jobs is very small.

Bower: I agree. For instance, we carried out one coast job with *The Princess*, the 52' Barnett, which you could have done as well, if not better, with the Arun. It was a beach job but we were anchored with 18 feet of water under the keel. We couldn't get closer for rocks. We had taken an hour and a half to get to the casualty; with the Arun it would have taken less than half the time.

Pitman: The only advantage of the old boats with the tunnels is that you can go into shallow water to the limit, until you touch. You can ground. We did it often, going in steady, if there wasn't a great big sea; as soon as you touched you knew that that was your lot. With the Arun, in any swell, you have got to double the depth she is allowed, to make sure those propellers don't touch. You've got to be on the safe side.

Bower: We did make a search in the Arun for a body at Paignton Beach with an easterly breeze, about 6 or 7. We could see the body in the surf. We got in with the echo sounder on, bow first. Obviously we were afraid of the propellers. The way I think we could have executed a rescue, had it been a living person, would have been to drop the anchor, veer the small boat down on one line and place a man in the boat with a separate line on him and veer both lines, one from each quarter. The reason for this is that if you clip the man into the boat and the boat flips

in the sea, you can't recover the boat quickly enough to recover the man, even though he's wearing a lifejacket. If he is not made fast and the boat flips and he falls out, he is in the same state as the casualty. We've thought about this, and I have talked to you, Commander Portchmouth, about it, and we are waiting for a sea to try the manoeuvre in practice. It is obviously an operation which would take a bit of co-ordination.

Jones: You would veer down with the anchor up on the stern?

Bower: No. We would anchor at the bow and let the stern go in. We would have the echo sounder on and keep plenty of water under the keel. We've got adequate ropes aboard—and we've got some of the shallowest beaches around, I suppose.

Portchmouth: Can I throw in a thing here for your consideration? St Peter Port Arun had to go to a tanker that had gone right in up amongst rocks on the coast of Alderney. She was high and dry and a force 8 was rolling in there all night. It was a part of the coast that the coxswain was not completely familiar with and he was worried about the rocks. There was no immediate danger for the crew on board the casualty, so for six hours, throughout the night, waiting for dawn when he could effect a rescue, he stayed with his bow towards the casualty and his stern to the sea, with no anchor down at all. For six hours he just held her there on the throttles, and he said that there was no trouble.

Bower: This was the same situation as our search for the body. We didn't in fact do what I have just said we were thinking of trying because we knew it was a body. We stayed just clear, on the back of the breakers watching the depth on the echo sounder so that she wouldn't bump on the swells and keeping her bow in. We stayed like that very well on the throttles.

Jones: How do you find her, with an onshore wind, coming astern? Will she go the way you want her to go?

Bower: Yes, because she's got two engines and they are operating independently with plenty of water round them.

Portchmouth: They operate conventionally, don't they. If you go astern with your starboard engine, your stern goes to port.

Bower: Yes. You've only got to knock one out of gear. When we were allocated an Arun we went for the shake-down trials to Guernsey, back to Torbay, down to the Isles of Scilly and up to Fishguard. I tried to keep an open mind when we joined at the Arun Shipyard in Littlehampton. My first impression

was of being aboard about a 120-footer. We went across the Channel in four hours. There's no comparison. We were used to 9 knots—we're doing 19 now. We went through Alderney Race. Admittedly those are only tidal seas, and not very dangerous—not much power in them. We went on top of a crest and I looked over the side and Captain Harding, the trials officer, said, 'Don't worry about it.' I was beginning to sweat a bit. But after she went over that sea I was convinced that this was the boat for us.

Jones: I like the Arun very much, but coming back to a big ship, in ballast if you like, and a nasty tide and blowing hard. You've got a coxswain on the flying bridge and the ship is high above you. You have a roll. Isn't there a danger that somebody might get injured? It's all right going alongside a yacht, where you are looking down on to a hull which is lower than yourself, but the coxswain on the bridge is really high up . . .

Portchmouth: That is exactly the situation that Keith had, so he can tell you the answer to that.

Bower: Well, we went alongside, making about nine approaches. There were about three times when the steamship rolled over towards us and the Arun rolled towards her. At that time, I suppose, from the flying bridge we could touch her bridge wing and her lifeboats, just with our hands, but it seemed that they were very soon parted; we were able to see this happening and, if necessary, duck. It seemed to get so far and then stop. The two boats were coming together and then the action of the bigger vessel actually pushed the lifeboat off. As the bigger vessel came over—and remember that *Lyrma* had at least a 20 degree list—the pressure on the port side of the hull of our boat actually pushed her over and she cleared the bridge and the two vessels were more or less rolling together.

Jones: What was the state of the sea at that time?

Bower: Thirty to forty foot swell and about force 10 south south west. The idea of being up the top is that your eye level is 16 feet above the level of the sea and you have got all-round visibility. You can watch your survivors being got off the casualty; you can watch them go aft and in the back door.

Jones: *Lyrma* would have had a freeboard of . . . what?

Bower: She was a well-deck ship, well-deck forward and then a main deck flush with her poop, and I suppose there was about 10 to 12 foot freeboard in the area we were working. As our

rubbing strake came up alongside her sheer strake we were about level. At times our bow was higher than her rail—that's when we were rolling alongside. We have done a couple of medical jobs from ships anchored off Torbay. We have to go out and get people off in quite a swell—7 or 8 feet. As the sea runs down the side it seems to get bigger at the aft end and you can anticipate the action of the Barnett. It wouldn't be all that comfortable. You would be fighting to keep the lifeboat in position. With the Arun you put the bluff of the bow in and she sticks like glue to a blanket.

Pitman: I know exactly what you mean, Keith. With older conventional lifeboats manoeuvrability was so hard in a high sea and high winds that the quicker we could get alongside and get a stout rope on the better. We would put out every fender we could and just let them slam it out. With an Arun you can move so quickly, Will, that you can literally hold for split seconds. You can see something happen—a swing of the ship—and you can be away astern.

Portchmouth: You've all three driven Barnetts and two of you have driven Aruns. Do you get the impression, Keith, that the Arun rolls more than the Barnett?

Bower: I don't think the Arun hull rolls much more than the Barnett; it is only the height that accentuates it. She has got an entirely different action. She's a lot quicker. We've had the wheelhouse windows horizontal several times, but once you can accept the fact that she comes back it's a very confidence-boosting sort of thing.

Portchmouth: Will, what is the maximum roll that you have experienced in the Barnett? You've had the gunwales under?

Jones: Oh, yes.

Portchmouth: 25 degrees?

Jones: About that. We have been out in some really bad weather with this Barnett. I have been with her now for about 19 years. She's a marvellous boat. The hull is fantastic.

Portchmouth: What about you, Vic?

Pitman: As Keith says, it's a totally different action. The Barnett goes over slowly, nothing like the speed of the Arun, and comes back slowly; your body is used to the motion. Our bodies are gradually getting used to the Arun now; she goes over quickly but she also comes back that much quicker. We've had some massive rolls in her . . .

Portchmouth: One of your crew estimated 70 degrees.

Pitman: Ah, when we broached we were well over, well over. We were all in the wheelhouse then. We were probably over far further than we ever were in the Barnett. Once we had got over this roll and back up, I think it was from then on we realised that you don't really need any self-righting capability. I don't think she ever would go over.

Jones: Why do you think she rolls all that much compared to a conventional type boat?

Bower: Because of the speed, for a start. Say you are doing 5 or 10 knots, she won't roll at all. It's the speed that gives the roll.

Jones: How is she in that sort of a sea if you have got no power at all, simply have to?

Bower: Just like a duck, squat on the water.

Pitman: With a big sea rolling on a Barnett—you know the feeling, 'Hold on, boys' and you go up and over slow. But this one just takes to the sea like a seagull would.

Portsmouth: Now this huge roll that you experienced in the Arun, Vic, occurred when you had a following sea? Or on the quarter?

Pitman: She was on the quarter, but also with the odd growler coming dead abeam, rolling on from the shallow banks some way away. It was a broach.

Portsmouth: So in that aspect she probably isn't as stable as the Barnett?

Pitman: Well, this is common sense. We get our own fishing boats jogging along at 6, 7, 8 knots. They never broach. I don't know whether you've known one broach, Keith? Mine never has.

Bower: I think the criteria is the speed. If you've got any boat going at the same speed as the sea, you've got a job. You either ease them down or open them up. Normally, with the Arun's electric tiller, you can counteract a broach immediately.

Jones: As you know, with the Barnett, you can just steer full ahead—and there it is. You can forget the sea breaking over your beam or wherever it is. You don't bother.

Pitman: Will, with your Barnett, when the sea rolls up you never look behind. And we have got to the stage where we never look behind us in an Arun. It's the same feeling. You just know that there is a hard sea behind you and that the boat is going to take it.

Portsmouth: One question I would like to ask all three of you. Have you felt any concern in any of your boats, old or new, as to the potential safety of

survivors when they jump down on to your deck off a casualty? If so, do you think there is anything the RNLI can devise that would make it a safer operation?

Pitman: I have often thought of it. I don't think there is anything you can do. You have got to get them aboard any way you can. You do all you can to soften the blow, but you couldn't produce anything intricate to help.

Portsmouth: Would a net of some sort forward be a good thing?

Jones: I suppose a net would be all right in calm weather, but you couldn't use it in rough seas.

Portsmouth: I believe one of the foreign lifeboats does have a net rigged forward, like a fireman's blanket, on to which survivors are supposed to jump. I don't know whether this is a feasible thing? Or whether you can get it close enough to the lifeboat's side to make it effective?

Pitman: If you put a net, it can only cover a little area. You may try to put your bow in, only to have a sea hit you round. If your stern suddenly finds he's there, the survivor has got to come in over the stern.

Bower: This question arose in our job. I was afraid that the crew might jump before we were ready. If they had jumped too soon there was the chance that they would have gone in between. This is a risk with a net, I think.

Pitman: A net could impede the crew as much as help . . .

Bower: If you want to go forward and chuck a hook out, or something like that, you have got to get under this net or round the side.

Davies: Did you find having the lower section amidships a help in getting the two men aboard from the liferaft, Keith?

Bower: Oh, great. Actually this was another good demonstration of the manoeuvrability and the astern power of the Arun. We were stern to the sea while we waited for the liferaft to drift clear of *Lyrma's* stern. For reasons of quickness—the two men were waving thinking we had forgotten them—rather than steam down past the raft and turn around and come up head to wind, I approached down wind. The boat had sat there like a little duck while we had been waiting, and then just at the wrong time a curler caught us and she went up on her stern and down fast . . . she must have been doing 15 to 20 knots, straight for the raft. It flashed through my mind, if we do hit the raft it's only going to be a glancing blow

because it is round; we are not going to do any damage or hurt anyone. I pulled both the throttles back and that boat bit and came astern against the sea. And she was surfing. She came astern against that. She stopped. I was up on top and the raft disappeared from my view underneath. We were up on the sea, and when we came down our boat went about two foot clear of the raft. The chap that was up forward, as soon as the props bit and she came astern, he tripped over the anchor, threw the rope and a little hand came out of the raft and grabbed it. We pulled the raft to us, under our lee side, and whipped them over the low rail.

Davies: Could I ask you each what you feel you learnt most from your particular service. Will?

Jones: I think you learn to respect the sea. You learn all the time. Every trip you make, every rescue that you do is different.

Davies: What about you, Vic?

Pitman: The one thing I learnt, without a doubt is, take more time. With the faster boat you must think and think again, it doesn't matter how old you are or how much experience you have got. And I have also learnt, as in fact I always knew, that if every member of the crew can do every job, the coxswain is as happy as a sandboy because he knows he hasn't got to worry about anybody aft. They can do the job as well as him and he can leave it to them. His job is the engines and the throttles and manoeuvring.

Davies: Keith?

Bower: Well, I can only echo Will's and Vic's sentiments. As Vic says, you don't rush in to a job. Had we gone in foolishly in the first place and risked a damaged bow we might have killed someone. But we waited, we took our time. I think if I had to do the job again I would do the same as I did. As you go through your lifeboating career you are bound to build up knowledge and experience of individual rescues, so you learn a bit more every time. Everything is different. You have got to play it by ear. I always like to get the crew mustered, tell them what we are going to do and just get the job done.

Davies: Perhaps I could end the discussion by recalling the definition in the Beaufort wind scale of storm, force 10: *Wind speed, 48-55 knots: probable average wave height in the open sea 9 metres — probable maximum, 12.5 metres: Very high waves with long overhanging crests; resulting foaming great patches is blown in dense white streaks along direction of wind; surface of sea takes a white appearance. Tumbling of sea becomes heavy and shocklike. Visibility affected.*

Will, Vic, Keith, Roy—thank you all.

North East, South East

THE NAMING OF HUMBER LIFEBOAT, SEPTEMBER 10, AND NEWHAVEN LIFEBOAT, SEPTEMBER 18

THERE WAS MUCH that was unusual in the naming ceremony of the 54' Arun lifeboat *City of Bradford IV* on Saturday, September 10; but then, there is much that is unusual about Humber, her station. Isolated at the seaward end of a long narrow isthmus, Spurn Point is devoted entirely to the needs of shipping passing through the busy approaches of the River Humber: a modern Coast-guard tower; a lighthouse; a pilot's base; Humber lifeboat station—and that is all. In an emergency, it would take too long for the crew to come from the mainland to man Humber lifeboat and so they and their families live out at Spurn Point, the sole inhabitants in their own 'village'. Coxswain Superintendent Brian Bevan is in charge of the station; there is no honorary secretary, no station branch.

Although Humber lifeboat has not got the immediate backing of a home branch, it certainly does not lack interested support, and the naming ceremony of the new boat, organised jointly by Hull branch, which looks upon Humber as very much its own, and Bradford branch, which has traditional links with this station, was in every sense a family occasion. The Arun is the fourth lifeboat named *City of Bradford* to be stationed at Humber

and her cost was met by the Metropolitan City of Bradford's Lord Mayor's appeal 1974-1975, supported by Bradford and District branch, ladies' guild and ladies' luncheon club, Baildon, Bingley, Ilkley, Shipley, Keighley guilds and Keighley branch, together with the Sheffield lifeboat fund, a gift from the International Transport Workers' Federation, various legacies and a gift from the Phoenix ladies' club, Pinner.

While a relief lifeboat and her crew gave temporary cover on station, *City of Bradford IV* was brought by her crew to King George Dock, Kingston-upon-Hull, their wives and children following by road; thus the whole Humber lifeboat community was at the dockside to join with their friends from Hull, Bradford and other associated branches and guilds for the ceremony. Sir Basil Parkes, OBE, JP, president of Hull branch, opened proceedings and Clifford Kershaw, chairman of Bradford branch, presented the lifeboat to the RNLI. She was accepted by the Duke of Atholl, Deputy Chairman and a member of the Committee of Management, who pointed out that, on this unique occasion, she would not be handed over to a station branch, but would remain in the immediate care of the Institution.

After the service of dedication, led by

The Lord Bishop of Bradford, and a vote of thanks from T. Martin, Jnr., chairman of Hull branch, Councillor T. E. Hall, MA, Lord Mayor of Bradford 1974-1975 and patron of the appeal committee, accompanied by his little grand-daughter, named the lifeboat *City of Bradford IV*.—J.D.

* * *

SUNDAY, SEPTEMBER 18, was a day of superlatives. It marked the culmination of a year of concerted effort by Round Tablers throughout the country in one of the biggest fund raising efforts of its kind ever organised. It saw a huge crowd gather on a south coast quayside. And it was a day when two organisations covering the same geographical areas and both dedicated to service to others, the Round Table and the RNLI, came together in mutual celebration.

The occasion was the naming ceremony of the new Newhaven 44' Waveney lifeboat *Louis Marchesi* of Round Table. The National Association of Round Tables (Great Britain and Ireland) had decided at their Blackpool annual conference in 1976 that they would commemorate their golden jubilee by providing a memorial to their founder, Louis Marchesi, in the form of a lifeboat. It was an historic decision for it was the first time in the movement's 50 years that all Round Tables banded together in one project. The strength of the Round Table movement has always been in the autonomy of its 1,200 Tables. Each is fiercely independent and with a membership of young men under 40, dedicated to 'adopt, adapt and improve', local Tables have raised hundreds of thousands of pounds for charities over the years. The RNLI has frequently benefitted from such collections in the past and inshore lifeboats and pieces of equipment have been typical targets.

The idea of buying a lifeboat came from Junior Allen, a Round Tabler from Northern Ireland. Another Northern Ireland Tabler, Howard Beattie, proposed the motion to adopt the lifeboat project at the Blackpool meeting, a motion which was carried overwhelmingly. Having decided on the scheme, Tablers got into action immediately and used their incredible resourcefulness to start the cash flowing in.

Hornchurch Table entered the round London inflatable boat race to raise their £1,000; Hamilton raised £1,000 by throwing a 'Millionaire's Night Out'

Inshore . . .

Tenby's new ILB house was dedicated on Sunday, September 11, 1977, when The Hon. Hanning Philipps, MBE, Lord Lieutenant for Dyfed, declared the boathouse open and unveiled a commemorative plaque. The service of dedication was led by The Right Reverend The Lord Bishop of St David's. The cost of the boathouse was about £12,000. At the ceremony a cheque of £7,000, raised locally over and above normal branch and guild fund-raising activities, was presented by Walter Bushel, chairman of the station branch, to Raymond Cory, a Vice-President of the RNLI and a member of the Committee of Management. Between the opening ceremony and mid October a further £3,000 had been raised.



where the currency for the night, to be used on auctions, raffles and tombola, was the 'Hamilton Acker' with an exchange rate of 1,000 to the £1; Mumbles Table towed an ILB five miles to raise £500 by sponsorship; and Area 11 of Round Table, Northern Ireland, raised £15,000 with activities including carol singing, sponsored golf, raffling a Volvo car, firework displays and sponsored walks.

The appeal was co-ordinated by a special committee under the chairmanship of a Scottish Tabler, Forbes Simpson. Forbes was in frequent contact with the RNLI—firstly to say that the appeal was going well, then to report that the £150,000 target had been reached and finally to ask how the Institution could use the extra £65,000 that was raised, for the enthusiasm generated throughout the country had meant that the final total was over £215,000. Captain Nigel Dixon, Director of the RNLI, said of the achievement: 'For Round Tablers to raise the cost of a lifeboat was marvellous; then to raise a further £65,000 can only be described as outstanding.'

The Waveney class lifeboat *Louis Marchesi of Round Table* was allocated to Newhaven, one of the oldest lifeboat stations in the country. As the money had been raised throughout England, Scotland, Wales and Ireland, Round Table asked that the excess funds be used on capital expenditure projects in the latter three countries. The list was impressive; single side band radio for

photograph by courtesy of Jeff Morris

(Below) City of Bradford IV, *Humber's* new 54' Arun lifeboat, was named by Councillor T. E. Hall, Lord Mayor of Bradford in 1974-75. With him were his grand-daughter and (l.) the Duke of Atholl who had accepted the boat on behalf of the RNLI. (Right) Immediately after her naming at King George Dock, Kingston - upon - Hull, City of Bradford IV gave a demonstration of her manoeuvrability.



Broughty Ferry, Islay, Invergordon, Rhyl, Rosslare Harbour, Arranmore, Howth, Ballycotton and Valentia; air bag righting conversions for Holyhead,

Tenby and Fishguard; an Atlantic 21 for Helensburgh and electronic equipment for the Donaghadee lifeboat.

Thousands of Tablers came to Newhaven to see the result of their work. They brought their families with them and the local Table, acting as stewards, gave all the children a good quayside view of the ceremony. It was a relaxed and enjoyable occasion, a day of celebration and yet moving, as all naming ceremonies are. Accepting the lifeboat the Newhaven honorary secretary, Dick Sawyer, said 'Like the Round Table Movement, she will not fail to give

(continued on page 96)

photographs by courtesy of Peter Hadfield

Thousands of Tablers came to Newhaven to be present at the naming of the 44' Waveney lifeboat *Louis Marchesi* of Round Table. They brought their families with them and the local Table, acting as stewards, (below) gave the children a good quayside view. (Right) After the ceremony, Mrs Joan Bangor-Jones was welcomed aboard the lifeboat by Lieut.-Commander Michael Woodroffe, divisional inspector of lifeboats (south east).



During the ceremony at Newhaven two unusual presentations were made to Coxswain Len Patten; the first (above), a spare pair of gleaming propellers from Bitterne and Woolston Round Table, and the second (below), a small barrel of brandy from Ringwood and District Round Table. On behalf of the crew, Coxswain Patten said how welcome both forms of propellant were.





DI

THE WORK OF THE INSTITUTION'S DIVISIONAL INSPECTORS OF LIFEBOATS

by Joan Davies

A MONDAY MORNING IN JUNE, and a divisional inspector of lifeboats waits on an airfield for an early flight. An odd place, perhaps, to pick up the story of the day to day life of a DI, but then this DI's territory takes in an island and that is where for the week ahead he has planned a programme of inspections, exercises and meetings with station branch officials as he takes his part in the traditional life of the Royal National Life-boat Institution, a life evolved over more than 150 years.

At the AGM last May, Major-General Ralph Farrant, Chairman of the Institution, spoke of this way of life and of the exemplary form of devolution achieved by the RNLI. As he pointed out, the station branches are largely autonomous, able, willing and authorised to conduct their own affairs; the Committee of Management is concerned with policy; and the permanent staff provides the continuity, professional skills and guidance which help to support the structure. In this overall pattern it is the divisional inspectors who form the operational link between lifeboat stations and headquarters and who, with the support of the other coastal staff—district surveyors of lifeboats (DSLs), district engineers (DEs) and electrical engineers (EEs)—provide the common bond, drawing all stations within the overall care of the Institution; and, incidentally, within what has been called by lifeboat crew members the best club in the country.

All lifeboat stations come within the care of one or other of the RNLI's inspectors of lifeboats, for the shores of Great Britain and Ireland are divided into nine operational divisions: north eastern, eastern, south eastern, south western, western, north western, Scotland south, Scotland north and Ireland. The station branches in his division, with their lifeboats and their lifeboat people, become for a little while the DI's world, a world around which he moves as routine work or emergency calls demand. He can expect to remain in one division for some five years, during which time he will be responsible to the Chief of Operations for the well-being of about 22 stations, some with offshore lifeboats, some with inshore lifeboats and a few, probably, with both. Every lifeboat has been built for and commissioned by the RNLI and remains its property; each lifeboat, at her naming ceremony, is handed into the care of the station branch. The branch contributes the seamen, the shore support, the local organisation and local financial backing, and, above all, it contributes that great and invaluable spirit of voluntary endeavour and endurance which is the essence of the lifeboat service. The DI, no less dedicated and himself an experienced and practical seaman, is at hand ready to give whatever support is needed; to advise; to give training where necessary, particularly when new technical equipment is to be installed in the boat; to help crew members to keep pace with changes

Once a year the divisional inspectors of lifeboats meet in conference at Poole. (l. to r., back row first) Lieut.-Commander A. M. 'Mike' Woodroffe, south east; M. G. K. 'Mike' Pennell, east; A. G. 'Tony' Course, Ireland; K. M. 'Mike' Vlasto, Scotland south; Lieut. John H. Unwin, west; Lieut.-Commander George R. Cooper, north west; Lieut.-Commander H. F. 'Harry' Teare, north east; Lieut.-Commander Roy S. Portsmouth, south west; T. F. 'Tom' Nutman, Scotland north. One or two will soon be moving to a new division or to HQ. Tom Nutman will go to the east while, from HQ, Captain R. M. 'Mike' Dabbs will go to Scotland north and Lieut. Alan W. Tate to the north east.

in maritime practice; and to ensure that at all times boat and crew are prepared for whatever they may be called upon to meet at sea.

Thus is the responsibility shared.

Continuity, professional skill, guidance—the DI's contribution. Their expression may take many forms.

There are the regular visits made by a divisional inspector once every six months to offshore stations and once every three months to inshore stations, for an all-embracing inspection of boat, boathouse and equipment and exercise at sea with the crew, as described in the article 'On Exercise' by Andrew Gould published in the summer 1977 issue of *THE LIFEBOAT*; a formal visit, but also a quiet, enjoyable interlude of evaluation, perhaps taking a whole day, giving ample time for conversation to range over all matters pertinent to the station's well-being.

Then there is the delivery trip of a new lifeboat. DI, in command, together with DE, will make the passage with the boat's future coxswain and crew. During the passage there is full opportunity for the crew to learn the characteristics they can expect from their new boat, her layout, her engine and her electronic equipment. Before her naming ceremony the DI will be concerned in all arrangements which will affect either the boat or her crew—and it is he who will be found at 6 o'clock in the morning of the great day together with the crew down at the site, supervising and helping as the bunting is put up, the public address system installed and the boat receives her final polish. (She may even have been out on service all the previous night, as happened last year at Yarmouth, Isle of Wight, so that work will have to start all over again, almost from scratch.) If operational cover is needed during the time of the ceremony, this will have been arranged with neighbouring lifeboat stations and the Coastguard.

If there should be damage to the boat on service, problems with any of the equipment or, perhaps, an accident, the DI is off immediately, hot foot, for the station . . . as will be any of the other coastal staff concerned. The DI will have to find out the underlying cause of the trouble, satisfy himself that it has been put right and that whatever action

is necessary to prevent it happening again has been taken. He will submit a detail report of the incident, for the operations room at head office must at all times be kept fully aware of the state of the fleet.

An outstanding service has been performed? It is the DI who will go down to the station to investigate and gather information for a factual account to present in the first place to the Chief of Operations and ultimately to the Committee of Management. He will talk to everyone concerned—honorary secretary, coxswain or helmsman, crew members, Coastguard, perhaps the master of another vessel which had stood by, going carefully step by step through each stage of the service '... You set off at full speed? ... No? ... Half speed? ... Why? ... When did you first sight the casualty? ... How was she lying? ... How did you know there was someone aboard? ... Where was he? ...' and so on, until the survivors are safely landed, the lifeboat refuelled and re-housed. The DI will go to look at the scene of action, walking along the coast or getting as near as possible by boat to see for himself the natural hazards against which the skill of coxswain and crew were pitted in their battle with wind and sea. He will collect any photographs that were taken, press cuttings, letters ... gradually the full story is built up.

It is not just the boats and the services; it is the people, too. A successor must be found for a retiring honorary secretary? A new appointment will be made by the Committee of Management, but the DI will first discuss the situation with branch officials and then explain to the nominee the demands that will be made upon him and ask about the experience he has to offer. An extra deputy launching authority? The DI, together with the honorary secretary and perhaps other members of the branch, will meet him down at the boat-house to evaluate his suitability for the responsibility he is taking on. Naturally, the DI would be fully involved with the choice of a new coxswain or other senior crew officer. Crew members? Their ability, their well-being and their safety are the DI's special concern. As

well as making sure that they are practised in all normal lifeboat procedures—such as firing flares or the gun line equipment, streaming a drogue, recovering a man overboard, handling a stretcher, rigging the emergency tiller—he is there to encourage and help in the attainment of special proficiency and to supervise the final testing of, say, a signalman or an operational swimmer. At each inspection he will scrutinise most carefully the lifejackets his crews will wear and, equally, will make sure that routine medical examinations have been made at the appropriate times. Anyone unfit not only endangers himself but could put the whole crew at risk.

It would of course be impossible to distil the whole of the divisional inspectors' activities into the confines of one article. Every day will be different, with different duties, different demands ... a problem of administration to be ironed out with an honorary secretary ... a request for stores from a motor mechanic ... a visit to be arranged to a lifeboat station for an inland ladies' guild, a party of disabled children, a television team ... questions to be answered for a local paper or news to be passed on to the local press. Occasionally there may be some trouble ruffling the normal peace of a station; the DI will be on his way at once to help bring things back on to an even keel. He is available at all times if he is needed.

And then there is the inevitable paperwork; requisitions, reports and letters—from HQ, from DI's of neighbouring divisions, from DSL, DE, or EE, from the district organising secretary whose area marches with his own, from honorary secretaries. One way and another the DI is the constant channel of information flowing in both directions: from the coast to HQ, and from HQ to the coast.

It is all part of the work ... and the pleasure, too, for the DI and the people he serves become very close. In a very short time coxswain, crew, branch officials and their families will have become the friends of both the DI and his wife. Over an exercise—and the pint which follows—or during a delivery trip, he and the members of the crew will get to know each other well. If

an award for gallantry is made the DI will share in the station's joy; it will be with deep personal pleasure that he will watch the coxswain or crew member go up to receive his medal at the Royal Festival Hall, and join in the celebrations back on the coast. He will find that he is not only worrying about whether a crew member will pass his first aider's test but also whether his son is going to get that vital O level. He will not only be going to a station during the day for an inspection, but he and his wife will be heading that way in the evening for the annual lifeboat dinner. His whole family will be with him at a naming ceremony or there joining in the fun of an open day. They will soon be as deeply involved as he is himself in the division which has become their home for, perhaps, five years. And then comes the time to move on ... to say *au revoir* to old friends ... to put down roots again in another part of the country, while a new DI comes in to take over where the old has left off. It is good for the DI: good for the division. 'Like re-oxygenating the water', is the way Lieut.-Commander George Cooper explained it.

The week ahead ...

George Cooper, divisional inspector of the north western division, was that man whom, you will remember, we left waiting at an airfield. It is high time we rejoined him as he boards the aeroplane at Speke for the Isle of Man, ready to start a crowded week during which he will be joined by Tom Peebles, district engineer for Scotland, whose territory also takes in that island. By the last post before the weekend both will have sent their PVRs (probable visits returns) to HQ at Poole, keeping the operations room informed of their expected movements ... they might be needed urgently. So how did the week run?

Monday: From Ronaldsway Airport to Peel ILB station to inspect Atlantic 21 and go out on exercise with the crew. 1730—set off for Port St Mary to meet district organising secretary (NW), David Jones, and the station honorary secretary John Hudson. Over dinner, discuss arrangements for the coming naming of Port St Mary's new lifeboat *The Gough Ritchie*. On to the yacht club for a branch committee meeting. 2145, formal discussion gives way to informal, over drinks. It is midnight before the hotel in Douglas is reached.

Tuesday: 0930 to Ramsey for inspection of lifeboat, *James Ball Ritchie*. Attend Rotary Club lunch with honorary secretary, Bernard Smales. A call at Booth Kellys yard where *The Gough Ritchie* is up for antifouling and a propeller change. Call on Coastguard. 1730 to sea in *James Ball Ritchie* on a 2½-hour exercise. Dash back to Peel (a snack on the way) for a committee meeting at 2100. 2230, there's an informal chat over a glass of beer before returning, late once again, to the hotel.

Wednesday: Douglas. Meeting with the



(From r.) Tom Nutman, DI (Scotland, N.), accompanies Vice-Admiral Sir Arthur Hezlet, chairman of the Search and Rescue Committee, Commander Bruce Cairns, Chief of Operations, and Captain Bob Browning, BP Forties Administrative Superintendent, on a helicopter flight to the Forties offshore oil field during a visit made last year by Admiral Hezlet to nine Scottish lifeboat stations.



In the boathouse . . .

Inspection: (left) At Hoylake George Cooper, taking a close look at all parts of the boat, comes to the propellers; as on every well cared for lifeboat, the blades are polished shining bright, fore as well as aft . . .

. . . and at Flint he checks the outboard engine.



On the water . . .

(Above) On exercise at Sheringham; Roy Portchmouth, at that time DI (east), acts as casualty in breeches buoy practice.

Swimming instruction at Port Talbot. George Cooper, then DI (west), demonstrates expired air method of resuscitation in the water.



That is a measure of the station's determination, a determination which last winter brought it through a difficult period and which is now carrying it forward triumphantly from strength to strength.

Driving up in his car, George Cooper is delighted with the appearance of the boathouse. The crew have always painted it themselves. Many times, after they have finished it, they have come back to find it defaced with football slogans; so they start again. All the paint is paid for by themselves, no charge being made to the RNLI. 'Have all the boys seen the letter of appreciation for their work?' is one of the DI's first questions as he and the honorary secretary, John Latham, settle down to the paperwork. George Cooper has in his file a copy of every requisition made for the station and every letter relating to its activities since he last called; each one is checked through to make sure the stores and equipment have arrived safely or the necessary action has been taken.

'Have you had a letter about your

branch chairman and station administrative officer and the senior harbour master to discuss successor to honorary secretary who had, sadly, died. Down to Port St Mary; inspection of the relief lifeboat takes until 1700. Meeting with harbour master to agree on position of *The Gough Ritchie* at her naming ceremony before going to sea on exercise. Back on shore by 2100. A drink with the crew before returning to Douglas, 2230.

Thursday: Return via Manchester. Take bus to Speke to pick up car. Home by 1400 to spend afternoon sorting the mail which has accumulated in four days.

Friday: Correspondence. Five days' mail to be answered. Station reports must be written on each of the inspections and returned to HQ together with requisitions and any subsidiary reports. Only time to complete one station's work.

Saturday: An hour's paperwork before knocking off to prepare for village fête. Family's Drascombe lugger on her trailer skilfully turned into a pirate ship (so many small neighbours sign on as pirates that an extra float is needed to carry them all). A splendid afternoon. After the grand parade, inter-village competitions—tug-of-war and all that—with all the fun of the fair. Everyone returns tired but happy . . .

Sunday: Back to the paperwork . . .

Monday morning: Finish off and post reports on last week's visits before setting out on a new week's programme, this time by road. Radio telephone contact must be established—so, as the car pulls away . . .

'Help Conwy. This is Delta Lemon One. Have left my base. Am proceeding to Flint lifeboat station. ETA 1430. Can be contacted via the Flint honorary secretary. Returning to base approximately 2300 . . . Out.'

Every lifeboat station has its own individuality and in the next two days George Cooper will be calling at two which in their very dissimilarity are strangely representative: Flint, a comparatively young all-the-year-round ILB station on the south shore of the Dee Estuary, and Hoylake, a venerable off-shore lifeboat station a little further north on the Merseyside coast.

Inshore

Within living memory, three-masted schooners and fair-sized coasters used to sail up the Dee, but now those days have gone; there is some fishing for salmon and shrimps, but little com-



mercial shipping or pleasure boating. The estuary has silted up so that at low water vast plateaus of sand emerge. And that is what causes the trouble. The tide is on the ebb, people walk out over the sands from the north shore towards the narrowing channel which runs close to the south bank; and then the tide turns, flooding in fast and strong, particularly at springs, and there is no time to get back.

Although Flint ILB station was only established in 1966, it is the direct descendant of the earlier Flint Rescue Boat, the first coxswain of which was Peter Bithell, a most respected local seaman. Nothing, however, is easy for Flint. Its boathouse, on the outskirts of the town badly hit by the present economic recession, has no direct slipway to the sea; it faces inland. When there is a call-out (six blasts on Court-auld's factory siren), 'Seven minutes and we're on the road' is their proud claim. The D class ILB is towed by a Land Rover, donated by Flint and District Lions Club, either down a rough track (flooded at high water) round Flint Castle to the estuary brink, from where it must be lifted down and carried bodily across a muddy foreshore ragged with boulders and stones; or she can be towed on her trailer a few miles down river to Greenfield, where launching conditions, if anything, are even worse; or she can be taken by road up river to Connah's Quay, where there is a slipway and hard sand; but in an emergency that might mean unacceptable delay and the nearest launching point to the casualty must, of course, be chosen. Nevertheless the daunting obstacles are overcome and in the few years since an ILB came to Flint there have been 70 launches on service and 16 people have been rescued.

telephone number going into the telephone directory under "Lifeboat"? John Latham, a nephew of Peter Bithell and an ex-crew member, took over as honorary secretary last year and now has a sure hand on the helm. He is backed up by an enthusiastic group of older crew members; Des Hughes, a police constable who is station administrative officer and who gives strong support in the running of the station; Tom Stealey, over-age now for active service, but, with knowledge of the river going back many years, helps in the training programme which is introducing a new generation of crew members to the station (John and Tom were once at sea together, on the run from New York to Manaus, a thousand miles up the River Amazon); there is David Moore, a first aider who is also a member of the Red Cross and a Scout Leader; Colin Jones, a fisherman known to everyone as 'Daddy'; and Eddie Pickford.

One of the new crew members, Alan McIndoe (*'Medical OK? Has the chit gone in?' is in the boathouse. So, as George Cooper carries out the inspection ('Any trouble with the engine? The boat? Trolley OK?')* carefully checking each part himself, he explains every detail of the boat and her equipment to the 'new boy'—asking a few searching questions on the way—and thus everyone's memory is refreshed.

More of the younger crew members arrive at the end of the afternoon, ready for the exercise afloat. Two of them, it transpires, go down to the swimming baths on Wednesday evenings, working for their lifesaving tests—bronze and silver. They should have no trouble in qualifying as RNLI swimmers and will have good practice in resuscitation procedures—excellent.

Sea boots on; launch over that forbidding foreshore; head down river on exercise; then back to Connah's Quay for recovery. Home with John Latham where his wife, Doreen, has tea waiting. Hurry to a branch meeting to be held at the police station. In his report, the DI tells the branch members how very pleased he is with the state of the boathouse and boat—he has never seen the station in better heart. Before the meeting ends, plans are made for future social events. . . . Then everyone moves on to the Big Ship Inn to be entertained with beer and sandwiches by the Flint Doghouse Club. The club has already collected money for its local ILB station and has more ambitious plans for the future. Tonight it is the branch's pleasure to present the club with a plaque specially made by one of the crew. Interest and backing in the town is becoming more and more encouraging.

Offshore

Tuesday morning: to Hoylake (*'Help Conwy, this is Delta Lemon One . . . another day starts'*). Hoylake is a well-established station with the weight of

the community behind it—a strong branch and a very active ladies' guild. Its first lifeboat, established as far back as 1803, was built by Henry Greathead; the present boat is the housed 37' 6" Rother *Mary Gabriel*. Since being taken over by the Institution in 1894 Hoylake lifeboat has launched 230 times and rescued 123 lives. This offshore station works closely with West Kirby ILB station, a little further south down the coast. Laurie Farrall is honorary secretary of both, and Hoylake coxswain, Thomas 'Harry' Jones—an ex-naval man who served in destroyers—is boatman for West Kirby Sailing Club. So close are the bonds between these two stations and their neighbouring sailing clubs that each might almost be regarded as an extension of the other.

Coxswain Jones is at the boathouse to meet George Cooper. Normally Motor Mechanic Jeffrey Kernighan would have been there, too, but he is one of ten senior crew members from offshore lifeboat stations in the north west division at present taking a three-day radar course at the Nautical College in Fleetwood; so his place is taken by Assistant Mechanic Peter Jones. Brian Moss, district engineer (NW), is the next to arrive. Mugs of tea appear and after a companionable few minutes the inspection begins: lifejackets first; then a run through the last report to make sure that everything that needed to be replaced or needed attention has been dealt with; then the full inspection of boat, engines, carriage, tractor, boat-house, stores, protective clothing, gets under way. Working slowly round brings home the fact that on a lifeboat everything down to the smallest piece of equipment has its own safe stowage. Everything about the boat and house is in beautiful order: brass polished; engine spotless and gleaming; lockers as shining inside as out. (*'Waste of time coming today!'* is the DI's praise.)

There is a quiet hour in the crew room with Laurie Farrall and Coxswain Jones, running through requisitions and letters and talking over all aspects of station life (*'Are you happy about the launching arrangements? The call-out system? How is the visual signal training progressing? Have your first aiders re-qualified? Are returns of service up-to-date? So your open day was mentioned on the local radio? Well done! Here's a new poster on hypothermia for the boathouse . . .'*).

By late afternoon the inspection is complete. With an hour or two to spare George Cooper and Brian Moss slip over to Ocean Fleets Shipyard at Birkenhead where work is nearing completion on the survey and re-engining of the Barrow-in-Furness lifeboat, the 46' 9" Watson, *Herbert Leigh*. Time for a passing call at New Brighton ILB boathouse for a word with the honorary secretary, Captain Billington, and his wife and other helpers manning a souvenir stall; something to eat; then back

to Hoylake where everyone is gathering for the evening exercise.

The boathouse is a scene of great activity. Coxswain Jones has chosen who will go out aboard *Mary Gabriel* and there are 25 or more spare crew and shore helpers in support. The tide is low and the boat is towed by tractor out across the sands towards the distant sea. In company go a small tractor and trailer (given by the local Rotary Club) and a Land Rover, carrying recovery equipment.

In his notebook, George Cooper has a chart showing which manoeuvres were practised on his last exercise at Hoylake; the pattern will be varied tonight. The drogue is streamed; emergency steering rigged; the propeller freeing ports are opened for propeller clearing drill; stretcher practice; man overboard; signalling with the Aldis lamp. George is most insistent that every opportunity should be taken to practise visual signalling (*'You never know when you might have to close a ship whose radio is out of action'*). Finally, with the tractor doubling as 'casualty' a gun line is fired across and the breeches buoy rigged.

Back to the boathouse

Then back to shore where the patient helpers are waiting. Both DI and DE travel back across the beach on the tractor—the station is not satisfied with its performance.

Back at the boathouse there is a cup of tea all round while everyone goes about his own task. While Coxswain Thomas Jones hands out the small payments for the practice, Assistant Motor Mechanic Peter Jones supervises the cleaning down, refuelling and rehousing of boat and tractor and the DI fills in the coast staff visiting book; a copy will be taken to send to HQ. A prospective DLA for West Kirby is interviewed; a visual signalman is tested and passed out at six words a minute (he is a holder of the yachtmaster's certificate). Next time George comes there will be another crew member ready to take his signalling test. . . .

As the summer dusk approaches, the day's work is finally ended and there is a general move to the Plasterer's Arms in the old fishing village from which present-day Hoylake has grown; its tiny bar is filled to overflowing as lifeboat people enjoy a drink together before dispersing.

Late home again . . .

Wednesday will have to be devoted to paperwork, then on Thursday George Cooper will set off at 0700 for Fleetwood to be with his crew members on the last day of their radar course.

The continuing cycle goes on. There is no real beginning, no real end. Every week for every one of the nine divisional inspectors of lifeboats will be different, but the underlying pattern is the same. And, of course, their aim is the same: a lifeboat service second to none.

Building a Rother Class Lifeboat

PART VI: FOUNDATIONS

PLANKING OF THE HULL being finished, work can begin on building up the inside structures of the boat. First the way is cleared by stripping out the temporary building frames. They will be replaced by the four marine plywood bulkheads which, as well as dividing off the different compartments, will give the boat much of her athwartships strength.

At the same time strengthening members and pads are built up where exceptional weight is to be carried, or where the hull will have to be breached. There are, for instance, the engine bearers, and the view in Fig. 2 can perhaps be usefully compared with the section in Fig. 1. Each of the twin engines, weighing about 1,300 lb, will be carried on a pair of 3" solid mahogany bearers capped with 3" x 3" angle galvanised steel; the load will thus be spread fore and aft over all the engine room timbers. Watertight floors will be built between and either side of the two engine beds to give a double bottom, and fuel tanks will be fitted in the wing compartments.

Fig. 3 shows the porthand solid mahogany stern tube chock in place and, on the opposite side of the keelson, the preparatory work in progress for the fitting of the starboardhand chock; the recesses required in the timbers are being chiselled out. Holes bored through these chocks will take the stern tube

for the propeller shafts (once again, see Fig. 1). Further aft, padding is being built up over the tunnels to give extra strength in way of the propeller freeing scuppers; mahogany chocks are fitted, barrel fashion, between the timbers and then the whole area is covered with two thicknesses of 6 mm ply, all glued into a solid laminate through which the openings can safely be cut. Similar pads will be built up to take the relieving trunks in the wheelhouse.

Before the floors go on, the bilge keels will be bolted on to the bottom of the boat. Also, all such fittings as drain plugs and ventilation pipes, which will

Fig. 2: Engine beds in place. Note bulkhead at forward end of engine room (right).

Fig. 3: (Below left) After well: porthand stern tube chock is in place and strengthening padding over tunnel timbers is being built up.

Fig. 4: (Below right) Looking into fore end box. Foredeck laminated mahogany curved deck beams are in place.

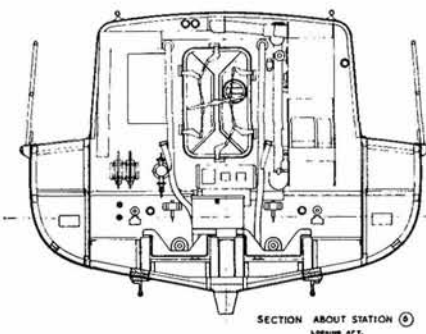
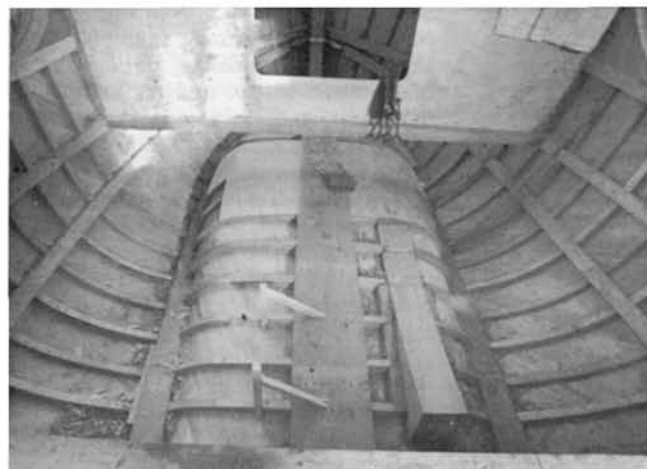


Fig. 1: Section 6, looking aft at main watertight bulkhead from inside engine room.

help keep the bilges dry and sound, must be installed. As extra protection against dry rot, the whole of the inside of the skin and all internal wooden members are given two or three coats of Cuprinol.
(To be continued.)



North East, South East

(from page 91)

assistance whenever and wherever it is needed.'

There followed two unusual presentations to Coxswain Len Patten. The first was a spare pair of gleaming propellers from the Bitterne and Woolston Round Table and the second a small barrel of brandy from Ringwood

and District Round Table. On behalf of the crew, Coxswain Patten said how welcome both forms of propellant were.

Major General Ralph Farrant then presented a special certificate of thanks to the Round Table National President, Richard Bangor-Jones, who promised to deposit this at his Movement's London headquarters 'for all to see and admire'.

After the service of dedication, Mrs Joan Bangor-Jones stepped forward to name the lifeboat and the champagne foamed off the bows into the harbour.

Divisional Inspector Michael Woodroffe called for three cheers for Round Table and brought the ceremony to a close.

A strong and, it is to be hoped, a lasting link has now been forged between the Round Table and the RNLI. The three aims of the former body were applied to the latter: the RNLI was adopted, its resources substantially improved and some of its lifeboats have been adapted as a result.

—R.K.

Shoreline Section

WHEN PLANNING the Shoreline appeal to fund a 37'6" Rother Lifeboat to be named RNLB *Shoreline*, the first target set was £100,000 by the time the boat is ready to launch for her initial trials. That target is now well in our sights, for we are passing the £90,000 mark. As you can see on the page opposite, building is progressing well at William Osborne's yard, Littlehampton.

The total amount needed to cover the cost of building this lifeboat is £135,000, and thanks to your continuing enthusiasm and great generosity, we are well on the way. You will remember

that the original appeal was for each member to enrol one new member. We have been greatly encouraged not only by the fact that more than 13,000 new members have been introduced in this way, but also because so many of you have sent in donations or arranged special events to raise additional funds for the appeal. However, the introduction of new members is the heart of the campaign and every time you 'sign on' a friend you are in effect adding a little more to the fabric of the boat. Don't forget, when subscriptions are paid by covenant the Institution can claim back the income tax paid on the amount, so that a £3 subscription becomes £4.55 and a £10 subscription becomes £15.16. It is a point well worth bringing to the notice of new recruits and covenant forms are available from this office.

Some gifts that are sent to us we accept with both deep appreciation and sorrow. Such a gift was received in October in memory of William George Curnock, who had died a few weeks before. He had asked that instead of flowers at his funeral any money that

would have been spent in that way should go to the RNLB and his granddaughter's husband, Alan Wyatt, himself a Shoreline member, sent cheques totalling £82 with a letter asking particularly that they should be put towards the future RNLB *Shoreline*.

Another such gift of donations, in memory of Shoreline member John C. Lawson, of Preston, was given to Cheltenham branch last November. A cheque for £44 was given to the branch by the late Mr Lawson's son, D. G. Lawson, who is also a Shoreline member.

Shoreline will, as usual, be represented at the London Boat Show in January. This year, by courtesy of CMG, we shall have a visual display unit on the RNLB stand linking us directly with our membership computer. New members who enrol will see their names being added to the list or existing members can check on the recorded information. See you at the Show? In the meantime, a happy new year to you all.—PETER HOLNESS, *membership secretary, RNLB, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).*

To: SHORELINE, RNLB, WEST QUAY, POOLE, DORSET, BH15 1HZ.

I should like to be a part of such a worthwhile voluntary cause by becoming a SHORELINE member of the lifeboat service and joining the Institution as:

- A Life Member and Life Governor: minimum donation £60, including journal
- A Member and Governor: minimum annual subscription £10, including journal
- A Full Member: minimum annual subscription £3, including journal
- Family Membership: minimum annual subscription £5, including journal

SHORELINE LIFEBOAT

Total subscription

Below are the various items you are entitled to wear or fly as a member of SHORELINE

- Member's tie (Terylene) £2.00
- Lady's brooch £0.50
- Metal car badge £2.50
- Tie tack £1.00
- 8" hoist flag £1.50
- 12" hoist flag £2.25
- Dinghy burgee £1.50

Insignia payment

NAME

ADDRESS

Shoreline Giro number is 294 7056

I enclose P.O./cheque/cash for £.....

Date

Signature

Lifeboat appeals

A LUCKY TEN PENCE ticket has won a brand new Saab 99 Combi Coupe car

for Mrs Pat Walters of Farnham, Surrey, in a competition which raised £13,000 for the new Yarmouth, Isle of Wight, lifeboat. The car, donated by Saab

(UK) Ltd and their Area Dealers, was presented to the RNLB's southern district for the prize in its district competition.

The Saab 99 prize car donated by Saab (UK) Ltd and their Area Dealers, was presented to Mrs Walters by Barry Westwood of Southern Television. photograph by courtesy of Peter Bradley



A donation of £200 has been made to Broughty Ferry lifeboat appeal by the Scottish Area of Rank Xerox. The cheque was presented by Peter Thomson, Branch Manager (Technical Services), to Mary Lloyd-Jones, organising secretary, Scotland, in Edinburgh on September 22.

Some Ways of Raising Money

Himley Hall SC, a small family sailing club with its waters in beautiful Himley Park, West Midlands, held a 24-hour sponsored race over a May weekend in both 1976 and 1977. Twelve teams took part in the first year and ten the second, with some 200 competitors and helpers, calling for an all-out effort by the race organisers led by Noel Warrington. Colesmere SC won both races, sailing 57 miles in 1976 and 48 in 1977. £1,155 was raised in 1976 and £964 has already been collected for the 1977 event. Fund raising began on the Friday evening in 1976 with a cocktail party run by Brierley Hill and Kingswinford branch in Himley Hall, which raised £136. It is proposed to run the race in 1978 over the weekend May 13 and 14.

On their flag day in 1960, Falmouth ladies' guild raised £260; at their flag day in 1977 the amount was £1,960 plus. Total income for the year was £2,862, including £403 raised at a cheese and wine party and £436 at a coffee morning. At the latter a handicraft stall stocked with goods made by committee members at 'get togethers' during the winter months brought in £105.

Twenty Watney tavern and innkeepers in Wessex set themselves the target of raising £1,900 to pay for the radar and D/F in Yarmouth's new Arun lifeboat—and thought up a great variety of ways of doing it. Teams representing the Floating Bridge, Dartmouth, and the Golden Hart, Exeter, played a rugby match at Britannia Royal Naval College, Dartmouth, and the Golden Hart followed that with a sponsored three-legged race round



Some of the 31 yachts, including seven French boats, which took part in an Old Gaffers rally in Guernsey last August, racing for the Thomas Bucktrout Trophy; (l. to r.) Little Apple, Undine, Skipjack, the winner on handicap, Providence and Moya, first boat across the finishing line. The rally ended with a dance in St Peter Port in aid of the RNLI when Nicholas Wheadon, chairman of Bucktrout and Company, handed a cheque for £250 to Guy Blampied, chairman of Guernsey branch.

Exeter city centre, visiting nine other houses. Steve Kitchen, the 17½-stone manager of the Windmill, Plymouth, undertook a sponsored weight loss. The Jolly Sailor, West Looe, and the Salutation, East Looe, raised £650 between them, among the Jolly Sailor activities being an uproarious 'drag' race around the streets of Looe. So successful was the whole campaign that £2,000 was raised, the extra money being used to buy equipment for Torbay lifeboat station.

On July 25, five cyclists from Cardigan, Lyn Williams, Peter Morgan, John Jones, Glen James and Dyfrig Davies, set off from Cardigan on a 400-mile

sponsored ride to Lands End in aid of the RNLI. They arrived three days later, looking tired but justifiably well pleased. A back-up Land Rover and trailer, provided by E. B. Davies of Llandysul, was driven by Roy Selby accompanied by Alun Davies, treasurer of the ride. The team arrived at Sennen Cove, to a great welcome, on lifeboat day. About £1,200 was raised.

Burgess Hill branch has recently adopted Newhaven lifeboat, and has set itself a target of £4,000 to pay for a new pontoon. More than £150 was raised in October by an evening gala performance of 'Die Fledermaus' very much enjoyed by all who attended.

A rugby match (below) between the Golden Hart Irresponsibles and the Floating Bridge Bludgers was one of the uproarious events by which West Country Watney taverns and innkeepers raised money to pay for radar and D/F aboard Yarmouth's new Arun lifeboat. Phil Wright, Exeter Inn, Topsham, raised £222 with a pile of pennies (right). Mr Wright, whose pub raised £458, with two of his customers undertook a 47-mile sponsored walk from Topsham to the Ship Inn, Plymouth; they kept going throughout a night of high winds and torrential rain to raise £207.



The day before the naming ceremony of Newhaven's lifeboat *Louis Marchesi of Round Table*, Lindy, Angela and Richard Payne, the children of Crew Member Derek Payne, had a clear out of their toys and other small items. They sold these at the ladies' guild autumn fair, charging no more than 20p per item, and raised £9.77. Father Derek is the longest serving crew member of Newhaven lifeboat, having been in the crew for 15 years, and his grandfather, Richard Payne, was coxswain from 1913 to 1930. The autumn fair raised about £300.

Mrs Orr, former president of Chanonry and District ladies' guild, has a dog called Dram which has a habit of finding money on his walks; it all goes towards RNLI funds. By way of reward for his fund-raising success Mrs Orr has awarded him an RNLI key fob for his collar. She says it makes an excellent identity tag with name and address on the reverse side.

With a total population of only about 6,000 spread over five villages to the south of Chichester in Sussex, the newly formed Manhood branch raised more than £3,500 in its first year. The founder and chairman of the new branch is John Lunch.

(Below) Seaham lifeboat crew and branch chairman, G. Henderson (receiving cheque) took part in a sponsored walk which raised £244 for RNLI funds. The model lifeboat, made by Crew Member F. Aitkin in 1973, has been used at many fund-raising events in the north-east.



On Sunday, June 5, Mr and Mrs Jack Bunn were hosts at the Maybush Inn, Newbridge-on-Thames, for the Maybush Jubilee Festival and Regatta, organised with Witney branch. Sheep dog handling, country dancing, tug-of-war and an evening of entertainment on the Maybush lawn were just some events of the crowded day. Competitors in the raft race (top right) had to run the gauntlet of natural and inflicted hazards, but one competitor was said to have crossed the finishing line still upright and only slightly damp. A profit of £156.68 was made for the RNLI.

Competitors in the York Raft Race, from the Viking Hotel to the York Motor Yacht Club, paddle up the Ouse, under Lendal Bridge. Winner of the 43-strong home-fashioned fleet was Rift Raft; she was made of three aircraft drop tanks and rowed by Mike Wattam and Barry Helstrip. B. Smith, the captain of Ashytalk entered by Rowntree Mack of Halifax, signed on four Shoreline members for the voyage. More than £1,100 was raised in sponsorship and riverside collections.

photograph by courtesy of Yorkshire Post

Security is very rigid at Hartlepool's local nuclear power station. All visitors have to report to the gatehouse for certain formalities, one of which is to have a large label pinned to their lapels. On last year's flag day, access was even more restricted: no one was allowed to pass through the gate either in or out unless a contribution had been made to the RNLI. At the end of the day the National Car Parks Security Staff handed over £27 to Hartlepool West ladies guild.

A small committee of patrons of the Four Keys public house, Wadhurst, led by Maurice Hazel, arranged a Jubilee Jamboree steak barbeque in aid of the lifeboat service, raising £250.91.



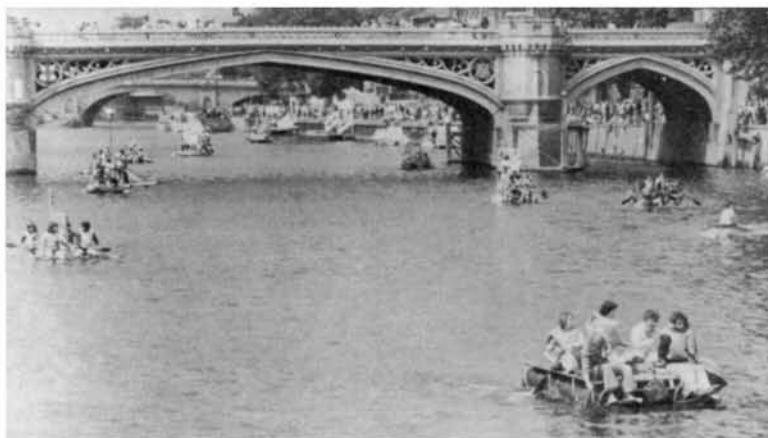
As part of a Rotaract Club of Bristol fund-raising day last July on Broadmead shopping precinct podium, Geoff Davis attempted to beat the world football juggling record; he achieved 7,332 flicks—not a record-beating score but, nevertheless, it earned £75 for the RNLI.



A harbour fête at the little Northumbrian coastal village of Craster last July raised £1,531 for the lifeboat service. It was opened with charm and wit by Joyce Grenfell who also sang snatches of her songs, everyone joining in well-known choruses. Mrs Grenfell, who herself raised over £16 signing autographs, was presented with a bouquet by Bridget and Jane Grey. With them was Lady Mary Howick.

photograph by courtesy of The Northumberland Gazette

Frank Blair of Barnstaple, a traffic warden at Bideford, presented Apple-dore branch with £406.58, raised by a sponsored walk he undertook over the spring and Jubilee bank holiday, crossing Devon over Dartmoor and Exmoor from Ivybridge to Lynmouth. He completed the 103 miles in three days, despite, at times, heavy rain and





(Left) Cannock branch's float, dressed for the town's flower festival and retained for flag day, was decorated with hundreds of flowers made by committee members. The Muppets were the work of Mrs Beryl Lewis. (r. to l.) Mrs Barbara Broome, Joan Manning, DOS (Midland Shires), and Mrs Iris Brookes, branch honorary secretary.

photograph by courtesy of West Midland Press



After each of his shows at the Playhouse Theatre, Bournemouth, last summer, Max Bygraves went into the foyer to autograph his LP record albums. All profits were divided between four charities and Mr Bygraves presented the first cheques, for £100 each, in July; the RNLI cheque was received by Peter Nicholson (l.) ADOS (south).

photograph by courtesy of Bournemouth News and Picture Service



Stanlow Shell Oil Refinery gives its support to Moelfre lifeboat and last autumn members of Chester branch were invited to luncheon to receive a cheque for £150 raised by apprentices with various sponsored activities. The cheque was presented to Mrs Delia Rooks, chairman of Chester branch.



The women of Staithes in their traditional bonnets manning the raffle stall during the harbour fête organised by Runswick and Staithes branch. Among the highlights were lifeboat displays and the weekend ended with a thanksgiving service. More than £1,700 was raised for the RNLI.

photograph by courtesy of Middlesbrough Evening Gazette



Boiled crabs (left), sold by four young helpers, Katie Douglas, Alasdair McDougle, Gary Hall and Anne Douglas, was just one attraction at Seahouses harbour fête last August Bank Holiday when £3,822 was raised for the RNLI. Mrs L. F. L. Hill (ex-north region co-ordinator Isabel Morison) who, together with her husband, Commander Leslie Hill, opened the fête was presented with a bouquet (right) by Michelle Robson. With them are Mrs K. Swallow, Seahouses ladies' guild chairman, and T. Reay, Seahouses branch chairman.

photographs by courtesy of The Berwick Advertiser



Baby Emu tries to snatch back the cheque for £580 he and Rod Hull have just handed over to Ray Kipling, deputy public relations officer, RNLI, at Bentalls, Kingston-upon-Thames. The money was raised by Emu's country-wide promotion of Aran knitting wool; a 5p donation was made for every pack of ten balls sold. On left, Reginald Bosworth, Group Haberdashery and Needlecrafts Buyer for Bentalls; on right, Robin Wright, Executive Chairman of Emu Wools Ltd.

gales. The walk was in memory of Mr Blair's father-in-law, the late Coxswain Sam Crawford of Blythe.

Woolwich branch raised over £450 at the Greenwich Clipper Week in August this year, an increase of £150 on last year's figure despite atrocious weather. Just next to *Cutty Sark*, in the shadow of her masts and rigging, Mrs Morris, chairman of the branch, and her helpers man the RNLI publicity caravan, selling souvenirs to the tourists who flock to see the sights and attend the functions organised by the borough.

W. Beard of Seaford was the winner of the Jubilee fishing competition organised by Seaford Rotary Club on May 28: he donated half his prize money, £250, to the RNLI.

Mr Sanderson of Westbourne Hotel, Millport, has a list of cocktails behind the bar which attracts some attention. Customers are curious to know what a 'Harvey Wall Banger' is at £1.65 a time. The barman is delighted to tell them provided they put some silver in the RNLI collecting box. This idea raised £8 in less than six weeks.



AN ADVENTURE AT ABOYNE TO MEET THE CHALLENGE OF

The Prince's Trust

*It's up to you—we will give you
the tools, if you will do the job*

THE PRINCE'S TRUST, established in 1976 at the wish of the Prince of Wales, has thrown down a challenge—and made a promise—to young people under 25: if you have the initiative to go out and look for adventure and excitement; if you are prepared to turn your restless energy into achievement; if you are prepared to help yourselves and you have the imagination to want to help other people; if you have the courage to pursue your own projects; and if the provision of some tools or equipment will make realisation of your ideas just possible—we will try to help you.

So where does the RNLI come in?

In the early days of the Trust, the Institution was asked whether it could make a practical contribution by offering opportunities for such young people to become involved in operational work at sea. While its lifesaving commitment did not make such a scheme possible, the Institution could not but sympathise with the aims of the Trust and wished to give full support. After all, the Trust was seeking to encourage, in more deprived areas, the growth of just those qualities which the RNLI would expect to find in young people coming forward to volunteer as crew members, shore helpers or fund raisers. So Captain Nigel Dixon, the Director, suggested to Tom Nutman, divisional inspector of lifeboats (Scotland, north) and a man known to have a great, but

Prince Charles had a word for everyone . . . Bill Adams, extreme right, and Tom Nutman, DI (Scotland, north), fifth from right. photograph by courtesy of Daily Express

realistic, sympathy for the young, that he might like to see if there was anything he could do to forward the pilot scheme in his area, Grampian.

Thus Tom Nutman became one of the early nucleus committee in Grampian, joining W. M. 'Bill' Adams, the chairman who is a chief superintendent of police, the Rev. Campbell Adamson and Archie Robb, a social worker; other members were co-opted as necessary. The basic idea is that the committee should wait for young people to come forward with their ideas, and then adjudicate as to whether they qualify for a one-off grant. The problem was, however, how would the people they were trying to reach know they were there? So, to start the ball rolling, the committee devised their own project. A group made up of ten disabled and ten badly deprived city children was invited to spend a weekend at Aboyne Community Centre, there to be faced with the challenge of boating, riding, swimming and even wall climbing. Such good results were achieved that two more weekends, with different groups, were arranged in 1976 and three in 1977, and also, in the second year, a week's camp based on an old school-house at Coull. Ten leaders—policemen and women, teachers, outdoor activities instructors, social workers—gave their time to help, and committee members spent what time they could with them.

Great things came out of this experiment. Not only were these youngsters introduced to demanding activities—and for a partially paralysed boy or girl to get on a horse or wall climb takes some courage—but lasting achievements emerged of even more importance.

Each group of ten had something to give to the other. The disabled had warmth and affection to spare; the deprived, quite naturally, took the disabled under their wing. There was no formal discipline, but the young made their own rules as they went



along, and saw that everyone stuck to them.

From the youngest member to the chief superintendent, everyone was known by his or her Christian name, and some of the 'hard cases' found themselves talking with adults on equal terms, probably for the first time. A family atmosphere grew, with its fun and its shared jokes and its special occasions. You meet a Land Rover full of 'the kids': beaming faces appear at every window—'Hello, Tom', they cry, to a man. The last day of the week's camp was the birthday of one little epileptic; it was 'the kids' themselves who made sure that she had a party, present and cake. One disabled boy usually at a great disadvantage, came into his own in the swimming bath, and was helping to teach the others. It is in no way one-sided and the helpers feel they are gaining as much as they give. 'Tremendous', is Bill Adams' simple summing up.

So pleased was the Prince of Wales with what he had heard of the Aboyne adventure that, on Sunday morning, September 25, he visited the centre to see for himself what was being done. It was no formal inspection; Prince Charles's deep interest and concern was soon apparent as he talked with almost every one of the young people and the helpers—including the children of Tarrant village who lead the horses. Down at the loch came a spontaneous invitation from the young people for the Prince to join them in their boat, and, paddle in hand, he was soon involved in a race home against a raft 'the kids' had made themselves.

It is good to see the visions of our young becoming reality . . .

RNLI symbol sweaters

Great interest has been shown in these navy sweaters with knitted RNLI flag symbols.



Polo neck, crew or V neck, they are being made for men (sizes 36 to 44) and women (sizes 32 to 42) in botany wool, price £11.50, or Courtelle, price £8. Price includes packing and postage in UK. Cheques payable to RNLI Kensington branch. From Mrs M. W. Heaton, 41A Warwick Gardens, London W14 8PL.

BOOK REVIEWS

● **Lifeboats of the World** by E. W. Middleton (Blandford Press £3.75) is the most comprehensive study yet made of the way in which different countries organise their lifeboat services. The author examines the services in no fewer than 30 countries.

Two distinct administrative patterns emerge. One is that of the voluntary society which is commonly to be found in Europe. The architects of many of the European services deliberately chose the RNLI as their model and many of their early lifeboats were built in Britain. By contrast there are the state-controlled services, of which by far the best known is the United States Coast Guard, which undertakes many responsibilities in addition to providing a lifeboat service. The author calls attention, for example, to the work in ice breakers in the Great Lakes, to the weather ships and to a variety of Coast Guard duties such as evacuating people from the shore when hurricanes strike the Gulf of Mexico.

A common thread in the establishment of new lifeboat services is to be found in the incidence of disasters. Students of the lifeboat service in Britain are familiar with the story of the wreck of the *Adventure* near the mouth of the Tyne in 1789 which led to the construction of the first boat designed from the outset and built as a lifeboat. Eric Middleton also calls attention to the consequences of the wrecks off the New Jersey coast in 1854 which caused the loss of some 300 lives, the loss of the Dutch frigate *De Vreede* off Den Helder in 1824, which was followed by the foundation of the Dutch Lifeboat Societies, and the loss with all hands of the brig *Alliance* near Borkum in 1860. Following this disaster an appeal was made in Germany for the establishment of a lifeboat service to be formed on the lines of the RNLI.

Eric Middleton is illuminating in describing how different lifeboat societies have made new technical and other advances. The United States Coast Guard for example was already operating its own air section in 1916. The Breton Humane Society, which was founded in 1873, led the world in the use of the modern inflatable inshore lifeboat. The lifeboat service in the German Federal Republic was the first to introduce the rescue cruiser with a

daughter boat. The government-controlled service in Canada made interesting experiments in the crewing of rescue boats in summer months by students.

Lifeboats of the World is a serious contribution to lifeboat history yet contains accounts of a number of colourful incidents. No doubt writing from first-hand knowledge, Eric Middleton describes how inspectors of the RNLI operated shortly after the second world war, when motorcars were not readily available and equipment was often far from perfect. On one occasion a lifeboat on passage ran aground on a lee shore in the middle of the night. The inspector in command, who was suffering from raging toothache, climbed a formidable cliff to get help and also discover where he was. The commander of a Canadian hovercraft used his searchlight to illuminate a naked girl about to enter the water. The hovercraft promptly hit a concrete post, the commander later reporting that he had experienced 'rudder overbalance'.

The author perhaps wisely makes no serious attempt to solve the mystery, which has long puzzled historians of the lifeboat service, of what happened in China, whether there was or was not an effective lifeboat service in the first half of the 18th century. A strange omission is the failure to mention that the RNLI operates in the Irish Republic as well as in the United Kingdom.

The book is well produced with no fewer than 102 colour illustrations and a foreword by the former Moelfre coxswain, Richard Evans.—P.H.

● 'Man the lifeboat! Man the lifeboat! Vessel on the Doom Bar!' Such cries were to be heard in the narrow streets of Padstow when pulling lifeboats were in service and many vessels went aground on the sandbanks near the entrance to the harbour. The record of those early boats has been vividly portrayed in **The Story of Padstow's Life-boats** by Claude Berry (Lodenek Press, £1.80).

One of the incidents described was a rescue of a baby from a barque and of the baby's mother. A lifeboatman is quoted as saying: 'In the water we had a momentary glimpse of a white face, a pair of glazed eyes, and a mass of black hair and skirts floating about—then, we had her aboard.' The baby, a boy,

grew up to become captain of a liner.

At one time there were three lifeboats at Padstow, two propelled by oars and the other a steam lifeboat. A steam tug replaced the steam lifeboat lost in a disaster in 1900. Describing how it felt to be at the helm of a lifeboat under tow, the author writes of the coxswain: 'For twelve hours he stands at the helm of the boat in a position of the greatest exposure. His face is whipped with spray. . . . At last the coxswain is physically unable to get out of the boat and has to be lifted ashore, so stiff are his limbs with the long and unrelieved stay at his post.'

Pen portraits of different Padstow coxswains are included in Claude Berry's admirable account. One of the outstanding coxswains was Thomas Edyvane, a shipwright who became a Trinity House pilot. On one occasion, when a pulling lifeboat was being drawn on her carriage by ten horses, a thick, rusty iron hook used for coupling the horses to the carriage was driven right through the palm of Coxswain Edyvane's hand. He pulled the hook out, bound his hand with a handkerchief, and then took his place in the lifeboat as if nothing had happened.

Claude Berry's history of Padstow lifeboats was first published in 1927 to mark the 100th anniversary of the establishment of the Padstow station. It has been brought up-to-date by his brother-in-law, Charles Tarry, and re-issued with numerous photographs of exceptional historical interest.—P.H.

● John Russell, the author of **Yachtmaster Offshore: The Art of Seamanship** (Royal Yachting Association in association with David and Charles, £3.95) is clearly a very experienced seaman and writes with authority and insight about the subject of seamanship as applied by the knowledgeable yachtmaster. Much emphasis is placed on the art of leadership without which no aspiring yachtmaster can hope to master his trade.

The book is extremely readable and does not get lost in the depths of technical appreciation of types of design and equipment available to the yachtsman. The author covers most of the problems and situations afloat, offering commonsense advice and instructing the reader to prepare and master his subject in advance.

Nicely illustrated, this book, all the royalties of which are being given to the RYA Seamanship Foundation, should appeal to both novice and experienced sailor alike.—D.J.W.

● The narrative of Ross Cunningham's **Portpatrick and its Lifeboat, 1877-1977** reads well, and is evidence of very thorough research, not just into rescues, but also concerning personalities and station events. There are two useful maps and full details of the lifeboats in the appendix.

As so often happened, the establish-

ment of a lifeboat followed a succession of shipwrecks, and the first boat was the third to bear the name of the Civil Service Fund. An unusual feature was the method of launching, by crane, which lasted until 1924 when the station's last sailing lifeboat departed.

The importance of the lifeboat in such a seafaring community is well illustrated by a 'pop' concert in recent years which came to an abrupt end when the maroons were fired and the youthful audience departed to see the lifeboat away.

The booklet costs 75p, 10p of which goes to RNLI funds, from the author at Station View, Portpatrick, Stranraer, Wigtownshire DG9 8LD. Postage and packing, 10p.—A.H.G.

● **The Shell Book of Knots and Ropework** by Eric C. Fry, illustrated with photographs taken by Peter Wilson (David and Charles, £3.50) is an exceptionally clear exposition of an art which, even when being demonstrated, can often be muddling. Stage by stage photographs and the full description of each knot bend, hitch or splice appear on the same double opening, and the photographs are taken from such an angle that the hands manipulating the ropes might be

the reader's own. A book, not expensive by today's prices, which can be thoroughly recommended—R.P.

● **The Sailing Cruiser** by W. M. Nixon (Nautical Publishing Co., £9.95) is not only a book for experts by an expert but is absorbing and instructive for anybody who is interested in going afloat in something larger than a dinghy. It is well illustrated with photographs and drawings and contains a wealth of practical information on nearly all subjects concerning the cruising sailor. The style is easy to read and the book would be worthy of a place in the limited library on board.—E.J.

● Dipping lug and spritsail, burton and snorter are words which don't trip lightly from the tongue of today's dinghy sailor, but 60 years and more ago it was a different story and one that is well worth reading as told by John Glasspool in **Boats of the Longshoremen** (Nautical Publishing Co., £5.50). However eagerly you have frequented the feet of Edgar J. March and other giants of his ilk, you will learn much from this book, including three ways of dipping your lug if you are lucky enough to possess one.—B.A.

Atlantic 21 Mobile Dock

(from page 83)

been developed jointly by Mike Bigland (Preparations) Ltd., an engineering firm in Knighton Powys, Wales, and the RNLI. It is encased in a watertight, custom built steel and armour plated glass hull—reminiscent of a huge goldfish tank. This method is much simpler than watertighting all the individual components such as the clutch, brakes and electrical equipment. The tyres are ballasted with water to reduce the effect of buoyancy and improve the traction. The separate trolley is known as a DODO (drive on, drive off).

Both SPIDOT and DODO are now operating successfully on the coast. Their development emphasises the important point that RNLI lifeboats and crews may encounter conditions which most people will never meet. To face these conditions they may need very special equipment which is not commercially available. Where that happens the RNLI becomes its own designer and innovator. Its problems and their solutions are often unique.

Letters...

An enjoyable experience

While I was on holiday near Vryan last summer I enjoyed sailing by dinghy in Gerrans Bay. However on July 18, when I had the outboard motor on the boat, the motor failed and I was driven on to the rocks at Nare Head. The Coastguard alerted the Falmouth lifeboat which came to the aid of myself and my son.

You never believe that a lifeboat would be required to rescue yourself and I wondered what it would ever be like, never realising that I was about to have that experience.

The experience proved to be most enjoyable, if somewhat amusing, due I am sure to the skill of the crew of the lifeboat.

I would like, if I may, to take this opportunity of thanking the coxswain and his crew for their efforts, and to congratulate him for commanding such a friendly outfit. The comradeship on board was most noticeable and the Falmouth lifeboat is very well reported in Coventry and among the landlubbers of the Midlands. My special thanks to John Bobin and his mate who came ashore in the rubber dinghy to pull us off the rocks. Without your lifeboat I would certainly have lost my dinghy. The RNLI was excellently displayed to

myself and those who watched from Pendower Beach.

I have no doubt that the whole operation was a simple task to some trips your crews are asked to pursue but I believe you made it look very simple because you have the skill and desire to succeed.

Thanking you all once again.—A. N. COOKE, 138 Norton Hill Drive, Wyken, Coventry.

Out of the mouths . . .

The reproduction in your issue for Autumn 1977 of a letter of thanks from pupils of a middle school reminds me of the splendid addition to my own collection which followed my spending a morning with the second year of a middle school last winter. Some days later, there came through my letterbox a packet containing 89 independently-written letters of thanks from the children, of a high general standard and containing much useful comment. I cannot help prizing most one young woman's letter in which she says, 'I hope you don't mind my telling you I thought I would be bored.' Apart from the charming frankness and implied compliment, that is a valuable reminder that children in school are not just a captive audience and that they need to

be won by the right approach, at least as much as adult groups.—NORMAN P. CLARKE, *honorary information officer*, 41 Victoria Road, Colchester, Essex.

My last class of fourth year children, who finished their term in July, decided they would like to raise some money for a worthwhile cause. So Class 4/2 chose the RNLI. To raise the money, they decided that I, their teacher, should go on a slimming diet!! So they weighed me one Friday, and three more Fridays. They sponsored me one penny for every pound I lost. In three weeks I lost 6lb, and we raised £2. We all had lots of fun, we know it was all worthwhile, and I feel the benefit!

With thanks for a wonderful service—RUTH WHEELHOUSE, *Mrs, Mapledene Junior School, Mapledene Road, Sheldon, Birmingham.*

First lottery winners

THE DRAW for the first RNLI national lottery was made on September 30, and the following were the prizewinners:

£1,000: W. E. West, Arundel.

£50: K. Maxwell, Wallasey; J. F. King, Hucclecote, Mrs Blackwall, Birmingham; Mrs J. Pate, Rowlatts Hill, Mrs E. Gilfillan, Barnsley; Mrs K. F. Steven, Edinburgh; D. Cram, Glasgow; Mr Gillam, Hereford; C. L. Ireland, Oulton Broad.

Additional tickets for the draw to be made on March 31 are available from the Appeals Department, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.

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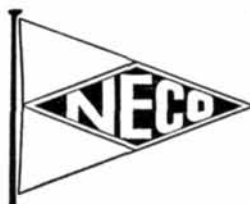


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Lifeboat Services

(from page 82)

The Lizard-Cadgwith, Cornwall
July 11 and August 30.
Llandudno, Gwynedd
June 10, 16, July 2, 23, August 3, 4 and 16.
Longhope, Orkney
August 13 (twice) and 14.
Lowestoft, Suffolk
June 13, July 8, August 16 and 21.
Macduff, Banffshire
July 13 and August 22.
Mallaig, Inverness-shire
July 8 and 23.
Margate, Kent
August 10 and 28.
Moelfre, Gwynedd
June 5 (twice) and July 1.
Montrose, Angus
July 10.
The Mumbles, West Glamorgan
July 17.
Newbiggin, Northumberland
June 1 and 14.
Newcastle, Co. Down
July 23.
Newhaven, East Sussex
June 11, 19, 30, July 7, August 8, 18, 24, 27 and 29.
New Quay, Dyfed
June 11 and 21.
North Sunderland, Northumberland
June 20, August 4 and 29.
Padstow, Cornwall
July 17, 19, August 25 and 28.
Penlee, Cornwall
June 13, July 7, 14, August 13 and 14 (twice).
Peterhead, Aberdeenshire
June 17, 20, August 10, 19 and 23.
Plymouth, South Devon
July 17 and 22.
Poole, Dorset
July 17, August 4, 22, 23, 25 and 28.
Port Erin, Isle of Man
July 10.
Porthdinllaen, Gwynedd
June 1, 7, July 8, 29, 31, August 29 and 30.
Portpatrick, Wigtownshire
June 11 and August 20.
Portrush, Co. Antrim
June 2, 14, 23, 30, August 11, 12 and 30.
Port St Mary, Isle of Man
June 26, July 2, 23, August 16 and 22.
Pwllheli, Gwynedd
July 9 and July 11.
Ramsey, Isle of Man
June 5, 11, 25, July 2, 15, 27 and August 24.
Ramsgate, Kent
June 6 (twice), 20, July 23, 29 (twice), August 24, 27 and 30.
Redcar, Cleveland
June 10 and August 27.
Rhyl, Clwyd
June 12, July 23 and 31.
Rosslare Harbour, Co. Wexford
July 18 (twice), 25, 26 and August 10.
Runswick, Cleveland
June 20 and July 26.
St David's, Dyfed
June 10, August 19 and 28.
St Helier, Jersey
July 3, 16, 17, August 13 and 25.
St Ives, Cornwall
June 24, 30, July 6, August 15, 16, 19, 21, 22 and 27.
St Mary's, Isles of Scilly
August 13 and 24.

St Peter Port, Guernsey
June 21, July 10, 17, 18, 31, August 10, 25 and 31.
Salcombe, South Devon
June 7, July 4, 29, August 17, 25 and 30.
Seaham, Co. Durham
August 6.
Selsey, West Sussex
June 6, 14, July 2, 24, August 4, 7 and 12.
Sennen Cove, Cornwall
June 11 and August 1.
Sheringham, Norfolk
July 9 and August 5.
Shoreham Harbour, West Sussex
June 6, August 20 and 21.
Skegness, Lincolnshire
June 6, 10 and July 9.
Stornoway, Ross-shire
June 3, August 1, 19 and 28 (twice).
Sunderland, Tyne and Wear
July 23.
Swanage, Dorset
June 7, 27, 28, 30, July 1, 13, 19, 21, 23 (twice), 29, 31, August 3, 26, 27, 28 and 29.
Teessmouth, Cleveland
June 10 and 14.
Tenby, Dyfed
June 27, July 18, 20, August 1, 24 and 30.
Thurso, Caithness
June 6, August 24 and 31.
Torbay, South Devon
June 6, 10, July 17, August 2, 4 and 30.
Troon, Ayrshire
June 7, 10, July 9, 17, August 4, 5, 11, 16 and 19.
Tynemouth, Tyne and Wear
June 6 and July 24.
Valentia, Co. Kerry
June 23 and August 23.
Walmer, Kent
June 7, 11, July 5, 9, 14, August 4 and 22.
Walton and Frinton, Essex
July 9, 18, August 16 and 29.
Wells, Norfolk
June 5, July 3, 10 and August 1.
Weymouth, Dorset
June 26 (twice), July 21, August 3 and 27.
Whithy, North Yorkshire
June 5, 16, July 9 and 19.
Wick, Caithness
August 13 and 14.
Wicklow, Co. Wicklow
June 28, July 18 and August 10.
Workington, Cumbria
July 23 and 24.
Yarmouth, Isle of Wight
June 13, July 17, 23, 24 (twice), August 10, 11, 17, 21, 22, 23 and 24 (twice).
Youghal, Co. Cork
June 17.
ON 1017 On passage
June 11.
ON 902 On passage
July 2.

Services by Inshore Life-boats, June, July and August 1977

Aberdeen, Aberdeenshire
July 16.
Aberdovey, Gwynedd
June 5 (twice), 9 (twice), July 3 (3 times), 7, 10, 26, August 4, 17 and 20.
Abersoch, Gwynedd
June 5, 10, 16, 30, July 11, 18, 21, August 11, 20, 21 and 25.

Aberystwyth, Dyfed
June 28, July 3, 4, 11, 31, August 10, 18, 29 and 30.
Aldeburgh, Suffolk
August 17 and 30.
Ambie, Northumberland
August 12 and 19.
Arbroath, Angus
July 17 and 21.
Arran (Lamlash), Buteshire
July 9, 31 and August 14.
Atlantic College, South Glamorgan
July 19, August 1, 9, 14 and 29.
Bangor, Co. Down
June 4 and July 9.
Barmouth, Gwynedd
June 9, July 5 (twice), 28, August 16 (4 times), 17 and 22.
Barrow, Cumbria
June 5 (twice) and August 10.
Beaumaris, Gwynedd
June 8, 11, 19, July 23, 28, August 3, 18 and 22.
Bembridge, Isle of Wight
August 16.
Berwick-upon-Tweed, Northumberland
July 26.
Blackpool, Lancashire
July 12, 24, 25, 29, July 1, 3 (twice), 5 (3 times), 6, 10, 11, 13, 14 (twice), 29, August 24 and 25.
Blyth, Northumberland
June 26 and August 8.
Borth, Gwynedd
June 9, 6 (twice), July 9 (twice), 27, 29, August 14, 26 and 27.
Bridlington, Humberside
June 9, 10, 12, July 4, 10, 17, 26, August 1, 27 and 29.
Broughty Ferry, Angus
July 5 (3 times), 24, 27, 29, 31 and August 20 (twice).
Bude, Cornwall
June 8, July 3, 11, 18, 21, 27, 28, 31, August 1, 3, 6, 14 (twice), 23 and 26.
Burnham-on-Crouch, Essex
August 4, 30 and 31.
Burry Port, Dyfed
July 2, 10, 24, 25, 27, August 13 and 14.
Cardigan, Dyfed
June 2, 3, July 24, August 5, 15, 21 and 27.
Clacton-on-Sea, Essex
June 6, 18, 19, 26, 29, July 3, 17 (twice), 19, 24 (twice), August 4 (twice) and 18.
Clovelly, North Devon
July 13 and 19.
Conwy, Gwynedd
June 17, 25, July 2, 5, 20, 21 and August 31.
Coverack, Cornwall
June 6.
Criccieth, Gwynedd
June 3, 5 (twice), 10, 17 (twice), July 8, 9, 19, August 16 (twice) and 17.
Crimdon Dene, Co. Durham
July 8.
Cullercoats, Tyne and Wear
June 4, 6, 12, July 3, 20, 27, August 10, 28, 29 and 30.
Eastbourne, East Sussex
July 3, 18 (twice), 23, August 4, 7 and 16.
Eastney (B. 505), Hampshire
June 5 (twice) and 11.
Eastney (B. 530), Hampshire
July 17, 24 (twice), 26, August 15 and 28.
Eastney (D. 184), Hampshire
June 4 (3 times), July 17, 28 and August 16.
Exmouth, South Devon
June 30, July 3, 17, August 23 and 29.
Filey, North Yorkshire
June 2 (twice) 27, July 15, August 3, 9 and 16.
Fleetwood, Lancashire
July 12, 17, 28 and August 16.

Flint, Clwyd

June 25 and 26.

Great Yarmouth and Gorleston, Norfolk

June 5 (3 times), 7, 9, 12, 28, July 16, 19, 22 (twice), 23, 29 (twice), 30, August 1, 3 (twice), 11, 17 (3 times), 26 and 29 (twice).

Happisburgh, Norfolk

July 17, August 26 and 30.

Hartlepool, Cleveland

June 16, July 23 and 24.

Harwich, Essex

June 12, July 17, 24 and 26.

Hastings, East Sussex

June 6, July 5, 8, 10, 15, 31, August 4, 7 and 22.

Hayling Island, Hampshire

June 6, 12, 26, July 13, 23, 25, 30, 31, August 24 and 29 (twice).

Helensburgh, Dunbartonshire

June 5, 23, July 26, 31, August 4 (twice), 16 (twice), 25 and 26.

Holyhead, Gwynedd

June 25, July 24 and 29.

Horton and Port Eynon, West Glamorgan

June 25, July 23, 24 (3 times), 30 and August 19.

Howth, Co. Dublin

June 29, July 6, 24, 27 and August 16.

Humbermouth, Humberside

July 17 and August 29.

Kinghorn, Fife

June 20, 23, 29, July 5 and August 3.

Kippford, Kirkcudbrightshire

June 11, August 24 and 27.

Largs, Ayrshire

June 5, 26 (twice), July 12, 15, 20, 23 (twice), August 2, 16, 25 and 29.

Littlehampton, West Sussex

June 1, 5, 7, July 3, 10, 13 (twice), 14, 17, 19, 29, August 12 (twice), 21 and 28.

Littlestone-on-Sea, Kent

June 25, 30, July 17 (twice), 19, 21, 25, 31, August 4 and 11.

Llandudno, Gwynedd

June 3, 9, 22, 27, July 5, 19, 23 (3 times), 25, August 5, 10, 14 and 29.

Lyme Regis, Dorset

June 18, July 6, 8, 20, 27, August 1, 3, 25 and 26.

Lymington, Hampshire

June 11, 14, 28, July 4, 16, 17, 24 and August 28.

Lytham—St Anne's, Lancashire

July 7, 10 and August 7.

Mablethorpe, Lincolnshire

June 27, July 23, 24, August 2, 14, 29 (7 times) and 31.

Margate, Kent

June 6, July 2, 5, 13, 17 (twice), 25, August 3, 22 and 25 (3 times).

Minehead, Somerset

June 6 (twice), 14, July 10, 30, 31, August 1 and 2.

Moelfre, Gwynedd

June 6, 7, July 2, 19, 20, 26, August 5, 16, 17, 18, 28 (twice) and 29.

Morecambe, Lancashire

June 9, 27, July 3, August 2 and 16.

Mudford, Dorset

June 7, July 4, 25, August 4, 16, 17 and 24 (twice).

The Mumbles, West Glamorgan

June 5, 6, 10, 21, July 14, August 10 and 27.

New Brighton, Merseyside

June 8, July 2, 4, 31, August 1 and 7.

New Quay, Dyfed

June 5, 13, July 2, 9, 26, 27, August 3, 4 (twice), 5, 10, 14, 18, 26 and 30.

Newquay, Cornwall

June 5, 22, 28, July 1, 7, 15, 16, 18, 21, 22, 24, 26, 27, 28 (twice), August 1, 3, 5, 9, 11, 12, 15, 23 and 29.

North Berwick, East Lothian

July 5 and 21.

North Sunderland, Northumberland

July 2, 26, August 9 and 29.

Oban, Argyllshire

June 6, July 31, August 14, 17 and 28.

Peel, Isle of Man

June 26, July 23 and August 4.

Plymouth, South Devon

June 2, 28, 29, July 13, 16 and 27 (twice).

Poole, Dorset

June 3, 6 (3 times), 11, 17, 25, 26, July 24, August 27 (twice), 28 (twice) and 31.

Porthcawl, Mid Glamorgan

June 29, July 2, 17 and August 1.

Port Isaac, Cornwall

July 2, 14, 17, 27, 30, 31 (twice), August 4, 10 and 15.

Port St Mary, Isle of Man

August 22.

Port Talbot, West Glamorgan

June 18 and August 30.

Pwllheli, Gwynedd

June 6, July 1 (twice) and 7.

Queensferry, West Lothian

June 3, 26, August 18 and 19.

Ramsgate, Kent

June 2, 18, July 17, 23, 29 (twice) 31, August 7 (twice), 14 and 26.

Red Bay, Co. Antrim

June 20, 29, July 3, 23 and August 7.

Redcar, Cleveland

June 21, July 16, 21, August 28 and 29.

Rhyl, Clwyd

July 12, 17, 23, 31, August 9, 13, 28, 30 and 31.

Rye Harbour, East Sussex

June 6 (twice), 16, July 4 (twice), 5, 8, 16, 17 (twice), 31 and August 7.

St Abbs, Berwickshire

August 6.

St Bees, Cumbria

June 16, 22, July 5, 31, August 16 and 23.

St Catherine's, Jersey

August 26.

St Ives, Cornwall

June 16, 30, July 4, 8, 22, 23 (4 times), 28 (twice), August 4, 13, 15, 24, 28 (twice) and 29.

Scarborough, North Yorkshire

July 19.

Selsey, West Sussex

June 5, 6, 13, July 9, 17, 24 (twice), August 4, 7, 10, 25 and 29.

Shoreham Harbour, West Sussex

June 6 (twice), 14, 30, July 1, 4, 11, 16, 17 (twice), 20, 23, August 4, 7, 10, 12, 16 (3 times), 20 and 29.

Silloth, Cumbria

June 3, 9, July 7 and 17.

Skegness, Lincolnshire

June 8, 10, 27, 30, July 14, 16, 17, 18, August 4, 21, 26 and 31.

Southend-on-Sea (D. 181), Essex

June 12 (twice), July 5, 17, August 10 and 16.

Southend-on-Sea (D. 206), Essex

June 6, 13, July 17 and August 3.

Southend-on-Sea (B. 257), Essex

June 5, 6 (3 times), 7 (twice), 15, 26, 29, July 1, 5, 6, 17 (3 times), 24, August 2, 4, 6, 7, 19, 24, 25 and 27.

Southwold, Suffolk

June 4, 6, 13, 14, July 5, 17, 18, 22, 23, 28 (twice), August 5, 6 (twice), 20, 23 and 28.

Stonehaven, Kincardineshire

July 9 and August 27.

Stranraer, Wigtownshire

June 5, August 2 and 6.

Sunderland, Tyne and Wear

August 15.

Tenby, Dyfed

June 4, 5, 7, 16, July 8 (twice), 10, 18, 24 (twice), 25, 27, 28 (twice), 30, August 1, 4, 9, 12, 13, 17, 21, 26 and 27.

Torbay, South Devon

June 2, 4, 5, 6, 8, 25, July 11, 17 (twice), 25, 30, August 10, 19, 22, 27, 28 and 30.

Tramore, Co. Waterford

June 6, July 24, August 3 and 15.

Trearddur Bay, Gwynedd

June 1 and 25.

Troon, Ayrshire

August 4, 5, 11, 16 and 19.

Tynemouth, Tyne and Wear

August 1 (twice).

Walmer, Kent

June 7, 19, 28, 30, July 5, 23 (3 times), August 4 (twice), 14, 29 and 30.

Wells, Norfolk

June 8, July 10, 19, 20 (twice), 26 and August 24.

West Kirby, Merseyside

June 4, 7, 29, July 3, 25, August 5, 17 and 30 (twice).

West Mersea, Essex

June 5, 6, 11, 21, 26, 28, July 5, 18, 31, August 5, 14, 22 and 24.

Weston-super-Mare (A. 504), Avon

July 17 (twice), 28, August 5, 18, 29 and 30.

Weston-super-Mare (D. 107), Avon

July 17 (twice), 29, August 5, 11, 15 and 30.

Whitby, North Yorkshire

June 5, 17, July 17, 19 and 23 (twice).

Whitstable, Kent

June 6, 8, July 9, 11, 13, 14, 30, August 2, 5, 10, 15, 24 and 28.

Withernsea, Humberside

June 26, July 2, 24 (twice) and August 29.

Yarmouth, Isle of Wight

June 7, 28 and August 10.

SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1977 to October 31, 1977: Services 2,353; lives saved 945

THE STATION FLEET

(as at 31/10/77)

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Index to Advertisers

Birds Eye Foods	Inside Back Cover
Evvett Sailwear Ltd	104
Fairey Marine Ltd	107
Functional Clothing	Inside Front Cover
Glanvill Enthoven & Co. Ltd	104
David Jolly (Tiller Master)	108
Maritime Book Society (Readers Union)	Back Cover
Mermaid Marine Engines Ltd	74
Neco Marine Ltd.. .. .	104
R. E. Prior & Co.	74
Products & Services Guide	107
V. Webster	108
C. P. Witter Ltd	108
R. Wright & Son (Marine Engineers) Ltd	74

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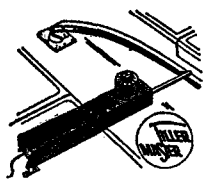
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