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THE JOURNAL OF THE RNLI



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CLOTHING FOR ACTION FIT FOR FUNCTION WARM IN WINTER COOL IN SUMMER

THE LIFEBOAT

Winter 1976/77

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COVER PICTURE

The bottle of champagne falls: Ralph and Joy Swann, Ramsgate's new 44' Waveney lifeboat, was named by HRH The Duchess of Kent on Thursday, September 23, 1976. Hampshire Rose, Walmer's 37' 6" Rother lifeboat, with Sir Alec Rose himself on board, was there in support. The photograph was taken by Joan Davies.

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

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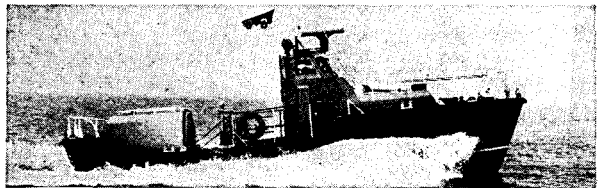
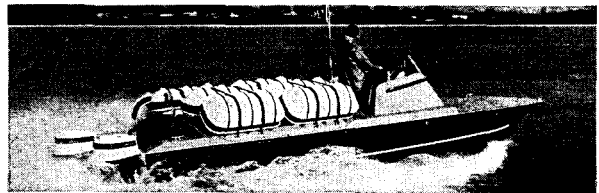
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NOTES OF THE QUARTER

by Patrick Howarth

THE PERSISTENCE AND DEDICATION which RNLI supporters have shown in a period of exceptional financial stringency give, at the time of going to press, reasonable grounds for optimism about the financial results in 1976. Encouraging support has continued to come from all the established sources, including branches, guilds and the Civil Service and Post Office Lifeboat Fund. (A profile of the secretary of this remarkable body appears on page 227.) There have also been a number of highly successful local appeals. The Bristol appeal has closed at a figure of £102,298. The Broughty Ferry appeal has already brought in more than £100,000 and the Isle of Wight appeal more than £16,000. The admirably organised efforts of Round Table seem likely to produce at the very least the cost of a new Waveney lifeboat.

What this has meant in practice is that it has already been possible to order three new lifeboats in 1976, and it is likely that our reserves at the end of the year will allow a further order to be placed for at least one more. As readers will recall, earlier in the year it was found necessary temporarily to curtail the lifeboat building programme, but the present unmistakable evidence of widespread support for the RNLI which 1976 has provided offers encouragement for the future.

Commercial prospects for the Atlantic 21

One of the most important and exciting developments in lifeboat design in recent years has been the Atlantic 21 inshore lifeboat, which had its origins in Atlantic College in South Wales, largely through the efforts of Rear-Admiral Hoare. The boat was first shown to other lifeboat societies at the International Conference in New York

City in 1971 when David Stogdon gave a number of demonstrations. Since then the RNLI has built 42 Atlantic 21s, 23 of which are on service on the coast, and there are now good prospects that other organisations will wish to use the boat, both for lifesaving and other purposes, in this country and overseas.

The RNLI Trading Company, on behalf of the RNLI, is entering into an agreement with Halmatic Ltd. to build Atlantic 21s for the commercial market. RNLI Trading will retain the copyright in the design and will receive a royalty on every boat built by Halmatic for sale to a third party.

The depot at Poole

The RNLI depot at Boreham Wood was closed down at the end of September 1976 and the new depot came into operation as part of the main head office complex at Poole. This completes the present stage in the move from London and its immediate environs which was decided on in the summer of 1972.

One gratifying consequence of the move to Poole is the number of visits which honorary workers are now making to the head office. All such visitors are naturally welcome, and it is hoped that those who come will also take the opportunity of seeing the new depot at work. Visits to Boreham Wood were of course popular among many branches and also parties of school children.

Autumn gales

The driest and warmest summer in living memory in most parts of Britain was followed, not surprisingly, by persistent rain accompanied at times by gales during much of the autumn. Some of the worst weather was in mid-October, when winds rose to gale, storm and even hurricane force at times. Fortunately there was good warning of the approach of this bad

weather, but even so, according to returns already received, between October 12 and 17, 16 lifeboats and five ILBs were launched on service; of these, six offshore and two inshore lifeboats were out on Thursday, October 14, the day of the worst storms.

Trouble was not confined to the sea. On October 26 Arbroath ILB was out in the streets. Very heavy rain on the hills, spring tides and drains blocked with autumn debris all combined to swell the burn which runs through the town until it broke its banks, flooding a low lying inland area to a depth of 5 feet. The fire service asked for the help of the ILB, which rescued two families from a marooned house and, from 1000 to 1700, ferried the firemaster and police to investigate the flooded area, and also ferried residents from a block of flats, while pumping got under way.

Association for Rescue at Sea Inc.

In our last number we reported that a joint American/British Committee had been established in the United Kingdom to appeal to United States citizens to provide the funds for a new lifeboat. The committee agreed that it would be necessary to establish a suitable organisation in the United States, and at a meeting held in New York on November 22 the body known as the Association for Rescue at Sea Inc. formally came into being. Application has been made to the Internal Revenue Service of the USA for tax exemption status. The inaugural meeting in New York was held through the good offices of the British/American Chamber of Commerce. Messrs. Cleary, Gottlieb, Steen and Hamilton have acted as honorary solicitors. The registered offices of the new association are: c/o Mr James Wegeler, Secretary/Treasurer, 440 Park Avenue South, New York, N.Y. 10016.



When the Duke of Kent, President of the RNLI, visited Cowes, Isle of Wight, on October 5 he witnessed the self-righting trial in Samuel White's yard of the 37' 6" Rother class lifeboat which will be stationed at Dungeness; he also (left) met the station's second coxswain/mechanic, Alec Clements.



Here and There

WOLVERHAMPTON has launched an appeal to provide an Atlantic 21 ILB complete with launching tractor, trailer, boathouse, slipway and all operational equipment at Abersoch, North Wales, where many Wolverhampton people, on holiday, take to the sea. The target is £30,000 by mid 1977, and already £5,000 has been raised; that figure includes a donation of £500 from a resident of Dubai in the United Arab Emirates. An appeal has been made to industry, the professions, clubs and institutions and among early fund-raising events were a nearly new shop and an exhibition of RNLI paintings at Wolverhampton Art Gallery.

* * *

The Central London committee is holding an auction of antiques and works of art on May 25 at Bonham's Galleries. Pictures, jewellery, silver, glass, porcelain and particularly any naval or marine objects, for a special marine section, will be gratefully received. Articles must be of reasonable quality and an estimate of their value would be useful. Anybody with a suitable item should contact Rosalind Smalley, RNLI, 21 Ebury Street, London SW1W0LD (Tel.: 01-730 0033). Admission to the auction is limited; viewing, May 24 and 25.

* * *

Captain John Schumacher retired from the German Lifesaving Association on October 1, 1976, after 43 years of active service. He has brought much original thought to the development of lifeboats and at meetings of the International Lifeboat Conference, at which he was regularly a delegate from 1955, his counsel was much valued. He visited RNLI HQ at Poole last Autumn. The RNLI wishes an old friend a long and happy retirement.

* * *

Blyth 150th anniversary vellum was presented to the honorary secretary, Dr R. Carr, by P. Denham Christie, a member of the Committee of Management, at a commemorative dinner on September 16. Dr Carr handed the



The Right Reverend The Lord Bishop of Llandaff blesses Barry Dock's two lifeboats, the 52' Arun and 41' Watson Susan Ashley during a service of re-dedication and thanksgiving on Sunday, August 22, 1976, to commemorate the station's 75th anniversary. Crowds thronged the breakwaters, their singing led by Barry Male Voice Choir and the Band of the Salvation Army.

Boys of Douglas High School studied the lifeboat service for their Duke of Edinburgh award training. When the Duke visited the Isle of Man last May he met both the boys and their instructor, Coxswain/Mechanic Norman Quillin, Port St Mary. His Royal Highness is seen here with (l. to r.) H. Taverner, Deputy Headmaster, and A. D. Maddrell of Douglas High School and Coxswain Quillin.



vellum to the Mayor of Blyth, Councillor Arthur Hancock, who, as president, is an active branch member. It will be hung in the Mayor's Parlour for safe keeping.

* * *

On January 27, 1940, Angle lifeboat launched to the help of a Greek steamer, *Adamantios J. Pithis*, totally wrecked at St Ann's Head. Last October a cheque was received by the RNLI for £100: it was a donation from the underwriters of this ship and represents a proportion

of the proceeds of the sale of the remains of the wreck.

* * *

For some years, the golf club at Gwbert-on-Sea, Cardigan, which annually holds a competition for lifeboat spoons, has also held a collecting box in the bar. Last year, unfortunately, the clubhouse was burned down. After the fire the secretary, searching through the ruins, found a pile of money amounting to £8 in the ashes of what had been a lifeboat collecting box. Naturally, Cardigan branch honorary treasurer was delighted to receive this 'hot money'.



Southampton Boat Show, September 13 to 18, got away to a good start on the first day with the presentation by Shaw Taylor to Sir Alec Rose of three cheques: £500 from Cobramold Ltd, to mark the building of the 2,000th Leisure class yacht (Mr Taylor himself owns No. 16), together with £250 from ICI Ltd and £25 from Fibreglass Ltd, who supply Cobramold with raw material. Overall takings of the RNLI stand, manned throughout by Southampton branch and guild members, amounted to £3,854.75; there were souvenirs, Christmas cards, Melaware provided through Poole guild and a draw with a cruise as first prize. 212 Shoreline members were enrolled during the week, bringing in around £1,500.

LIFEBOAT SERVICES

Scotland South Division

Breeches buoy rescue

TWO PEOPLE IN DANGER, stranded on a rock at the mouth of the River Dee, were reported to the deputy launching authority of Kirkcudbright lifeboat station by Ardrossan Coastguard at 1321 on Sunday, May 16. The weather was stormy with southerly gale force 8 winds and a very rough sea running in Kirkcudbright Bay. High water was at 1400.

Maroons were fired at 1338 and at 1343 Kirkcudbright lifeboat, the 37' Oakley *Mary Pullman*, launched on service. On clearing the bar Coxswain George Davidson headed across Kirkcudbright Bay towards Frenchman's Rock; on the way he asked the Coastguard to muster the local Coast Rescue Equipment company as casualties might be washed ashore.

Passage across the bay was very rough with the lifeboat frequently disappearing from the sight of people watching from the shore. At 1355 the lifeboat arrived off Frenchman's Rock, about one mile west of the lifeboat house, and found the two men in great danger of being washed off the rock. The sea in the area was very confused.

The lifeboat crew immediately volunteered to launch the small inflatable dinghy, but Coxswain Davidson considered that in the prevailing conditions it would be safer to effect the rescue by breeches buoy. At about 1400, therefore, the lifeboat anchored 30 metres to the south of Frenchman's Rock. Coxswain Davidson decided that it would not be possible to fix the line to the rock and that the best method would be to work lines from the shore to the lifeboat, so had the rocket line fired over the heads of the two men to the CRE

company on the far shore. The wind was still gale force 8 and Coxswain Davidson had continuously to use the lifeboat's engines and adjust the cable to keep the veering line within reach of the survivors.

One of the men was suffering from exposure and his colleague had to help him into the breeches buoy; he was brought aboard the lifeboat at 1415 and quickly wrapped in blankets. At 1420 the second man was rescued and also wrapped in blankets.

Coxswain Davidson then radioed for a doctor to be waiting and headed back to the harbour. At about 1450 the two men were landed into the care of the doctor. The lifeboat remained in the harbour until conditions on the slip improved and was rehoused and ready for service at 1730.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain/Mechanic George C. Davidson, DSM BEM. Vellum service certificates were presented to Second Coxswain James P. Little, Assistant Motor Mechanic William McKie and Crew Members Edward Eccles, Stephen Eccles, Colin Mathieson, Charles Devlin and Alexander McHenry. A letter of thanks signed by Captain Nigel Dixon, RN, Director of the Institution, was sent to HM Coastguard.

South Western Division

Four sailing boats

A NEAR GALE WAS BLOWING from the north when, at 1055 on Thursday, September 2, information was received that a catamaran was burning a red flare off St Ives Harbour entrance. Visibility was only moderate, it was high water and the sea was very rough. At that time there were four boats anchored in the harbour approaches, the catamaran, a trimaran and two yachts.

The 37' Oakley lifeboat *Frank Penfold Marshall* was launched within ten minutes and, upon reaching the catamaran, *Rakar*, some five minutes later, found that her moorings line had parted, her anchor was fouled and her engine had failed. *Frank Penfold Marshall* made fast a line on *Rakar* which, having cast off her anchor warp and with her crew of three still on board, was towed to the safety of the harbour.

Frank Penfold Marshall then returned to the trimaran, *Kon-Tina* of Los Angeles, also with three people on board.

She had lost her rudder and had a rope around her propeller. Two members of the lifeboat crew were put aboard to help clear her ropes and anchor and she was then towed into harbour.

At this time concern was felt for the yacht *Sundancer*, in rather a poor anchorage north east of the pier. *Frank Penfold Marshall* approached her and advised her to enter harbour. Conditions were by now very poor and two lifeboatmen were put aboard to help her crew get the anchor and make harbour. She was escorted by the lifeboat.

Upon completion of this task, the fourth boat in the anchorage, the yacht *Yosemite*, was found to have a rope around her propeller and she also was escorted to the safety of the harbour. *Frank Penfold Marshall* was finally recovered and rehoused at 1700.

Ireland Division

Taking water

A LIGHT, CONFIRMED to be a signal for help from a vessel behind the rocks at Irelands Eye, three quarters of a mile north east of Howth lifeboat station, was seen by the harbour master at 2125 on Tuesday, July 6.

Visibility was poor and the wind variable. The sea was choppy and it was 2½ hours after high water when, at 2135, the Howth ILB was launched. She found that the casualty was a 22' motor launch taking water, the level of which had already reached the distributor and prevented the re-starting of the engine. The motorboat, with her crew of four on board, was taken in tow to Howth where the crew were landed. The ILB returned to her station and was rehoused at 2240.

Eastern Division

Yacht holed

A YACHT SEEN TO FIRE a red flare, about 1½ miles seawards of the Coastguard lookout was reported to the honorary secretary of Walmer lifeboat station at 1130 on Wednesday, September 1. It was almost flat calm when, at 1137, the ILB launched to investigate.

Thirteen minutes later she was alongside the casualty, the yacht *Ay Bee Gee* on passage to Calais. *Ay Bee Gee* was low in the water and four of her crew were immediately taken on board the

SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1976 to October 31, 1976: Services 2,441; lives saved 867

THE STATION FLEET

(as at 31/10/76)

132 offshore lifeboats

123 inshore lifeboats operating in the summer
48 inshore lifeboats operating in the winter

LIVES RESCUED 101,856

from the Institution's foundation in 1824 to October 31, 1976



Flamborough lifeboat, the 35' 6" Liverpool Friendly Forester, was launched at 1605 on Wednesday, September 8, to go to the help of a cabin cruiser on fire off Flamborough Head. All five of the casualty's crew were taken off, two of the lifeboat crew were put aboard and the boat was towed to Bridlington Harbour where the fire service took over.

photograph by courtesy of Arthur W. Dick

ILB, leaving the skipper on board to man the pumps. Meanwhile, the Coastguard had reported to the honorary secretary that the yacht appeared to have been holed and that an RAF rescue helicopter, on routine exercise off Margate, was also on its way.

At 1145, Walmer's 37' 6" Rother lifeboat *Hampshire Rose* was launched, reaching the casualty at 1205. Second Coxswain Cyril Williams and Crew Member Brian Clark were put aboard *Ay Bee Gee* to help pump and the four crew taken off by the ILB were transferred to *Hampshire Rose*.

By this time, *Ay Bee Gee* was well down by the stern. A topline was passed and secured and the skipper and Brian Clark were taken off and transferred to *Hampshire Rose*, leaving Second Coxswain Williams to look after the yacht while under tow.

After discussion with the Coastguard and having regard to the state of the casualty, it was decided to make for the lifeboat station and the adjacent beaches; it might be necessary to run the casualty aground.

By 1245 a mile of towing had been successfully accomplished and lifeboat and tow were just abeam of the lifeboat station when the yacht gave a roll, lurched badly and sank on an even keel some 150 yards north east of the lifeboat slipway; her masts remained showing above water. Second Coxswain Williams was thrown into the water but was safely picked up by his colleagues in a matter of minutes.

At 1430, having secured the sunken yacht and passed a line ashore, *Hampshire Rose* returned to her station with the five survivors. The ILB, which had acted as escort during the period of the tow, remained afloat, salvaging bits and

pieces and further securing the yacht and finally returned to her station and was rehoused at 1500.

Ashore in the lifeboathouse the yacht's owner, a Shoreline member who had often taken part in fund raising for the RNLI, was highly complimentary and thankful for all that had been done for him, his passengers and his boat by RNLI personnel and the Coastguard.

It appears that *Ay Bee Gee* was about two miles south of the South Goodwin Lightvessel when she struck a submerged object. She had already turned shorewards to get out of the shipping lane off the south end of the Goodwins when the mishap occurred, so her skipper kept going, with the bows pointing at the Coastguard lookout on the cliffs, while he fired flares.

The sunken yacht was subsequently recovered.

Scotland North Division

Drifting, offshore wind

THE DEPUTY LAUNCHING AUTHORITY of Macduff lifeboat station was told by HM Coastguard at 1346 on Thursday, July 15, that a small boat had suffered engine failure some two miles north west of the lifeboat station and needed help.

It was two hours before high water, the sea was slight and there was moderate visibility, but a moderate breeze was blowing from the south when, at 1405, the 48' 6" Solent lifeboat *Douglas Currie* left her moorings. She came up with the casualty at 1417 and took the boat in tow to Banff Harbour where the five occupants were landed. *Douglas Currie* then returned to her station and was re-moored at 1445.

North Western Division

Boy on cliffs

AT 2133 ON SUNDAY, June 27, HM Coastguard informed the honorary secretary of Holyhead lifeboat station that a boy had fallen 200 feet down the cliffs and into the sea at North Stack but had swum back to the cliffs and had started to climb again. The Coastguard cliff rescue team were already on their way.

At 2157 the 52' Barnett lifeboat *St Cybi* (Civil Service No. 9) was launched, followed three minutes later by the ILB. Both boats headed for the scene of the incident, some three miles distant, arriving at 2220. By this time the cliff rescue team were in position and descending the cliff. The coxswain of *St Cybi*, William Jones, went ashore in the ILB to talk to and reassure the boy, who was about 40' above sea level.

The boy was eventually reached by two members of the rescue team, strapped into a harness and all three were lowered into the awaiting ILB and then transferred to *St Cybi* which was standing by off the cliff. The boy was given hot soup and made comfortable for the passage to the lifeboat station; he remained on board until the lifeboat was rehoused at 2330 after which he was taken to hospital and detained overnight. The ILB was rehoused at 2325.

South Eastern Division

Set against a buoy

HM COASTGUARD informed the honorary secretary of Yarmouth, Isle of Wight, lifeboat station at 2251 on Friday, July 16, that cries for help heard coming from the vicinity of Sconce Buoy, near Fort Victoria, had been reported to them. It was a clear, calm night when, at 2305, the 46' Watson lifeboat *Canadian Pacific*, on temporary relief duty at Yarmouth, left her moorings and set course for the position given. Also at 2305 the Coastguard alerted the honorary secretary of Lymington inshore lifeboat. At 2320 the ILB was launched and on her way to the scene.

On arriving in the area it was found that several other boats were helping with the search. Lifeboat and ILB joined in and they illuminated the scene with their parachute flares. Apparently the fishing boat *Jo-Anne*, on a chartered trip from Lymington, was returning from the Needles area when her engine failed off Sconce Buoy. The boat, caught in the strong tidal stream, was set against the buoy and capsized, throwing her nine occupants into the water. *Jo-Anne* quickly broke up and sank in eight fathoms of water.

The nine survivors were picked up by the fishing boats *Calypto*, *Blue Cascade* and *Happy Return* and these were separately escorted back to Lymington by the ILB, which eventually returned

to her station and was re-housed at 0130 on July 17. *Canadian Pacific* returned to Yarmouth and was re-moored at 0015 after it was learned that all nine of *Jo-Anne's* party had been rescued.

Western Division

Taking water

ON SUNDAY, JULY 11, HM Coastguard informed the honorary secretary of Horton and Port Eynon ILB station that red flares had been reported off Oxwich Point, and at 2007 the ILB was launched and set course at full speed for the position indicated.

Visibility was good, there was a moderate breeze, the sea was rough and the tide was on the turn when, at 2012, the ILB came up with the casualty, a dinghy with five people on board. The dinghy was rapidly taking water and her occupants were quickly transferred to the ILB which returned to her station with the dinghy in tow, arriving at 2035. She was re-housed at 2050.

Eastern Division

Lee shore

FOLLOWING A MESSAGE from HM Coastguard to the honorary secretary of Lowestoft lifeboat station at 1853 on Sunday, July 18, that a longshore boat was flying a distress signal close to a lee shore between Covehithe and Benacre Ness, the 47' Watson lifeboat *Frederick Edward Crick* slipped her moorings at 1905 and set course for the position of the casualty. Visibility was from three to four miles. The wind was moderate south easterly, increasing; the sea was moderate, the tide ebbing. On arrival at 1955 the lifeboat found the fishing vessel *Caprice* with nine people on board anchored about a quarter of a mile from the shore. The lifeboat put a towline aboard *Caprice*, pulled her clear and headed for Lowestoft.

At 2045, by pre-arrangement, the lifeboat passed the tow over to *MV Sonia* and returned to her station where she arrived and was re-moored at 2055.

South Western Division

Thick fog

VISIBILITY WAS DOWN to a few yards when, at 2210 on Wednesday, June 16, Salcombe's 47' Watson lifeboat *The Baltic Exchange* slipped her moorings in thick fog to begin a search, with the aid of her radar, for a 19' cabin cruiser, *La Mer*, on a fishing trip from Salcombe and well overdue.

The Baltic Exchange was recalled at 0145 on June 17 and returned to her moorings at 0200 when preparations were made to renew the search at first light. After a brief rest for her crew she resumed her search at 0445. About an

hour later she was joined by an RN helicopter from Culdrose. Visibility by now was about three miles.

During the two hour break between the searches, the Coastguards had been trying to plot *La Mer's* direction of drift, having regard to tide and weather, and they were able to give *The Baltic Exchange* a new course. This proved correct and at 0550 the lifeboat reported that she had sighted the casualty. Five minutes later she had *La Mer* in tow and was making for Salcombe where they arrived at 0713.

The Baltic Exchange returned to her moorings at 0730 on the morning of Thursday, June 17.

Scotland South Division

Just in time

THE STATION HONORARY TREASURER of Stranraer saw a capsized dinghy, her crew in the water, some 300 yards from the shore at 1855 on Wednesday, September 1. He immediately drove to the boathouse where the honorary secretary and members of the crew were assembled.

In good visibility and with a moderate to fresh north-westerly breeze and rough sea, the ILB was launched at 1903. Two minutes later she was alongside the casualty and found two people clinging to the upturned hull and two others trying to swim ashore. All four were distressed and suffering from exposure.

The ILB got all four people on board and radioed ashore to arrange medical assistance. On her return to station a

police car was waiting to take the survivors to hospital. The ILB went back to bring the dinghy ashore and then returned to her station and was re-housed at 2020.

The speedy action of the ILB was undoubtedly responsible for the saving of these four lives; another ten minutes might have had tragic consequences.

Eastern Division

Anchor dragged

A RADIO MESSAGE from the charter boat *Aqua-Manda*, that the ex-naval cutter *Overdraft II* had run out of fuel and dragged her anchor and was drifting with two people on board, was reported to the honorary secretary of Clacton-on-Sea lifeboat station by HM Coastguard at 1818 on Saturday, June 19. *Aqua-Manda* had earlier taken off one member of *Overdraft II's* crew to obtain supplies but on her return found that *Overdraft II* had drifted a mile from her original position. *Aqua-Manda* could not get near her owing to a heavy swell.

At 1829, the 37' Oakley *Calouste Gulbenkian*, on temporary relief duty at Clacton, was launched. Visibility was fair, it was raining and the wind was from the south west gusting to gale force. The sea was rough and there was an ebb tide.

Calouste Gulbenkian reached *Overdraft II* at 1922 and took her in tow to Brightlingsea where they arrived at 2035. Conditions were too bad for her to tow the casualty to Clacton.

Burnham-on-Crouch ILB had also

A Dutch yacht, Carolina, with three people on board, ran aground on the western end of Bramble Bank in a strong south-westerly breeze on Monday, July 19. Calshot's 40' Keith Nelson lifeboat, Ernest William and Elizabeth Ellen Hinde, using her boarding boat to put members of her crew aboard and pass a line, towed Carolina free and led her back to Calshot for an inspection to make sure the yacht was seaworthy. Her owner made a donation to branch funds.

photograph by courtesy of Sea Air Rescue Flight HMV Daedalus



launched on service, and the Coastguard asked *Calouste Gulbenkian* to remain at Brightlingsea as she might be needed in support. She received the all clear from the Coastguard at 2126.

Calouste Gulbenkian left her moorings at Brightlingsea at 1008 on June 20 and arrived back at her station and was rehoused at 1130.

North Western Division

Capsize

AFTER CAPSIZING several times off Lligwy Beach on Sunday, July 18, the crew of a sailing dinghy were finally unable to right their boat and were drifting seawards. HM Coastguard informed the honorary secretary of *Moelfre* lifeboat station of the situation at 1419, and the ILB was launched three minutes later.

There was a moderate to fresh south-westerly breeze, good visibility, a moderate sea and it was two hours before high water. The ILB came up with the casualty at 1429 and, having taken her occupants on board, righted the dinghy and took her in tow to Lligwy Beach where her crew of two were put ashore after having received treatment for shock.

The ILB returned to her station and was rehoused at 1510.

South Western Division

Bullocks over cliff

PORT ISAAC HONORARY SECRETARY received a request from HM Coastguard at 1606 on October 5, 1975, for the ILB to be launched to stand by teams attempting to rescue bullocks which had fallen

down a cliff into a small cove at Port Quin. The fight to save the animals had been in progress since late morning but, with the rising tide and worsening sea conditions, waves were now breaking over the rescuers and there was danger that they might be washed under by the ground sea. The ILB was launched at 1610 and stood by until all those taking part were off the cliff.

At 1148 Coastguard Port Isaac had received a report that 30 bullocks had stampeded over a 150' cliff. The Land Rover was on the scene at 1210 and found that the farmer's sons and two policemen were at the foot of the cliffs with the animals. Port Isaac Cliff Rescue Company (including four ILB crew members) arrived at 1255 and laid out cliff lines and stakes and took a hawser down over the cliff. Fifteen of the bullocks were killed by their fall, five were injured and were put down by the veterinary surgeon, leaving ten to be rescued.

At 1420 a helicopter arrived, but the pilot found that because of their position in the cove he could not lift the cattle. Ten minutes later the East Cornwall Mine Rescue Team, who had also been called, were rigging their hawser and frame and the lift began.

At 1720 one bullock swam out to sea. The ILB managed to get a line around its neck (Crew Member Harry Pavitt lassoed it at his first attempt), but it was not possible to tow the animal; released, it swam off again and was drowned.

In the end, five bullocks were successfully hauled to the top of the cliff, the others being overtaken by the incoming tide and severe ground swell. The ILB left the cove at 1807, when all the rescuers were off the cliff, and returned to station at 1818.

Port Isaac ILB stood by while an attempt was made, on October 5, 1975, to rescue bullocks which had fallen down the cliff at Port Quin.

photographs by courtesy of E. J. Watts, Rock

(Left) HM Coastguard, Port Isaac Cliff Rescue Company (including an ILB member, mid right) and East Cornwall Mine Rescue Team, all working together on the cliff, hauled five animals to safety . . .

. . . while the farmer's sons and policemen tried to calm and control those waiting. With an incoming tide, time was against them.

For this service Port Isaac ILB station and Port Isaac Cliff Rescue Company have been awarded certificates of merit by the Royal Society for the Prevention of Cruelty to Animals. Crew members in the Cliff Rescue Company were Clive Martin, Ian Honey, Edwin Flanagan and David Castle. The ILB was crewed by Robert Carter, Mark Provis and Harold Pavitt.

Eastern Division

Three children adrift

THE HONORARY SECRETARY of Margate lifeboat station was informed by HM Coastguard at 1715 on Tuesday, June 1, that three children in an inflatable dinghy were being taken out to sea on the ebb tide.

In fair visibility, with a fresh westerly breeze and a rough sea, the Margate ILB was launched at 1727. She came up with the dinghy 15 minutes later and after taking the three children on board set course for Joss Bay, 1½ miles away, with the dinghy in tow. Owing to the strong wind and tide it was a difficult passage and the children were landed at Joss Bay at about 1900. As they were only scantily clothed a member of the public sheltered them in his car until the Coastguard collected them and took them to their homes in Kingsgate.

The ILB returned to her station and was rehoused at 1925.

North Eastern Division

Day of dedication

NEWBIGGIN LIFEBOAT, the 37' Oakley *Mary Joicey*, launched on service twice on Sunday, August 1. At 1520 a service of dedication was in progress when members of the congregation noticed an inflatable dinghy being blown seawards by the fresh offshore breeze. It was low water, visibility was good and the sea choppy when, at 1530, *Mary Joicey* launched to go after the dinghy, which by this time was well out to sea.



By 1535 the lifeboat was alongside the inflatable which, together with her two occupants, was taken on board. *Mary Joicey* returned to her station with the two survivors and was rehousing at 1630.

Just over an hour later, at 1740, members of the crew sighted red flares some ten miles east south east of the lifeboat station. After consulting with the Coastguard, *Mary Joicey* launched again at 1745. The tide was now flooding, visibility was still good but the sea was rough and the offshore breeze had increased to strong, force 6.

At 1810 *Mary Joicey* came up with the cabin cruiser *Aaron*, with Royal Fleet Auxiliary *Olwyn* standing by. *Aaron*, with five people on board, was on a fishing trip when her engines failed. She was taken in tow to Blyth by *Mary Joicey* which, because of the heavy seas, was only able to make half speed. Blyth was reached at 2045, the survivors landed and *Mary Joicey* returned to her station and was rehousing at 2100.

Western Division

Less than 20 minutes

THE HONORARY SECRETARY of Borth ILB station saw a small sailing dinghy in the vicinity of some rocks about a quarter of a mile south west of the station; it was 1440 on Wednesday, July 21. While he watched, the dinghy's rudder broke and she was immediately blown towards the rocks by the moderate north-westerly breeze.

Visibility was good, the tide was ebbing and the sea was choppy when, at 1443, the ILB was launched and headed at full speed towards the casualty. She arrived on the scene within minutes and just as the dinghy was swept on to the rocks. The occupant was immediately transferred to the ILB and the dinghy taken in tow to the beach where the man was landed.

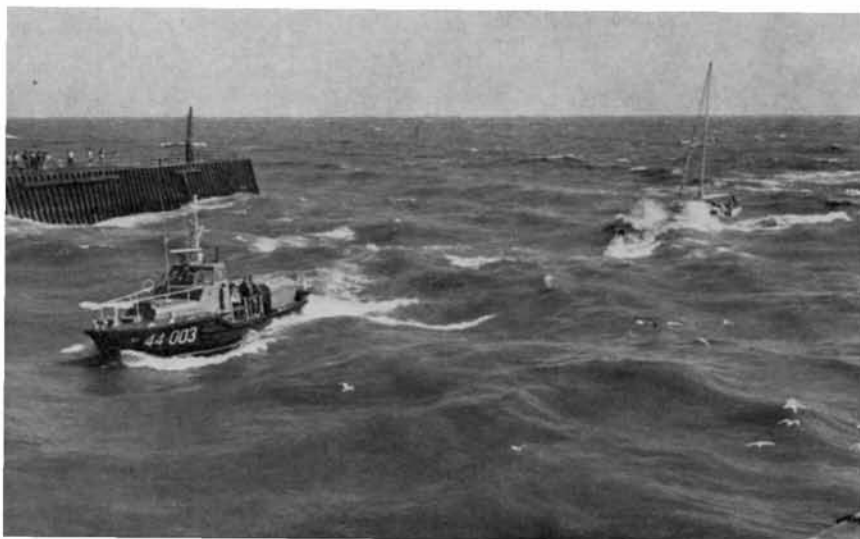
The ILB returned to her station and was rehousing at 1459, less than 20 minutes after the dinghy was first sighted.

South Western Division

Night search

EXMOUTH DEPUTY LAUNCHING AUTHORITY was informed by HM Coastguard at 0117 on Wednesday, July 28, that a Mirror Class dinghy, with a crew of two, was long overdue. In good visibility and with a gentle north-westerly breeze and moderate sea, the 48' 6" Solent lifeboat *City of Birmingham* slipped her moorings at 0137 to join with other boats in a search of the coastline and up to five miles seawards from Ladram Bay to Sidmouth for the missing dinghy.

At first light the Coastguard asked for the help of an aircraft and at 0530 a helicopter from RAF Chivenor joined the search. At 0813 the search was



Great Yarmouth and Gorleston's 44' Waveney lifeboat Khami was launched in a near gale on Sunday, August 22, to go to the help of American yacht Sonata, taking water four miles south of Cross Sand Lightvessel. Sonata got the leak under control and, her engine failing, hoisted her mainsail. Khami, taking over from mv Sir William Walker which had stood by, escorted the yacht to Yarmouth and then towed her into harbour.

photograph by courtesy of Eastern Daily Press

extended to cover an area further south and at 0830 the helicopter reported having located the casualty some 12 miles south south west of Sidmouth. The two occupants were winched to safety and landed ashore.

The abandoned dinghy was taken in tow by the trawler *St Marguerite* which at 1007 met *City of Birmingham*, then on her way back to her station, and handed over the tow to her.

Lifeboat and dinghy arrived back in Exmouth at 1122 and, after refuelling, *City of Birmingham* returned to her moorings at 1230.

South Western Division

Drifting on ebb tide

WHILE AT SEA on exercise at 1115 on Sunday, April 4, *St Catherines* ILB received a message by radio from the Sea Rescue Centre, St Helier, to say that a small motorboat had broken down one mile east of the ILB station; she was drifting seawards on the ebb tide.

There was a moderate north-westerly breeze. Visibility was good and the sea choppy when the ILB changed course towards the casualty, the 16' motorboat *Helena*, with four people on board. On arrival at the scene, the ILB took *Helena* in tow to the shore and then returned to her station. She was rehousing at 1220.

North Eastern Division

Sick Russian

A RUSSIAN TRAWLER which, having a sick man on board, might need help was reported to the honorary secretary of *Bridlington* lifeboat station by HM Coastguard at 1630 on Friday, Sep-

tember 3. Later, at 1900, a further message was received giving the trawler's ETA off North Smithic Buoy as 2300.

In good visibility but with a gale blowing from the north, the 37' Oakley lifeboat *William Henry and Mary King* launched into a rough sea at 2200 and made for a rendezvous off North Smithic Buoy. The trawler, *Dinas*, could not, however, be found.

The weather off the buoy was very bad and there was a heavy swell, so the lifeboat returned to Bridlington Bay where a large number of foreign trawlers and other vessels were sheltering. *William Henry and Mary King* had an interpreter on board and with his help the Russian trawler was found. The interpreter went aboard and the sick man was transferred, with considerable difficulty, to the lifeboat. He was landed at Bridlington at 0015 when the police and an ambulance took over.

The lifeboat returned to her station and was rehousing at 0200 on Saturday, September 4.

North Western Division

Nine rescued

A SMALL INFLATABLE DINGHY, with one man on board, was seen by HM Coastguard at 2018 on Sunday, July 4, some three miles north east of *Beumaris* lifeboat station, drifting out to sea with the freshening offshore wind and ebbing tide. Visibility was good and there was a slight sea.

Beumaris ILB, the Atlantic 21 *Blue Peter II*, launched four minutes later, came up with the inflatable dinghy at 2028, took her in tow and landed the man at Penmaen-Mawr Stone Jetty.

During the return passage to station, *Blue Peter II* was asked to go to the help



Hearing, on Sunday, July 25, that MFV Mary Sue of Dublin, with five people on board, had engine failure one mile south of Puffin Island and needed help, Valentia's 52' Barnett lifeboat, Rowland Watts, slipped her moorings at 1820 and headed for the casualty at full speed. She arrived alongside at 1940, a line was passed and Mary Sue was taken in tow to Valentia, where she was placed on moorings at 2135

of the 18' cabin cruiser *Ondine*, with eight people on board. *Ondine's* engines had failed and she was leaking badly from a fractured water pump. The ILB took her in tow to Beaumaris where the survivors were landed and *Ondine* placed on a safe mooring. *Blue Peter II* returned to her station and was rehoused at 2300.

Scotland South Division

Cut off by tide

SOME CHILDREN cut off by the tide on rocks near Seafield Colliery, Kirkcaldy, were reported to the honorary secretary of **Kinghorn** ILB station by HM Coastguard at 1430 on Thursday, July 29. The rocks, an attractive place for young children when exposed at low water, would be awash at high water. The tide was then at half flood.

The sea was choppy and there was a fresh to strong westerly breeze when, at 1435, the ILB was launched. Ten minutes later she arrived at the rocks to find three young, frightened and shivering children, wearing only bathing costumes. They were taken on board the ILB and landed into the care of the police at 1455. The ILB returned to her station and was rehoused at 1500.

South Eastern Division

Crowded hour

THE OUTBOARD ENGINE of an inflatable dinghy broke down just as she was clearing **Shoreham Harbour** eastern breakwater on the afternoon of Sunday, August 1. A message came from HM Coastguard at 1521, saying that the dinghy, with two people on board, was drifting behind the breakwater and, in danger of being blown ashore, needed help. The wind was from the south west, strong force 6. One minute later, Shoreham Harbour ILB was on her way. She was soon alongside the dinghy and took her in tow to Kingston beach.

While returning to her station, the ILB heard that a dinghy had capsized

west of the western breakwater. Altering course, she found the dinghy drifting some 15 yards from the breakwater and, going alongside, eventually managed to take her in tow to Kingston beach, where her crew of two were landed.

On the return passage, a small child was seen to fall from a yacht. The ILB picked her up and landed her at the boathouse. Before the ILB could be rehoused, however, yet another message was received, saying that a dinghy had capsized within the eastern arm of the harbour. Again the ILB set out and, after some difficulty, was able to right the dinghy and tow her to Kingston beach where her crew of two were also landed.

The ILB then returned to her station and was rehoused at 1620.

South Western Division

Aground on rocks

A MEMBER OF **LYME REGIS** inshore lifeboat crew informed his honorary secretary at 1300 on Sunday, July 18, that a cabin cruiser was being driven on to Broad Ledge Rocks, half a mile east of the ILB station, and that one of her crew was waving a red flag.

There was a moderate south-westerly breeze, excellent visibility, a choppy sea and it was high water when, at 1305, **Lyme Regis** ILB was launched. She found an 18' cabin cruiser, *Kathleen*, with five people on board, aground on rocks on a lee shore.

Kathleen was carefully edged off the rocks and, with her crew still on board, taken in tow by the ILB to Lyme Regis Harbour, where they arrived at 1340. The ILB was then rehoused and made ready for service.

Annual General Meeting
and
Presentation of Awards
Royal Festival Hall
TUESDAY, MAY 17, 1977

South Eastern Division

Human chain

THE POLICE informed the honorary secretary of **Rye Harbour** ILB station at 1458 on Sunday, July 4, that three children had been trapped by the tide off the central car park, Camber.

There was a gentle south-easterly breeze, good visibility, a choppy sea and the tide was $1\frac{3}{4}$ hours before high water when, at 1503, the ILB was launched. At 1512 it was learned from the police that the children had been brought ashore by an adult human chain. However, in view of the unusually fast running tide and the number of people on the beach, the police asked the ILB to remain in the area. She continued to patrol until 1650 when it was agreed the casualty risk period was over, then returned to station and was rehoused at 1711.

Services by Offshore Lifeboats, June, July and August, 1976

Aberdeen, Grampian

July 28.

Aith, Shetland

August 8.

Aldeburgh, Suffolk

July 11.

Amble, Northumberland

June 12, 13 and August 9.

Angle, Dyfed

July 17 and 18.

Anstruther, Tayside

August 7.

Appledore, North Devon

August 8.

Arklow, Co. Wicklow

June 6, 11 and 13.

Baltimore, Co. Cork

July 13 and August 27.

Barmouth, Gwynedd

June 29 (twice) and August 28.

Barra Island, Western Isles

June 21, July 7 and 26.

Barry Dock, South Glamorgan

June 10, 16, August 7, 12, 16, 17 and 27 (twice).

Bembridge, Isle of Wight

June 30, August 1, 2 and 28.

(continued on page 249)

John Chapman

HONORARY SECRETARY OF THE
CIVIL SERVICE AND POST OFFICE
LIFEBOAT FUND



His yacht a 12-ton cutter sailing grounds the East Coast and the Thames Estuary.

'A one-eyed, cantankerous and troublesome fellow': thus, leaning back in his chair, pipe in hand and smiling happily, does John Chapman describe himself. But the smile belies the words, for it is the smile of a man who, as honorary secretary of the Civil Service and Post Office Lifeboat Fund, has trod with great determination and dedication in the footsteps of such illustrious fore-runners as Charles Dibdin and Charles Barrett; a man who knows that the endeavours of his years in office have prospered and that the baton he accepted when assuming that office is being passed on safely down the years.

Of all the RNLI's many friends, none have been more constant or more generous than the members of the Civil Service and Post Office Lifeboat Fund. Since its foundation 110 years ago, in 1866, the fund has given a million pounds to the lifeboat service, providing no less than 38 lifeboats, 13 of which are in the present offshore fleet. They have ranged from simple pulling boats of early years, costing a few hundred pounds, to twin dieselled, electronically sophisticated modern boats such as the 71' Clyde *Charles H. Barrett* in the relief fleet, the 44' Waveney *Eric Seal* now stationed at Eyemouth and the 54' Arun *Edward Bridges* at Torbay. No. 38, a 37' 6" Rother, has just left the builder's yard. She will be on display at the 1977 Earls Court Boat Show before going on station, and Her Majesty The Queen, Patron of the Civil Service and Post Office Lifeboat Fund, has graciously agreed that, to celebrate her 25 years of the throne, this boat should be named *Silver Jubilee*.

At the time of the fund's centenary in 1966, Leslie G. Fawkes, remembering how, in these islands, we are all close to the sea, wrote:

'... in Britain alone amongst nations the Civil Service, that supposedly humdrum and cut-and-dried profession, has a long standing and entirely voluntary connection with the voluntary national body responsible for lifesaving at sea. There is nothing else in the world quite like this—a voluntary service, which is essential to our life, being assisted by a body of professional State servants. This is the very essence of things British...'

Such a bond must be unique. It is also strong and lively, as John Chapman explains:

'It has always been the policy of the fund not just to contribute to the RNLI, but to serve. Since we were founded in 1866

we have purchased lifeboats and sometimes, in the past, their houses. We contribute towards the running of those boats which are, should we say, "our fleet" and also we pay the rewards for service to their crews.'

It goes without saying that great interest is taken in all launches on service of the Civil Service 'fleet' of lifeboats and in the achievements of their crews. Bonds are forged with particular stations. For instance, in 1928 *Greater London (Civil Service No. 3)* went on station at Southend-on-Sea; in 1955 she was replaced by *Greater London II (Civil Service No. 30)*; when, last year, Southend was redesignated as an ILB station, the Civil Service and Post Office Lifeboat Fund donated, as a new departure, the money for that station's first Atlantic 21, named *Percy Garon*.

Almost without interruption the amount collected has grown year by year. In 1866 it was £300: in 1975 £57,046. *'And all our funds are collected in florins and fifty-pence pieces'*, claims John Chapman with pride. *'It is a personal contribution made at the Civil Servant or Post Office worker's own desk.'* Up to now the total has seldom been augmented by box collections or fund-raising events (although this year a cricket match in the Midlands is planned). Every June the honorary secretary sends out to each collector in each department the annual report of the previous year together with collection sheets. The collector circulates these sheets to the members of his or her department, who add either 'anon.' or their names and the amounts they are subscribing. The money is then marshalled in and transmitted to the honorary treasurer, at present Mr R. A. Brall, or John Chapman—and in comes anything up to £57,000! It sounds so simple, but it is the result of a great deal of painstaking work by many, many willing helpers. Some small departments, like the Treasury or Cabinet Office, will have only one collector, while, at the other extreme, the Post Office or departments like Health and Social Security, scattered throughout the country, will number their collectors by the hundred.

The strength of the fund lies in the fact that its secretaries have never been

satisfied. Men like Charles Dibdin, a founder member who not only became secretary of the fund in 1873 but whose enthusiasm and practical interest was so great that in 1885 he gave up his career in the Post Office to become secretary of the RNLI, a post in which he served with great distinction until his death in 1910; men like Charles Barrett, who kept the fund going almost single-handed through the second world war, building up a reserve fund of £40,000 for post-war replacements; men like John Chapman who, facing fair and square the problems of rising prices and inflation, has seen the amounts collected rise by thousands in a year under his stewardship but nevertheless, with his committee's help, is still working to enlarge the collection by enlarging the catchment area. It worries him that probably well over half the members of the Civil Service and Post Office never get the chance to contribute to the fund.

John Chapman has himself sailed all his life... *'This, I suppose, is one of the reasons why I have always been interested in lifeboats and I am a strong supporter of Shoreline.'* His parents had a boat before the war and he learnt much of his sailing in Thames sailing barges. Since then he has always owned a boat, his present one being an old 12-ton cutter. His sailing grounds are the East Coast and the Thames Estuary... *'and I am very fond of slipping across to Holland, sometimes on my own, sometimes with a crew.'*

Life Charles Dibdin, his interest in lifeboat activities does not end with fund raising; looking to the past, he is a member of the Lifeboat Preservation Working Party, and to the future, a member of the American/British Lifeboat Appeal Committee.

The time of retirement from the Civil Service is approaching for John Chapman. His years as a Trust Officer in the Public Trustee's Office are just coming to an end, but he will still continue as honorary secretary of the Civil Service and Post Office Lifeboat Fund for a little while yet. We wish him happy years and good sailing—and long may the lifeboat service be lucky enough to have as its friends such troublesome fellows!—J.D.

The Day of a DOS

DISTRICT ORGANISING SECRETARIES — THE
MAIN LINKS IN THE FUND-RAISING CHAIN

by Joan Davies

NOVEMBER, BY TRADITION, is the time for the annual conference of the district organising secretaries, the liaison officers between the RNLI's voluntary financial branches and guilds in the field and its headquarters at Poole. At the beginning of the month the DOSs come to Poole from Scotland, Ireland, Wales and all parts of England, to spend two or three days in discussion and an exchange of views; to meet, both in conference and individually, members of the Fund Raising Committee and the headquarters staff; to make known the feelings of their voluntary helpers and to learn at first hand how things are with the lifeboat service—what has been achieved, what is planned for the future.

For two or three days they are met together, fourteen men and women. And then they disperse. Each goes back to his or her own district. They return to their own people to take up once again their own work of providing the backing which will enable branch and guild supporters to maintain the life-saving flow of money on which the service depends, for it is from their combined efforts that, each year, a third of the RNLI's revenue is harvested. Coxswain Derek Scott of The Mumbles summed it up so well: '*From the time that lady sold her flag or arranged her coffee morning to raise funds—that was when the rescue started.* . . .'

Backing? That is an all-embracing term. It might mean working with the divisional inspector of lifeboats to help a station branch prepare for a Royal naming ceremony, or it might mean taking a note, in passing, from one honorary secretary to another in a neighbouring village. It might mean organising flag day supplies or display material for some special occasion, or it might mean keeping up a steady flow of stationery, posters, souvenirs. It might mean giving a talk, perhaps to a school; helping to form a new committee; attending an AGM, or a ball, or a sale of work. . . . The needs of every branch and every ladies' guild will be different.

A look at a DOS's diary is very revealing: in almost any twenty-four hours there may be five, six or even more events, scattered over perhaps four or five counties, which either the DOS or one of his or her assistants will be hoping to attend. Planning, to wring the greatest results from the most economical mileage, can get very complicated; time is always too short; and, on the homeward run, there will be a despatch case on the passenger's seat,

crammed with the paper work which will have accumulated during the day . . . it will have to be dealt with at home, that night . . . or perhaps an hour or two can be snatched in the office first thing tomorrow morning. . . .

The day of a DOS. Every one will, of course, be different—and that is equally true of the days, the organising secretaries and their districts. A DOS may have a compact territory but with a dense population, such as the City of London, the West Midlands centred on Birmingham, or the Midland Shires; lines of communication are comparatively short and an assistant DOS will not be necessary. At the other extreme, the national organiser for Ireland has a vast area with a scattered population and needs the help of two assistants based in Dublin and one in Belfast. Secretarial or clerical help, the minimum that is practical to cope with telephone messages, letters, requisitions, invoices, records, accounts and, perhaps most important of all, filing, will depend on the nature of the district office and the volume of work passing through.

On the Job

So what is it really like? There is no way of finding out quite like going to see—if a DOS will take you along. As the Southern District Office, serving the six counties of Dorset, Hampshire, Wiltshire, Berkshire, Oxfordshire and the Isle of Wight, is housed in the headquarters building at Poole, would Anthony Oliver, DOS (Southern) act as guide? He would? Good.

Next question: when does a day really begin? You see, it is not always clear. Take Friday, October 22 . . . that was a day which really began the night before, down at Lymington. During a social evening for branch and guild (supper, talk by Clare Francis of Trans-Atlantic fame, AGM) when the divisional inspector of lifeboats (SE), Lieut.-Commander Michael Woodroffe (DI and DOS work closely together) passed Anthony Oliver a first draft of an important letter they both have to sign. That draft must be considered between arriving home (midnight) and getting to the office (0900).

So, back to October 22, and before Anthony arrives at his desk an amended draft is safely on the pocket memo recorder which travels everywhere with him . . . like the little black note book in his pocket and the pad of paper on his dashboard . . . however good your memory, you cannot rely on it in this job. . . .

While that second draft is typed, Anthony gets down to the day's mail; that must be cleared before he sets out again, leaving Marylou Lousvet, sheet anchor of the Southern Office, and secretary Diana Rogers to take care of everything that may crop up in his absence. At this time of the year there is much financial work to be done; branch and guild annual accounts will be coming in thick and fast.

The end of the day's journeying will be West Dorset, early evening. What else can be done on the way? Wimborne? Beaminster? A few telephone calls: 3 o'clock? 5? That will be convenient? Good—I'll be there. Next the car is loaded with everything that can be delivered *en route*: 1977 calendars for branch and guild officers, a number of whom will be met before the day is out, Christmas cards, souvenirs, collecting boxes. . . . To take as much as possible saves time; even more important, it saves the considerable cost of packing and postage.

The day is already passing far too quickly . . . just time to get to Wimborne before the banks shut, to see Mr Norris at the National Westminster. He has offered the RNLI space in a charity Christmas card shop to be run for a week by the local Christian Aid committee. Three boxes of cards are unloaded from the boot. Does Mr Norris know of anyone who might be interested in helping form a committee in the town? Perhaps he would audit the accounts? Yes? Well, that's a start. . . .

On the road again, Beaminster next stop to call on Miss Douglas, honorary secretary of the branch, and her mother. Made it by the appointed hour, 5 o'clock—wonderful! After that journey you would like to wash? A cup of tea? What about some sandwiches to keep you going? How thoughtful! Soon, round a log fire, business is under way. Goods change hands: unsold Christmas cards coming back; tea towels to boost the branch's souvenir stock are passed over. Miss Douglas is pleased, they are the ones with blue sea ('People will always buy blue. Selling is fascinating . . . such an insight into life . . .'). Anthony so sorry no one can attend Beaminster's AGM; both he and Gifford Rosling, who, as ADOS, is mostly concerned with Dorset, Hampshire and South Wiltshire, have overflowing engagements for that day. . . .

Back in the car, Bridport bound. It's dark now and teeming with rain. Park in a little lane and, converging with other figures materialising from the

darkness, run for a lighted porch. Representative officers from Dorchester, Lyme Regis, Weymouth and Bridport are meeting to discuss a combined South and West Dorset Ball planned for Friday, April 15—perhaps the first of a series, each in a different town. Up to Colfox School to view the halls. Chairman of Bridport's entertainments sub-committee, Vivian May, conducts an exploratory meeting, everybody grouped round on what will be the dance floor: What band? The food? Should wine be bought now to save expense? Tom-bola? No. A wheel of chance? Ideas are thrown 'on to the table'—and some are left there . . . there will be another meeting soon . . . it's early days yet. . . .

Eric Pickering, honorary secretary Bridport, gathers up DOS. A snack in a pub before starting back? He will lead the way. 9 o'clock. The two cars pull up outside the Travellers Rest on the Dorchester Road; mechanical collecting boxes are transferred from one boot to the other. Then out of the darkness into a tiny, wayside inn—and there, in the entrance, is an illuminated display cabinet full of RNLI souvenirs. That is Eric's handiwork, to meet the enthusiasm of the landlord and his wife, Leon and Betty Wanstall; even the bar is heaped up with RNLI Christmas cards and gifts and they have raised £300 for the lifeboat service already this year. Obviously home ground. A bite to eat, going through requisitions and invoices the while, then the landlord and his wife pull up chairs as photographs of Weymouth naming ceremony are passed around. Eric Pickering and Betty Wanstall were both there. . . .

It's getting late, but at least it has stopped raining and there is very little traffic. A fast drive . . . home at midnight, for the second night running. Chris is waiting with a cup of coffee ready. Any messages? There are usually one or two, for, in maintaining good communications between DOS and his assistants, all, perhaps, on the move, and the base office, the family plays a vital part. Indeed they have their own integral role in the life of the district, sharing alike in the work and the



In the office, and an opportunity for some forward planning with Philip Crafer (r.), honorary secretary, North West Bourne-mouth branch, and ADOS Gifford Rosling . . .

. . . then out on the road . . .



Met together at Poole for the DOS's conference: (l. to r.) Kenneth Thirlwell, manager Northern Appeals Depot; George Price, East; Basil Hutchinson, West Midlands; Pat Whittaker, North East; Glyn Williams, Wales; Peter Sturdee, South West; Joan Manning, Midland Shires; Raymond Pope, City of London; Anthony Oliver, Southern; George Powell, North London; Mary Lloyd-Jones, Scotland; Peter Holness, membership secretary; Ian Wallington, South East; David Jones, North West; Michael Ashley, South London; Brian Clark, Ireland.

pleasure, and they would not have it otherwise.

Christine Oliver has been an active RNLI supporter most of her life. The daughter of the late Syd Ford, a shore helper at Shoreham, she herself acted as a messenger at that station and, at only sixteen, became honorary secretary of a guild. When her parents received a framed letter of thanks from the Institution, her name was linked with theirs. After their marriage, Chris and Anthony acted as joint honorary secretaries of the Basingstoke branch, covering an area, in those days, stretching from Overton to Blackwater—but that, of course, was before Anthony joined the Institution as a full-time member of staff.

So Chris knows all about it, and is well accustomed to the good times, and the bad. There was the day of Weymouth naming ceremony:

'The planning and preparations seem to go on for months. . . . However, the day of the ceremony arrives and the sun is



actually shining (even if it did rain later). . . . I turn up at the quayside, dressed for work. . . . Within a matter of seconds I find myself cleaning brass and running round trying to find "the penknife" or "the drawing pins" for the various crew members strategically perched on top of flag poles or hanging on to a "too long piece of rope" . . . great fun, really, with everyone working so well together. . . .'

A week or two later, in the autumn rains, a Steam Rally at Stourpaine:

'We stepped out of the car into a sea of mud. I had never seen quite so much mud before . . . installed behind a counter to sell souvenirs, one's feet just stuck to the ground. . . . We tried our best but few people were around and those that were had their attention firmly set on keeping upright. . . . Eventually came time to pack up. Everything seemed sticky and muddy, especially the children . . . but lifeboatmen have to put up with much worse. . . .'

But let's look at another day—or will it turn out to be two? November 4: An hour getting ready, loading the car, before heading up country. First stop Wimborne again, to pick up cards unsold in charity shop (those will be useful before the day is out, for sure), then 'all stations north' to Henley: Whitchurch, to drop 1977 calendar in at house of chairman of Overton, Whitchurch and District branch, recently formed in a regrouping of village branches to make sure that no ground is left 'uncovered'; Overton, for a few words with Mrs Barker, honorary secretary. Learn that landlord of The White Hart, while in the maritime section of the army at Marchwood, helped raise money for Hampshire Rose . . . backtrack for an unscheduled stop—

and lunch (excellent)—at that hostelry . . . DOS introduces himself . . . a new contact made. . . .

Kingsclere next, to drop off mechanical collecting box at C. S. Mortimer and Son, corn and coal merchant of Swan Street (the quiet of former days, bins of corn and meals, barrels of dog biscuits). Box received with pleasure and set on counter with others. . . . 'The children will love that boat. . . .' No branch in this village . . . would Mrs Mortimer be interested in joining a committee? Down Swan Street, turn right . . . Mrs Baldwin, flag day organiser in Kingsclere, is at home. Was the date, in September, a good one? (It is the DOS who applies to district councils for permission to hold all the flag days in his area.)

In passing, turn in at Silchester House in hope of picking up box of writing paper waiting for collection. Mrs Oldland not at home? Never mind, next time I'm this way . . . DOS recalls summer ball held at this beautiful old house last July . . . 'a super evening', and £1,000 was raised. . . .

Glances at watch become more frequent . . . time is running out and some way to go yet. Pull up outside house of Mrs Grimsey, honorary secretary, Mortimer and District branch, near Reading. No one at home. Calendars and box of mugs tucked away in garage, explanatory note pushed through letterbox. This branch was only formed a year ago—the hard way—round the doorsteps: 'Good afternoon, I'm from the RNLI. We are trying to form a branch in this area and understand that you are interested in sailing. . . .' Since then it has raised over £300.

It is getting cold . . . showers merging into steady rain . . . car lights coming on . . . through the outskirts of Reading, with the first of the evening rush hour traffic, to Tilehurst. Rendezvous with Les Hopper, the ADOS mostly concerned with North Wiltshire, Oxfordshire and Berkshire. Les, his wife, Jackie, and three small children, Matthew, Mark and little Tasha, bright as a button, form a welcoming committee. (Back in Dorset, Anthony's daughter, Anne, will be getting down to her homework, while his son, Paul, is, tonight, being sworn in as a Cub Sea Scout . . . Chris will be there but not, as so often happens, Anthony.) A pile of notes and reports change hands as DOS and ADOS bring each other up to date.

Off again. It's quite dark now. Another brief stop, at Mrs Brightwell's, Reading branch honorary secretary. Nobody at home. Note written by light of car and slipped through front door . . . box of blank posters and menu cards for dance, and calendars, on back doorstep . . . your notepaper has been ordered. . . .

Now Pangbourne—Colonel Godfrey Pease, chairman. Settle round fire and



All part of the day . . .

Flag days . . . George Price, DOS (East), at Harwich with coxswain and crew, the chairman and honorary secretary of the branch and a group of girl flag sellers who work at a local clothing factory belonging to the branch president, T. M. F. Bernard, and who made their own uniforms especially for flag day. £787 was collected.



Sponsored walks, sails, silences, swims . . . Joan Manning, DOS (Midland Shires), greets Adam Chinery and Graham Pocock, of Wrekin College, as they arrive at the end of a 100-mile sponsored paddle from Welshpool.

photograph by courtesy of Worcester Evening News

Mrs Pease kindly brings in tea. So much to talk over . . . most exciting, affiliation of branch with Weymouth station: there has already been a very happy branch outing to Weymouth and a photo of Arun lifeboat *Tony Vandervell*, signed by all members of crew, is to be presented to the branch and hung in Swan Inn, the pub which raises most money in Pangbourne. All sorts of plans already for direct help. Norman Clive's raffle brought in £852 . . . he's planning another, more ambitious. Can Pangbourne have a publicity ILB for 1977 flag day? And keep it ten days for the Silver Jubilee River Pageant? Yes, of course it could be fetched . . . someone would have a trailer. Now then, Christmas cards: how long will it take to get that order given two days ago? After previous delays . . . Ah, ha! but of course you shall have them . . . yes, right now . . . they're out in the car. Supplies are low at Poole, but this request can be met at once from those picked up this morning in Wimborne. It just needs a little careful bookwork. Brilliant! On that happy note, a glass of sherry and detailed directions for next leg of journey.

Plunge into dark country lanes with only just time to make the next appointment . . . right, bear left, over a cross roads, left again, then right . . . ah, there it is—Badgemore Club where, at 7.45 p.m., Henley branch will be



Naming Ceremonies . . . David Jones, DOS (North West) introduces members of Fleetwood and Thornton Cleveleys ladies' guilds to HRH The Duke of Kent, President of the RNLI, when he visited Fleetwood to name the station's new 44' Waveney lifeboat, Lady of Lancashire, on July 20, 1976.

photograph by courtesy of J. P. Morris

holding its first AGM since the formation of a new committee last year.

The Shoreline Bar? Up those stairs . . . you'll see a notice . . . into a cosy room, a bar at one end, lifeboat pictures round the walls, chairs set out in rows. It is here that once a month, on the first Tuesday, a Shoreline members' evening is held; it is not just for local people, all members are welcome. Time for a few words with Tony Hobbs, chairman, and then the business of the evening begins. . . .

After welcoming assembled gathering, chairman gives his report, recording



Visits to fund raisers . . . While Anthony Oliver, DOS (Southern) was calling on lock-keeper, Lyn David, and his wife (l.) at Marsh Lock, Henley-on-Thames, the Chief Inspector of Navigation, Thames Water Authority, Mr D. Cruickshank, passed through in his launch, bringing with him a Shoreline renewal subscription from his secretary. All boats passing through Marsh Lock are told about Shoreline; it is one of our most active 'recruiting centres'.



Inshore lifeboat dedications . . . Glyn Williams, DOS (Wales), extreme right, at the service of dedication, attended by about 2,000 people, of a new Atlantic 21, Blue Peter II, at Beaumaris on Sunday, August 29, 1976. Standing with him are (l.) Sir Richard Williams-Bulkeley, BT, Lord Lieutenant of Gwynedd and president of Beaumaris branch, and Ian Oliver (r.), director of the BBC Blue Peter programme which donated the ILB to the station.



Presentations . . . Brian Clark, National Organiser (Ireland), presents the silver badge to Madam Anne Rittweger, ladies secretary of Donaghadee Golf Club, in recognition for all she has done over many years for the Institution; in 1976 alone the club raised £1,500 for the RNLI. In background, Coxswain Jim Bunting, Donaghadee.

special appreciation to retired chairman, Richard Gothard . . . committee a pleasure to work with . . . trying to make special efforts enjoyable—and so far they have been fun . . . sausage and mash supper, fêtes, a film evening, cinema organ recital, river trips. . . On to accounts, presented by Mr Hobbs in absence of honorary treasurer, John Chalcraft, just out of hospital. Total for year nearly £6,000. Lyn and Pat David, at Marsh Lock . . . a fantastic record . . . they have been responsible for most of £1,870.48 credited to branch for Shoreline membership, collected £700 in lifeboat box, organised a mile of money . . . 'Lyn hands in money by the bucketful, the barrow load!' Congratulations from the floor on 'nil' expenses . . . absorbed by 'Dicky and his generosity' and that coffee morning. . .

DOS says a few words . . . a very big thank you from RNLI HQ . . . and to Mr Chalcraft, who kept the flag flying from 1949 until the new committee was formed . . . news of progress

of lifeboat service as a whole. Then DOS takes chair for elections. Chairman, honorary treasurer and honorary secretary all re-elected. One vacant office, vice chairman . . . Lyn David, unanimously. Any other business . . . can we have jumble, produce, cakes, anything for bazaar? Would DOS lay on steady hand machine? What is the date of 1977 flag day?

Meeting breaks up into informal conversation. DOS fetches Christmas cards (more from Wimborne), posters, souvenirs from car. . . What? It's nearly 11? A quick dash to reach overnight rooms before hotel doors are locked.

Another day. And a beautiful one: autumn sunshine, leaves turning, the river blue. Back into Henley for a friendly call on Richard Gothard . . . an hour with John Chalcraft to talk over accounts. Down for a last chat with the chairman at his riverside boathouse . . . all the Thames elegance of balconies, varnished wood office walls, pictures of bygone regattas. . .

The morning is gone before Marsh Lock is reached . . . mustn't miss that famous lock. It is a picture . . . and such a profitable one for the RNLI. Inside the lock-keeper's house . . . the passage piled with boxes of jumble . . . hand-made toys, ready for the bazaar, everywhere . . . hobby horses, snowmen, owls, dolls, jacks-in-the-box . . . that is Pat and Lyn's hobby. They even sell fallers (from a committee member's tree) at 1p a time to boats passing through, and logs cut up from driftwood. Sandwiches and tea . . . now we can settle down and talk. . .

Time goes much too quickly . . . must break away . . . have to get to Fordingbridge. DOS had hoped to be present in time for the draw. Diversion in Reading . . . heavy traffic . . . we'll never make it by 4 o'clock. . .

4.10 . . . into car park . . . run down street to little double-fronted shop in town centre which has been open for

RNLI business since 8.30 a.m. Mrs Jean Carpenter, chairman, has started on raffle draw, with help of a very little girl and a very old man, but DOS is just in time to pick out one ticket . . . honour is saved! There are boxes of groceries and fruit, pheasants, dolls, bottles . . . all sorts of things for the lucky winners.

Join in demolition. Stalls packed up, flags and bunting taken down. Tables removed, floor swept. DOS collects tombola barrel, 'Fred' the cardboard lifeboatman, spare Christmas cards and diaries, RNLI draperies . . . it is all removed to car.

Home now . . . a little more slowly; the pressure is off. Turn into drive by six, remembering that in any one of the other thirteen districts the DOS may still be on the road home after perhaps a couple of nights away . . . or just setting out, projector in boot, to give a lecture . . . staying late at the office desk, clearing up accumulated work . . . dressing for an annual dinner . . . slinging on an anorak to go and join a darts team. . .

And, at the end of the day? What has been achieved? There is deepening friendship with crewmembers and their wives, and with like-minded people in towns and villages up and down the country; there is unceasing pressure; there are times of celebration; there is a mounting pile of paper work; and—yes—there is undoubtedly satisfaction, the satisfaction of helping, in a direct and practical way, the saving of life at sea. . .

But it's getting late and the family is waiting for tea. Then the car must be unloaded—it's just as full as when we set out. There will be reports to write, letters to answer, those complicated Christmas card transactions to sort out and numerous notes to transform into action; and tomorrow, a sale of work and a firework display. . . It's Saturday? Well, that's just another day, isn't it?

Lifeboatmen and Fishermen

AT SEA IN THE OLD STEAM HERRING DRIFTERS

by Colin Ashford, G.Av.A.

Illustrations by the author

'The great majority of lifeboatmen are fishermen. They are men who daily sail the seas. They have acquired a skill in handling boats which touches the miraculous, and they know their own piece of coast, its sunken rocks, its shifting sandbanks and its currents and tides, as another man knows his own garden.'

THOSE WORDS WERE WRITTEN in 1935 by Major-General the Right Hon. Lord Mottistone, PC CB CMG DSO (formerly General J. E. B. Seely), a regular member of Brooke lifeboat crew for over 40 years, for three years its coxswain.

Before the last war, as an art student in search of first-hand material for marine paintings, I went out into the North Sea in the old steam herring drifters, experiencing the hard and dangerous life of the fishermen. I am proud to be able to write this article as a tribute to them.

Unlike the trawler, which drags a net shaped like a large conical bag along the sea bed to scoop up its catch, the herring drifter puts out a wall of vertical netting suspended below the surface of the water. The size of the mesh allows the herring to get its head and gills through, but it cannot withdraw, as the gills hold it fast like the barbs of an arrowhead. The steam drifter was a specialised fishing vessel which had evolved from the days of sail, and survived in Britain in large numbers up to the end of the second world war.

Wooden hulled drifters, propelled entirely by steam, were being built around the turn of the century, and rapidly superseded the old sailing

drifters; wooden construction gradually giving place to iron and steel hulls.

The average steam drifter varied from 50 to 90 feet in length, with a beam of 18 to 20 feet, and a service speed of about 9 knots. They were stout, seaworthy vessels and were almost identical in hull layout.

Forward, in the bows, was a store-room and fish hold with a large hatch of nearly 9 feet square. Behind this came the cross coal bunkers, and then the single 'Scotch' boiler flanked by the two side bunkers giving a total fuel capacity of 40 to 50 tons. Most of the remaining hull space was taken up by the compound, or triple-expansion engine, leaving only cramped living quarters for the crew above it. In this confined space they both ate and slept. The entrance was on one side of the raised superstructure with a small galley for cooking on the other. Behind the wheelhouse, forward, was the engine room casing surmounted by the tall, slender funnel. The mizzen mast with its gaff sail served to steady the vessel and keep her head into the wind when the nets were out. A distinctive feature of the herring drifter was the foremast hinged in a steel tabernacle and always kept lowered at sea into a wooden crutch on top of the wheelhouse to reduce wind drift and rolling.

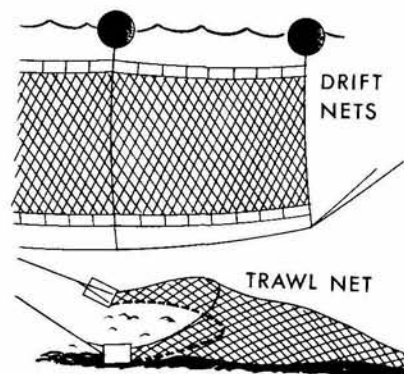
Herring fishing in the North Sea began in the spring up in the Shetlands, and each year the drifters followed the shoals of herring as they moved down the east coast. Even in the declining years before the last war, over 800 steam

drifters would be working from Yarmouth and Lowestoft at the height of the autumn fishing season.

An average drifter would put out between two to three miles of nets, usually steaming out to the fishing grounds in the afternoon and returning with her catch the following morning.

Once the nets were out they had to be hauled in again despite weather conditions, but if a gale suddenly sprang up, as they often do in the North Sea, it was sometimes impossible.

This happened to the steam drifter *Harmony* of Eyemouth in May of 1914. About 2100 the wind began to freshen and quickly increased to gale force. While the nets were being hauled in, a heavy sea struck the vessel and swept right over her, putting out the boiler



fires and her crew were in danger of being washed overboard. With the remaining steam pressure in her boiler *Harmony* ran for Berwick-on-Tweed, but the tide was low with heavy surf breaking on the bar. The lifeboat *Matthew Simpson*, built in 1903 as a pulling and sailing self-righting boat, was launched and made for the river mouth. However, *Harmony* managed to run the gauntlet of heavy seas and get inside the pier ends where a fishing coble took her in tow.

Storms were not the only hazard with which steam drifter crews had to contend. On the night of November 26, 1912, the drifter *Sheila* of Buckie was crippled with a burst boiler. She was sighted about two miles from the shore to the north of Eyemouth, burning flares and sounding her siren continuously as signals of distress. *Anne Frances* of Eyemouth, a self-righting pulling and sailing lifeboat built in 1909, was launched into a full gale blowing from north north west with a very rough sea. They found a tug, *Granite City* of Aberdeen, with her pumps

Lowestoft steam drifter Feaco, in which the author sailed. When steam drifters went out, herring gulls followed; very often it was the gulls which led the skippers to the shoals of fish.



choked and leaking badly, towing the disabled drifter. Some of the lifeboat's crew were put on board the tug and drifter, and both vessels eventually reached Eyemouth harbour safely.

Shortage of fuel almost caused the loss of the drifter *Flower O'May* on the evening of November 19, 1933. She had been towed about 50 miles by another fishing vessel in atrocious weather, and cast off about two miles from Fraserborough. A south-east gale was blowing with a very rough sea, rain and fog, and the drifter was soon in serious difficulties. The Fraserborough self-righting motor lifeboat, *Lady Rothes*, built in 1915, answered her distress signals. They found *Flower O'May* about two miles north east of the Balaclava light. She had no coal left and was in danger of sinking as she had shipped a lot of water. Four of her crew of ten got into the lifeboat, but as the rest decided to stay with their vessel the coxswain asked a nearby trawler to tow the drifter in to Macduff. The trawler master agreed, provided the lifeboat accompanied them, and they managed to reach harbour safely at 0420. The lifeboat had undoubtedly helped to save both the drifter and her crew and had been out for over 15 hours.

I went to sea in steam drifters during the late 1930s when there were some very severe autumn and winter storms. During the gale on the east coast which raged for four days in November 1936 there were six lifeboat launches from Cromer, Great Yarmouth and Gorleston, and a motor drifter, *Olive Branch* of Peterhead, turned turtle and sank with all hands. The Cromer motor lifeboat *Harriot Dixon*, a Liverpool type built in 1934, could find no trace of the capsized drifter; she reported that it was impossible that anyone could have lived in such a sea. The search for the missing *Olive Branch* lasted for three hours in a gale force wind and heavy sea.

At 1900 on that same wild day a disabled steam drifter being towed by another drifter parted her tow rope and was being driven towards the beach. She was *Pitagaveny* of Banff with a crew of ten. The drifter had an anchor out but it was not holding and she was dragging rapidly in towards the breakers about half a mile south of Gorleston Pier. The Cromer lifeboat again put out and went alongside, damaging her bow against the helpless drifter, but managed to rescue the whole crew before *Pitagaveny* was driven ashore.

On November 23, 1938, the severest gale since the great storms of the winter of 1929-30 struck the British Isles. The wind reached a speed of 108 miles an hour. Lifeboats were out all round the coast, and on that one day there were 27 launches.

At 1353 a vessel was reported to be showing distress signals about 2½ miles east south east of Skegness Pier. The Skegness Liverpool type motor lifeboat



Lifeboat Matthew Simpson going to the help of steam drifter Harmony.

Anne Allen, built in 1932, was launched at 1424. A full gale from the south west was blowing with a very rough sea, heavy rain and squalls. She found the steam drifter *Dusty Miller* of Yarmouth in a sinking condition. Heavy seas had stove in some of her planking and flooded the engine room. A small steamer was standing by, but in such seas could do nothing to help except offer some protection with her lee side to the lifeboat crew as they went alongside the stricken drifter. They managed to take off the crew, and *Anne Allen*

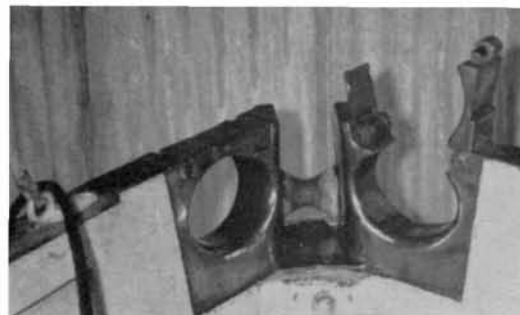
reached her station again at 1610. The coxswain described it as one of the worst trips he had ever experienced.

So, when fishing fleets are at sea and sudden gales spring up, lifeboats may be out in numbers, too; usually the only craft to be seen battling their way out from our shores into raging seas. It may mean taking a disabled vessel in tow, or escorting small craft, sometimes a whole fishing fleet, back to the safety of ports and harbours, especially where the entrances, almost obscured by waves and spray, are narrow and restricted.

An eye for detail in lifeboat design

HERE ARE TWO mooring fittings for afloat lifeboats, developed in the RNLI design office from long experience. (Left) Stem-head fitting: designed for use on cold, dark nights, with good finger-holds and nothing 'fiddly' about it. Cast in corrosion-free gunmetal (BS 1400-G.1.-C), it is trouble free, will last the boat's lifetime and rarely needs more than general maintenance. On each side is an opening fairlead. To close, the opening section (r.) hinges down, its rounded end engaging on the spindle of the flap (l.). When the flap is hinged down on top, flush, the fairlead is locked. The central roller takes the mooring chain, which is made fast to

the sampson post (right) with a slip link. The slip hook is attached to the mooring band round the post's base with two long links, so that it is always held upright. When the boat is left on moorings, a preventer chain is shackled to the lug on the port side of the mooring band and to a long link further forward on the mooring chain. When the maroons go, this preventer chain is unshackled, the slip knocked off and the chain runs over the bow. This system has proved simple, reliable and quick.



September Three

The naming of *BP Forties* at Aberdeen, *Tony Vandervell* at Weymouth and *Ralph and Joy Swann* at Ramsgate

Aberdeen, Wednesday, September 8: Lowering skies, spatters of rain and a chill wind greeted guests invited to Aberdeen's Regent Quay for the naming ceremony of the station's new 54' Arun class lifeboat, *BP Forties*; but the grey-ness of the day was relieved by the colour of the Royal Marine Band, the Grampian Police Pipe Band and the brilliant orange superstructure of *BP Forties* herself.

Chairman of the branch, Mr R. M. Addison, OBE, welcomed everyone to what was very much a local community occasion and introduced the various speakers. First, Mr D. E. C. Steel, DSO MC TD, Chairman of BP, which had made a magnificent gift under deed of covenant of £100,000 towards the new lifeboat, handed her over to the RNLI; he spoke of his company's pleasure at being able to make such a positive contribution to the safety of local sea-

farers. Next, Mr I. Barclay, representing the students of Aberdeen, handed over a cheque for the £7,000 they had raised to defray the cost of *BP Forties*' electronic equipment.

The lifeboat and cheque were accepted on behalf of the Institution by Sir Charles McGrigor, BT, Convener of the Scottish Lifeboat Council and a member of the Committee of Management, who in turn delivered the boat to the care of the Aberdeen branch; she was accepted by the honorary secretary, Captain Brian Atkinson. There followed a service of dedication led by the Reverend James S. Wood and then the lifeboat was named by Mrs David Steel.

That night, at the informal party for the branch and its guests which traditionally rounds off a naming ceremony day, a celebration cake was cut by Mrs Betty Bird, wife of Coxswain Albert Bird. It had been presented by Sunblest

Bakeries (Aberdeen), whose managing director, Mr Donald May, is the brother of a member of Broughty Ferry ILB crew.

* * *

Weymouth, Friday, September 17: For those people who put so much time and thought into planning the naming of Weymouth's new 54' Arun lifeboat, *Tony Vandervell*, the last minute arrival of rain following the driest summer in memory must have been very disappointing; but the weather served as a gentle reminder of the lifeboat's role.

Whatever weather they encounter on service, however, Weymouth crew have every reason for confidence in their new lifeboat. The first Arun to be built of glass reinforced plastic, she was put through some 6,000 miles of trials before going on station, during which she showed herself capable of maintaining her full speed in severe conditions (useful near to Portland).

The cost of Weymouth's new lifeboat was provided by a gift from the Vandervell Foundation. The late Mr G. A. 'Tony' Vandervell, a noted industrialist, is remembered especially for his Vanwall racing car. Mr J. L. Reed, MBE, a trustee of the Foundation, handed the lifeboat over to the RNLI, represented by the Chairman, Major-General R. H. Farrant, CB, who, in turn, delivered her to the care of Weymouth branch; she was accepted by the honorary secretary, Lieut.-Commander B. F. Morris, RN.

After a service of dedication conducted by the Reverend Geoffrey Walton assisted by the Reverend Arthur Lister-Hetherington, the lifeboat was named by Commander F. R. H. Swann, CBE, RNVR, a Vice-President of the Institution and a member of the Committee of Management. *Tony Vandervell* turned full circle, embarked the special guests and a chorus of siren blasts from Swanage lifeboat, *J. Reginald Corah*, and the British Rail ferry accompanied the lifeboat's passage to the open sea.

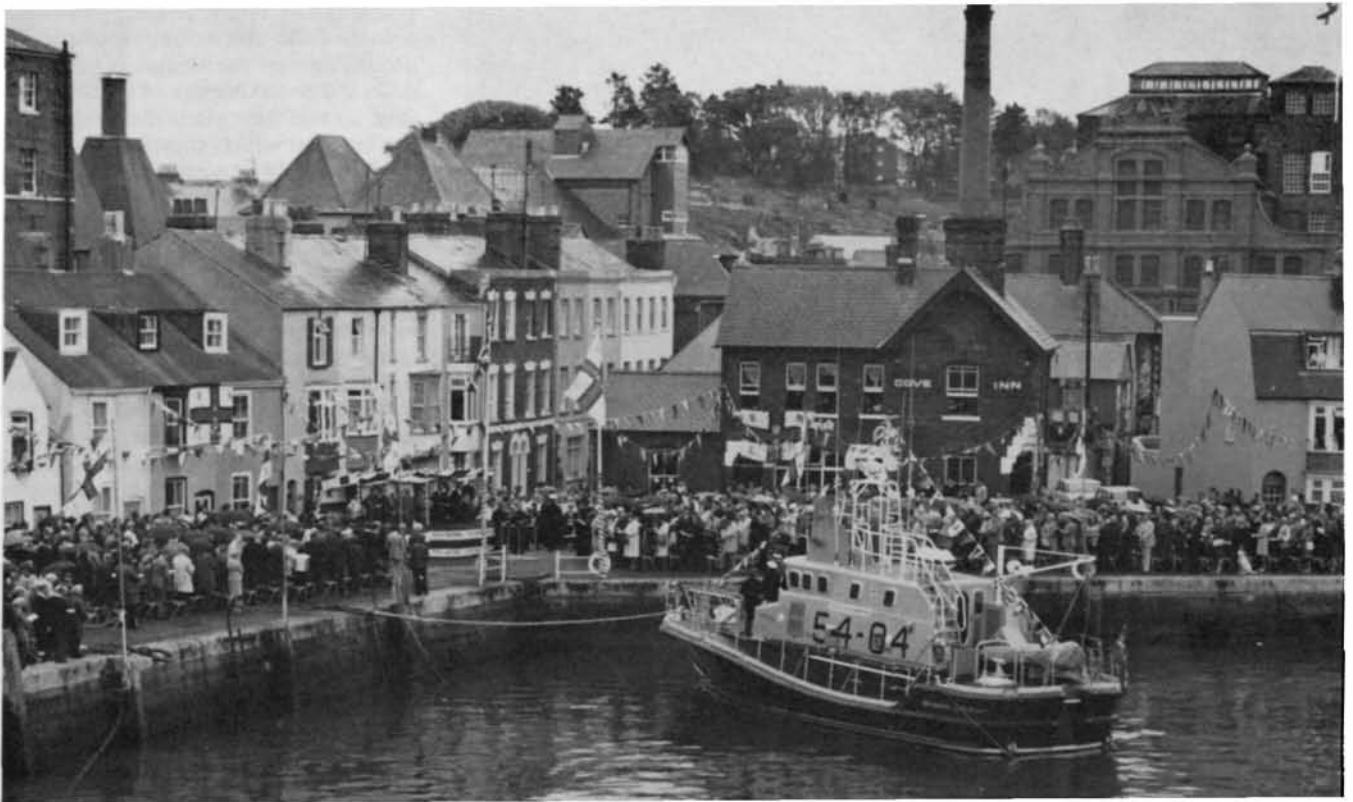
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Ramsgate, Thursday, September 23: A naming ceremony, a Royal visit and a tribute to a revered friend: all the makings of a very happy day. HRH The Duchess of Kent had come to Thanet to name Ramsgate's new lifeboat—a lifeboat to be named *Ralph and Joy Swann* after Commander Ralph Swann and his late wife in recognition of Commander Swann's outstanding and devoted services to the RNLI as Chair-



Ramsgate: After naming Ralph and Joy Swann, HRH The Duchess of Kent and Commander Swann (l.) embarked for a run out to sea in the 44' Waveney class lifeboat. photographs by courtesy of (left) A. E. Turner and (below) J. P. Morris





Weymouth: The quay was crowded for the naming of the 54' Arun class lifeboat Tony Vandervell . . . photograph by courtesy of HMS Osprey

man from 1972 to 1975 and a member of the Committee of Management since 1953. It is particularly appropriate that she is a 44' Waveney because Commander Swann played an important part in the introduction of this fast afloat class into the RNLI fleet.

More than 2,000 people had gathered round Ramsgate Harbour and, as Her Royal Highness, greeted with a fanfare played by the Herald Trumpets of the Royal Marines, made her way along the eastern cross wall, she stopped for a quick word with many of the school-children who lined her path.

Councillor R. Taylor, Mayor of Ramsgate and chairman of the branch, opened the proceedings with a speech of welcome. The lifeboat was delivered

into the care of Ramsgate branch by Major-General Farrant and accepted by the honorary secretary, Mr T. A. Brown, who told how she had already been launched on service four times and rescued nine lives.

After a service of dedication by The Lord Bishop of Dover, assisted by the Rural Dean of Thanet, the Duchess of Kent performed the naming ceremony. Recalling Ramsgate's fine record, and remembering in particular the 2,800 men brought off the beaches of Dunkirk by RNLB *Prudential*, the Duchess spoke of the debt owed to all lifeboatmen and to their families: theirs is ' . . . a humane and wonderful job. It would be impossible to overstate our gratitude to them.' Only the best was good enough for them.



. . . before performing the ceremony, Commander Ralph Swann was presented by former Weymouth coxswain Mr F. J. Palmer with a framed photograph of Tony Vandervell in Portland Race. With them are Lieut.-Commander B. F. Morris, honorary secretary (l.), The Mayor of Weymouth and Portland, Councillor John D. Blackburn, President of Weymouth branch (c.) and Major-General Ralph Farrant.

Aberdeen: BP Forties was named (r.) by Mrs David Steel.

photograph by courtesy of Aberdeen Journals.

(Below) The naming ceremony cake baked by Sunblest Bakeries (Aberdeen); its top was preserved and presented to Mrs Betty Bird, wife of Coxswain Albert Bird.





The Observer

OUTBOARD

Speed and Power

MATCHING ENGINE AND PROPELLER

ATLANTIC 21 AND D CLASS inshore lifeboats, out on trials, are a familiar sight in the Solent; testing and proving the vast amount of detailed development work which, over the past 15 years or so, has been quietly going ahead at the RNLi Cowes base, under the inspired guidance of Lieutenant David Stogdon, on every aspect of inshore lifeboat design. One of the most important aspects, under continuous review, is of course engine installation.

If character is given to a power boat by the design of her hull, vitality comes from the engine installation; and there is great, pent up vitality for the RNLi's inshore fleet of semi-rigid Atlantic 21s and inflatable 16' D class boats in their outboard engines: high speed (30 knots for the Atlantic 21, more than 20 for the D class) and controlled reserve power to give the impetus and manoeuvrability on which both efficiency and safe navigation depend.

When choosing an outboard engine for an ILB, the desired characteristics must be sought among those models available at any one time. Outboard engines are produced in very large numbers for international distribution and lifeboats are only a tiny part of the market. But if there is no possibility of outboards custom built for lifesaving at sea, the development work of the past twenty years or so in the marine engine field has resulted in a range of good, powerful and reliable machines from which selection can be made.

The RNLi needs, above all, a good work-horse engine which will not give up when faced with difficulties beyond the normal bounds of duty. It must be capable of providing high speed, but, even more important, it must have enough power to give that vital kick

which will get an ILB out of trouble in bad weather: launching, beaching or picking her way among hostile seas.

The engine must also be so designed that it can always be started; if the starting cord should break, there must be the possibility of rigging a jury line.

As Evinrude/Johnson (OMC) engines meet all these requirements, it is from this range that most of the present RNLi engines come.

Choice of engine is the first step. The next is choice of propeller. Power, transmitted through the drive shaft, must be converted by the propeller into thrust. Only if the right propeller is selected will the engine be run without undue stress and its potential power used economically and to good purpose. Engine and propeller must match each other in the conditions of the work which, between them, they have to do.

What is the propeller's share of the work? With a screw-like action, its blades draw water from in front and push it out to the rear, creating what is called a thrust cone (Fig. 1). It is this thrust cone, pushing against the undisturbed surrounding water, which

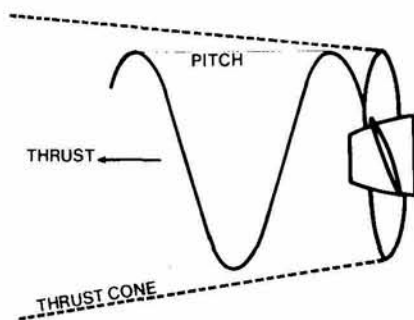


Fig. 1: Thrust cone and pitch. Pitch is the distance travelled in one revolution of the propeller.

propels the boat forward, and the nature of the thrust cone is, of course, determined by the design of the propeller. The diameter of the blades (Fig. 2) and their pitch (determined by the angle at which they are set to the hub) are the two basic variables. Pitch (Fig. 1) governs the distance travelled and that is how it is expressed: a 10" pitch means that, theoretically, the propeller will move forward 10" in one revolution working in a solid. Working in fluids, not solids, marine (and aircraft) propellers have to contend with slip and turbulence which in practice reduce the theoretical pitch to the 'effective' pitch. The higher the effective pitch, the greater the forward travel, and the greater the load.

Thus, if a propeller is specified as 12" x 10" it means that it has a 12" diameter and 10" pitch.

The basic guide which shows whether the right propeller has been fitted to the right outboard engine for a specific job of work is the tachometer (Fig. 3) which shows on its dial the revolutions per minute (rpm) of the engine. The faster the engine runs (the more revolutions per minute), the more horsepower it produces, up to a point. At peak performance the revolutions of the engine give 100% of available horsepower. After that, even if the engine is run faster, no more horsepower will be produced. This is because the exhaust port sizes of an outboard engine are so designed that they can clear all waste gases from the cylinders at the peak rpm recommended by the manufacturers; if, however, the engine is run at a higher speed, the gases cannot be cleared quickly enough and are left in the cylinders; thus there is a loss of efficiency.

If, at full throttle, the rpm reading on the tachometer, say 5,000 is within the range recommended by the makers, all is well. If the reading is too low, say

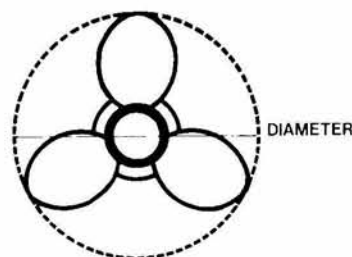


Fig. 2: Propeller's diameter is width of circle described by tips of rotating blades.

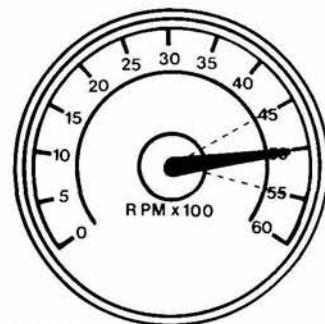


Fig. 3: Tachometer.

4,000 rpm, the engine is being overloaded and will oil up; the pitch should be reduced (distance travelled will be shortened). If, at full throttle, the reading is too high, say 6,000 rpm, the engine, underloaded, running too fast and uneconomically, could be damaged and pitch should be increased (distance travelled will be lengthened).

So, power and loading must be balanced. Known data and experience will lead to the right area of propeller dimension, and in commercial ships this is sufficient for accurate design of propellers from standard series charts. For small boats and outboards, on the other hand, fine tuning can only be done at sea, using, as a first guide, tachometer readings. So, for inshore lifeboats, it's out on the Solent with Michael Brinton, Engineer Overseer (Cowes) and his team; running trials over a measured mile, looking for rough water, trying another set of combinations and gradually building up a bank of data which will reveal the right solution.

As a result of the trials of the past few years it had been established that the engine/propeller combination which gave the best all-round performance for the Atlantic 21 was a 50 hp Evinrude engine with an $11\frac{1}{2}'' \times 17''$ OMC propeller, and for the D class ILB a 40 hp Evinrude engine with a $10\frac{1}{2}'' \times 13''$ OMC propeller. However, it was learnt early in 1976 that both these engines were to be withdrawn from the Evinrude range by 1978, to be replaced by a 55 hp and a 35 hp engine respectively. While the manufacturers had designed them to do the same jobs as the engines they were replacing, their performance would have to be proved for lifeboat work, and propeller matching, of course, plays a vital part because, as has already been seen, the amount of thrust that ultimately comes from any given horsepower depends on the design of the propeller.

It was back to the measured mile . . . Two fully equipped boats of the same class, with full fuel tanks and full complement of crew, go out to the measured mile in Southampton Water. First, fore and aft trim of the boats and angle of tilt of the engines, both of which are critical to performance, will

have been checked (they will vary from boat to boat). Boat No. 1 will be fitted with the established engine/propeller combination, the performance of which is known. Boat No. 2 will be fitted with the new engine and will have on board several different, though closely related, propellers. A series of runs will be made over the mile, the two boats side by side, first at full throttle, then at reducing revolutions per minute, say 5,500 rpm, 5,000 rpm, 4,500 rpm, down to 2,000 rpm, a record being made of the speed achieved by each boat on each run. Then the propeller will be changed on Boat No. 2 and the series of runs repeated. Each propeller taken out will be tried in turn. Other points will be noted as well as speed: How much punch is there? How long does it take to get from standstill to full throttle?

Next there will be comparative trials in rough water to test speed and power in these conditions; to see how much cavitation (air infiltrating between blades and water, causing 'pitting' damage to the blades) there is on tight turns or when re-entering the water after a leap from a wave; to see what performance can be expected from one of a pair of twin engines on its own—an Atlantic 21 and all dual motor ILBs should be capable of completing a service safely even though one engine has failed.

When as much as possible has been learnt about one range of propellers, the whole programme will be repeated with another range. Gradually, a clear picture will emerge and the best solution established. Ultimate selection is almost bound to be a compromise, the four factors carrying the most weight being: performance at full throttle; 'pick-up' time from standstill to full throttle; cavitation under all conditions; and the best possible performance of a single motor on dual motor installations.

During the 1976 trials it was found that for the Atlantic 21, the 55 hp engine with the same $11\frac{1}{2}'' \times 17''$ propeller gave the best performance; the punch was as good, the speed if anything slightly better than it had been with the 50 hp engine.

For the D class ILB, as the horsepower of the engine would be slightly reduced (35 instead of 40 hp) even greater care was needed to make quite

sure that the right propeller was found so that the eventual power developed, as well as the speed, was up to the standard demanded. The 35 hp engine does start off with some definite advantages over the 40 hp. It is 23lbs lighter, so that the load of the boat is reduced, and it has a through-propeller exhaust system, which is a good feature, making the engine much quieter.

After trials with propellers by different manufacturers, the Michigan PJ96, $10\frac{1}{2}'' \times 11''$, was selected. While research still continued at Cowes, preliminary coast trials were begun, 35 hp Evinrude engines with PJ96 propellers being fitted to the D class ILBs at three busy stations: Eastney, Bude and Bembridge. All three being near at hand, it was easy for results to be followed up, and crew members at all three stations were reasonably satisfied; in fact Bude was very impressed with the new engine, which appeared to solve problems which had been experienced with the 40 hp engine.

During 1977 the scope for getting further data will be still further broadened. While at Cowes investigations into any promising alternatives which may appear will go ahead, fifteen 35 hp engines will be in operation on the coast, the crews feeding back information and comment to base. In this way as much knowledge over as wide a field of experience as possible will be built up, so that before the 40 hp engine has been withdrawn, new engine specifications can be accepted with confidence.

Another investigation will also be in progress in 1977. In estuaries such as the Thames and the Mersey considerable damage has been caused to alloy propellers by floating debris. The Atlantic 21 at Southend-on-Sea is being fitted with stainless steel propellers which are claimed to be five times as strong as the alloy type. They will, of course, be much more expensive—about three times—but should prove to last much longer and be more economical in the long run.

And so the work goes on—looking for solutions to present problems, while remaining alert to any developments which can usefully be applied to the work of saving life at sea.

Lifeboat People

WHEN FISHERMAN John Nudds of Wells, Norfolk, and his crew, Alfred Smith and Martin Frary, were presented with letters of commendation by the RNLI for rescuing the lives of two yachtsmen in difficulties last June, their 'local', the Ark Royal (Anglia Taverns) in Wells, paid tribute by granting each of them a free pint of their favourite beer every day for the next month.

* * *

To show their appreciation to their

faithful band of flag sellers, Stanmore branch last year invited them, together with prospective new collectors, to a film show and supper party.

* * *

Coxswain/Mechanic David Kennett of Yarmouth, Isle of Wight, who was awarded the silver medal for gallantry for the rescue of the crew of five of the yacht *Chayka of Ardgour* on September 14, 1975, attended the 'Men of the Year' luncheon at the Savoy Hotel on November 3, 1976.

* * *

With deep regret we announce the

following deaths:

July

John Trimble, who served in the Donaghadee lifeboat from 1949 to 1967. He became bowman in 1950, second coxswain in 1954 and coxswain in 1960.

September

W. R. KNOX, CBE MM JP CO.C, honorary secretary of Portrush lifeboat station from 1938 until 1974, except for the war years, when his wife took his place. Mr Knox was succeeded as honorary secretary by his son, J. H. Knox.

Shoreline Section

FIRST OF ALL, may I say how happy I am to have become associated with Shoreline as membership secretary. It has been a great pleasure to receive your welcoming letters and already, after only a few weeks, I feel that I am among old friends.

* * *

The wonderful response of our old-established supporters to the Shoreline appeal, by which it is hoped to fund a new 37' 6" Rother class lifeboat to be named RNLB *Shoreline*, is keeping up its momentum in a most encouraging way, and many new members are being enrolled daily. New members soon become staunch campaigners in their own right, adding their weight to the effort being made. Already, since the appeal was launched in the summer, more than 1,500 new members over and above the normal intake have been enrolled and £18,456 has been received in subscriptions and donations towards the boat building project.

In the faith that what our members have begun they will see through to the end, the future RNLB *Shoreline* has been ordered. She will be built at William Osbornes of Littlehampton, a yard from which many lifeboats have been launched, and on the page opposite you can read of the progress made so far.

As in the building, so in the fund raising, there is still a long way to go,

but we are confident that we can rely on Shoreline members. Enrol one new member and you will have done your share; enrol two and you will be helping to make the success of our venture doubly sure. There is no limit and we shall be happy to send extra forms and give any other help needed.

One new member? Or two? So many of you splendid people do not stop at that. 'To help the building of *Shoreline*' Louisa and Alfred Parsons of London have enrolled as life members three of their family's young folk: a keen angler of 13; a 12-year-old footballer who plays for Southampton's under fifteens; and a four-year-old who likes to hear stories of lifeboatmen and the sea. The two older boys are already 'proud to be members' and Mr and Mrs Parsons look forward to strong growth from the seeds that they have planted.

Good seeds are being planted in industry, too. J. M. Newson, of The General Shipping and Forwarding Company, Rainham, has enrolled 21 members of his staff, while M. Hatzfeld has written to tell us that British Gas HQ has a Shoreline membership of 17; a similar group is being formed at the North Thames Gas Board by K. G. Peters, whose aim is to build up Shoreline membership throughout the entire gas industry.

Support on a massive scale has come from the South England, Scotland and Wales Division of The Independent Order of Foresters. Each of its 73 courts (lodges), with a total membership of 25,000, is becoming a group member of Shoreline for the next four years. That is tremendous news.

* * *

We are always pleased to think of our members enjoying safe pleasure boating and taking a responsible attitude to safety at sea. An organisation with the special needs of yachtsmen in mind is the RYA Seamanship Foundation. The foundation is a charity which supports

various projects such as training aids (books, slides, posters), supports existing sail training organisations and arranges special courses for handicapped people, like Sailing for the Blind. They have been involved in the production of two posters recently, one on the use of flares produced in conjunction with Schermuly Ltd and one on the new International Association of Lighthouse Authorities maritime buoyage system A, produced in conjunction with Trinity House.

The foundation has kindly offered Shoreline a number of these posters for its members. They are available free but the offer is limited to one of each poster per member. All applications, which should be sent to the Shoreline office, should be accompanied by a large (6½" x 9") self-addressed envelope, with an 8½p stamp to cover postage.

* * *

We have just heard of a shore boat service on Thursday, July, 29, by *Wilma*, a motor yacht owned by Shoreline member Ray Michulitis of Scarborough. *Wilma*, flying an RNLI flag, was lying alongside in Holy Island Harbour when Mr Michulitis and his crew David Conlon were asked by the auxiliary coastguard if they would take him and two local fishermen out to the help of a speedboat seen drifting towards a lee shore in very heavy weather; there is no longer a lifeboat on Holy Island.

Wilma set out immediately and found the speedboat blown ashore, her two crew overboard trying to prevent her from broaching in the surf. As *Wilma* approached there was a lull, just long enough to enable the speedboat crew to push their boat into deeper water, scramble aboard, lower the outboard and claw off the shore and into the lee of *Wilma*, which escorted her safely back to harbour. Well done!—PETER HOLNESS, membership secretary, RNLB, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).

To: SHORELINE, RNLI, WEST QUAY ROAD, 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
- An Offshore Member: minimum annual subscription £3, including journal

SHORELINE LIFEBOAT

Total subscription

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

- Members' tie (Terylene) £1.50
- Lady's brooch £0.50
- Metal car badge £1.55
- Pair of cuff-links £1.75
- 8" hoist flag £1.25
- 12" hoist flag £2.00
- Dinghy burgee £1.25

Insignia payment

Shoreline Giro number is 294 7056

I enclose P.O./cheque/cash for £.....

NAME

ADDRESS

.....

Date

Signature

Building a Rother Class Lifeboat

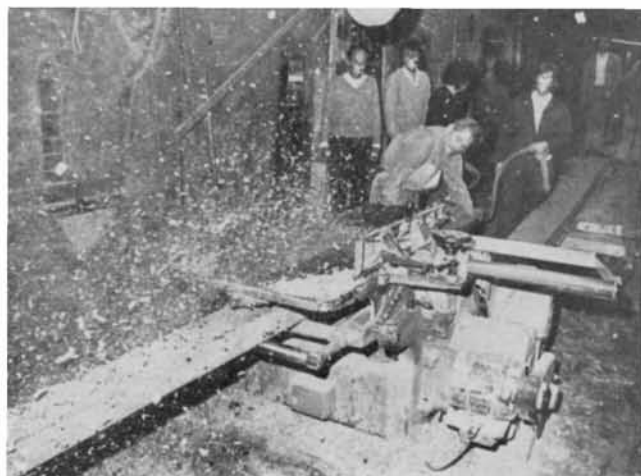
PART II: LOFTING AND LAYING DOWN THE KEEL

THE SCENE OF ACTION now moves from the design office to the boatyard (William Osborne Ltd, Littlehampton) which will have been sent the lines plan of the boat (illustrated at very small scale at the foot of this page). It is the lines plan which delineates the shape of the hull; and as a hull is three-dimensional it is reasonable that it should be drawn in three different planes. There are waterlines (curved bottom drawing) which show the projection of the boat viewed from the sheerline above; the buttock lines (curved, centre drawing) which show the projection of the boat viewed from the centreline, abeam; and then the sections (curved, top drawing) which show the projection of the boat viewed from the bow. The shape of the hull in any one plane can be visualised 'looking through' the lines, letting them fall back in order, one behind the other. Buttock lines appear on the waterline plan, and waterlines on the buttock lines plan, as straight horizontal lines.

The three different views are related to each other by the stations: the ten vertical lines drawn across both waterlines and buttock lines at equal distances along the datum waterline (at which the boat is designed to float) between the fore perpendicular and aft perpendicular. The section drawings are made at these same ten stations.

With the lines plan the yard will also receive a table of offsets. Wherever a station crosses a water or buttock line, the draughtsman will have laid off the measurement between that point and

Mahogany baulk for keel is put through planing machine.



the centreline and/or datum waterline of the boat on each of the drawings.

Using the table of offsets for continual reference the yard now 'lofts' the lines plans, drawing them out full size on the black loft floor with a white chinagraph pencil. First, at each point where two lines cross, the measurement will be laid off and two nails driven into the floor. By slipping a long, flexible batten between these sets of markers it is possible to see whether a line is 'fair' with no bumps or dips. At the scale at which the original drawings are made it would be impossible to achieve the complete accuracy to a fraction of an inch necessary to achieve fair lines, and this 'easing' has to be done on the loft floor. If a line is not fair, the nails are taken out, the batten allowed to take up its natural curve and the nails replaced; the new measurement is taken, checked back on each of the drawings on which the intersection appears, checked with any related measurement in the area and, if all is well, altered on the table of offsets. Every slight difference must be reconciled until the true, fair shape of the hull is there for all to see. It is a highly skilled job and will probably take several weeks to complete, but on the quality of the work put in at this stage will depend the ultimate quality of the boat.



Curved members, such as stemhead and stern knee, are built up of laminates.

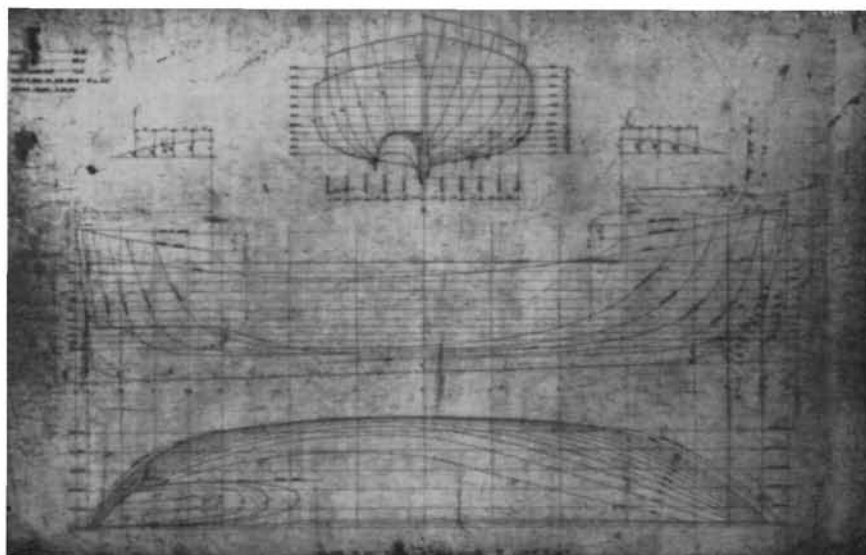
From the full size lines plans now on the loft floor will be made the templates, or patterns, for the construction of the hull: a half template for each section at each station (making allowance for the thickness of planking, which will vary according to the curve of the hull at any one place); and templates for all the members which will make up the backbone of the boat—stemhead, stempost, stem apron, fore deadwood, keel, after deadwood, stern knee and sternpost.

The keel is made of teak; stempost, stem apron (to which the planking will be fastened) and sternpost of oak; stemhead, fore deadwood and stern knee of laminated oak; after deadwood of mahogany. All the wood will have come from the RNLI timber store at Cowes where it will have seasoned.

The teak for the keel is put through the planing machine to bring it down to the correct thickness, $3\frac{1}{2}$ ", and a rabbet (to which, once again, the planking will be fastened) will be cut out by hand along each upper edge, using chisel and plane.

Blocks on which the keel will be laid are now built up, at each station, to the correct height below the datum waterline. To check that these blocks have been set up at the right angle a declivity pattern will have been made from the lines plan, its top representing the horizontal datum waterline, its bottom the sloping line of the underside of the keel. The pattern is laid along the top of the blocks and if the datum waterline, checked with a spirit level, is in fact horizontal, all is well. The keel is laid down and building has begun.

(To be continued)



Letters...

In all respects ready for sea

I was interested to read the article on survey and maintenance of the offshore fleet in the autumn edition of THE LIFEBOAT. Certainly the work involved in the various surveys is enormous, and it is useful to draw it to the attention of our supporters who may not be familiar with it.

There is one small point, however, I should like to make: you refer to Walton and Frinton's lifeboat being the only non 70-footer which is moored without the protection of a harbour. In fact there is at least one other, our 46' 9" Watson, *Sarah Townsend Porritt*, which is moored in open waters in the Ribble Estuary. The location where she is kept is subject to very severe gales which put a strain on the moorings, and on the boat herself.

You may remember some years ago Giles drew a cartoon for a Christmas card which showed a lifeboat high and dry on a sandbank. It was that year that Lytham-St Anne's boat broke free from her moorings, and the national press associated the two items, giving it very full coverage. *Sarah* ended up on a sandbank some distance away from her usual position, and had to be taken out of the water to be examined before going back on service. Nonetheless, after 25 years service, although now coming to the end of her operational life, she is still going strong.—J. F. BRAY, *honorary secretary, Lytham-St Anne's branch, 8 Norfolk Road, Lytham, Lancashire.*

The actual words were 'to lie at moorings in the open sea without the protection of a harbour'. However, boats like Sarah Townsend Porritt, lying in estuaries, are also vulnerable to bad weather.

We apologise for, in this article, erroneously calling Dover's 44' Waveney lifeboat Friendly Forester; her name is, of course, Faithful Forester; both boats were the gift of the Ancient Order of Foresters.—THE EDITOR.

Hurricane in Straits of Dover

While at a relation's house recently I saw a copy of the summer 1976 issue of THE LIFEBOAT and noted a small error in the report of the service by Dover

lifeboat to the coaster *Primrose* on December 1, 1975, where it states, in column 3 of page 150, that *Malcolm Miller* was 'under bare poles'.

As a very amateur member of the crew that night, I remember only too well that we were carrying a foresail and storm mizzen sail. Being 'under bare poles' could give the impression that the engine was in use. It was not.—C. F. BROOKE-SMITH, *Church Cottage, Parham, Woodbridge, Suffolk.*

The men behind the scenes

We often hear of the work and brave acts done by the lifeboat crews—truly wonderful men—but does anyone reading of their exploits ever think of the devotion and skills of the men backing them up behind the scenes?

Alfred Whitham, 14 years old, started work in London, moved house and went to Boreham Wood with the firm, but now, at 57 years old, he has had to retire because, for personal reasons, he is unable to go to Poole. A good and wonderful record of work and service by him and men of his kind.

Good luck and a happy retirement to all who have been unable to carry on their work in the service.—MRS. A. WARREN, *132 Colson Road, Loughton, Essex.*

Steamboat down the Thames

Early in 1976, a Shoreline member from South Wales, David Garrick, wrote to the RNLI offering to make a sponsored cruise down the length of the non-tidal River Thames in his steamboat *Firecrest*. The project was soon in the detailed planning stage with myself, a member of the Fund Raising Committee and honorary secretary of the River Thames branch, acting as co-ordinator.

Firecrest is a 15' long steam-driven paddleboat which David Garrick built himself in nine months in 1972/73. She is powered by a single coal-fired boiler developing one quarter horsepower and using about one pound of coal for each mile travelled. She is fitted with a small cabin forward where it is possible for two people to sleep. *Firecrest* had been

used on many inland waterways but never for a cruise as long as the trip planned.

During the spring and early summer, arrangements were made. It was necessary to deliver stocks of coal to several sites along the river so that *Firecrest* could be refuelled en route. Friends were recruited to drive the car and trailer from the launching site to the recovery point.

Firecrest was launched at Lechlade, the upper limit of navigation, on July 31 and David and his wife Pat set off on their marathon. Next day saw them moored at the Rose Revived at Newbridge where they were joined by members of Witney Branch who sold souvenirs from a stall set up beside the boat. From here it was on to Oxford to moor alongside my cruiser and replenish the water tanks, then on quietly downstream to Teddington Lock.

In all *Firecrest* covered about 123 miles in ten days and a final grand total of just over £300 was collected.—J. R. NEEDHAM, *1a Goodwood Avenue, Watford, Hertfordshire.*

Discotheque

A member of the RNLI—now a Shoreliner—of some eight or nine years standing, I am a semi-professional discotheque cum DJ and would like to offer my services, for expenses only, to any one fairly close to my home interested in fund raising. I cater mainly for ballroom dancing, but cover the pop scene as well.

On a different note, I display a Shoreline car sticker, and, lo and behold! someone actually asked what it meant. After a lengthy explanation I was able to recruit a new member, with deed of covenant, so please send me some enrolment forms and I will try for some more new members.

I'm a real amateur boatman: C Craft 10' 6" inflatable with an Evinrude 15 hp hanging on the back; and what fabulous back-up service University Marine gave for that engine. It had packed up on me off Portland Harbour entrance and I was nearly in trouble. After regaining my composure and being able to make harbour I got in touch with University Marine, who said, 'You return it; we'll fix it . . .' free, although out of warranty. That's what I call service second only to the RNLI.—PETER BROWNBRIDGE, *2 Cortnay Rise, Hereford.*

Showing the flag?

There is a case for a flag on the car radio aerial for enormous open-air car parks: you fit the mast side, like a sleeve, over the aerial and remove it when you drive off.

At a show here last summer there were nearly 2,000 cars, in lines. Having driven in, with many others, into, say, the third row, there was no easy means of re-locating your car.—O. R. MACDERMOTT, *East Horndon Hall, Brentwood, Essex.*



Firecrest, the 15' steam-driven paddleboat built by David Garrick. She is powered by a single coal-fired boiler developing one quarter horsepower.

Bird's eye view of RNLI works depot from headquarters building: now they are only separated by West Quay Road. There is water frontage to Holes Bay with a quay where offshore lifeboats can be moored alongside and also a slipway.



RNLI DEPOT AT POOLE

THE MOVE of the depot from Boreham Wood to Poole was completed on October 1, 1976. Last to come was the machinery; within a fortnight of removal day it was in full operation on the new site.

The RNLI's first storeyard was established at Poplar in the late 1870s, opening on to the bank of the Limehouse cut canal in which new lifeboats were submitted to harbour trials before being sent to station. A machinery workshop for minor repairs was opened after the first world war, and, as the scope of the work undertaken increased, a move was made to larger premises at Boreham Wood in 1939.

The depot has a long, cherished

tradition of unstinted service. To all those unable to make the move to Poole the Institution sends its deep thanks and good wishes; to those who have joined to take their place, welcome.



Conference: (r. to l.) Commander David Wilford, RNR, superintendent of depot, Mick Wheeler, assistant superintendent of works depot, and Ron Taylor, machine shop foreman.

(Left) Rigging loft, chargehand Ron Parris in foreground.



(Left) Flag day supplies: there is a constant flow of collecting boxes, flags and publicity material to and from branches and guilds in the south, south west and midlands.

(Right) John McPherson and Nicola Goudge at work in the design studio.



Stores depot: every kind of spare part from marine engines to nuts and bolts is housed in a warehouse on Poole Quay.

Looking across one corner of machine shop to area where lifejackets are serviced and ILBs held for distribution to the coast; all major ILB servicing is done at Cowes.



When you have finished with
your copy of *THE LIFEBOAT*
PLEASE PASS IT ON...



Lizard-Cadgwith: 52' Barnett lifeboat The Duke of Cornwall (Civil Service No. 33) on exercise with an RNAS Culdrose Wessex Mk I helicopter off the Lizard. Two of the RN aircrew launched with the lifeboat; three lifeboatmen spent a short time in the helicopter after being hauled up.

photograph by courtesy of RNAS Culdrose



Berwick-on-Tweed: Old and new exercise together. The 42' Watson lifeboat William and Mary Durham was withdrawn from station to the relief fleet on September 17, 1976, being replaced by an Atlantic 21 ILB.

photograph by courtesy of Fish Trades Gazette

Around the Coast

Barrow branch has set itself the target of raising £26,000, the estimated cost of re-engining and refitting its lifeboat, the 46' 9" Watson, *Herbert Leigh*. The half-way mark, £13,000, was passed last October.

Arklow: On October 11, 1976, Ronald M. Delany, an Irish member of the

Committee of Management and an Arklow citizen by birth, presented a vellum to Coxswain Michael O'Brien commemorating the 150th anniversary of the station, which was established in 1826. Since that time the lifeboat has launched on service more than 250 times and rescued more than 300 lives.

Cambeltown lifeboat helps 120 Squadron at RAF Machrihanish in its 'at sea' dinghy drills and helicopter lifts. Last autumn members of the crew visited the Squadron and were shown over a Nimrod maritime reconnaissance aircraft; there was the opportunity, too, of very useful discussion on the problems of operating both Nimrod and lifeboat in air/sea rescues.

Portpatrick: During a visit to Galloway last October, Mrs Margaret Thatcher, Leader of the Opposition, was shown over Portpatrick's 47' Watson lifeboat *The Jeanie* and met members of her crew.



A Nelson aboard The Nelsons of Donaghadee: Quinton, one of the Nelson family, members of which have served in the Donaghadee lifeboat since the station was established in 1910 and after whom the new 44' Waveney lifeboat is named.

photograph by courtesy of Colin Watson

Inshore lifeboats: (below) West Bay Ladies from Dunoon, who raised the money to provide the new D class ILB at St Abbs, were honoured guests at her handing over ceremony on June 26, 1976 and are seen here with members of the crew. (Below, right) Before the service of dedication of the new D class ILB at Bude on May 15, Mrs A. Jenkins, joint honorary secretary with her husband (not seen in photograph) of Truro



branch, unveiled a commemorative plaque recording that the ILB had been funded from a special RNLi 150th anniversary appeal organised by Truro. Standing with Mrs Jenkins is the honorary secretary of Bude ILB station branch, Mr S. W. Whateley.

photograph by courtesy of Malcolm S. Henschley Film Productions



Some Ways of Raising Money

Redcar branch ladies guild's income for 1976 exceeded £4,000, all raised the hard way. None of the members has a car, so that large suitcases have to be heaved on and off buses in support of their various fund-raising efforts. In October they organised a Rainbow Bazaar, at which every stall represented one colour plus white. Every article on sale followed the colour of the stall, even the stallholders had a coloured sash to match the reds, mauves, greens, blues, purples, oranges and yellows of their wares. It was the idea of Mrs Vera Robinson, MBE, who has worked for the RNLI for more than 40 years. £134 was

A Yokel's Fair organised last July by customers of the Black Horse, Byworth, Petworth—licensee John Waldy—raised £450 for the RNLI. Held in the grounds of the inn and Roland Salter's adjoining field, the programme included a mummies' play, tug-of-war, pony and donkey rides, side shows, stalls, music by Petworth Town Band, a barbecue supper and dancing. One of the most popular attractions was lawn mower racing: four races and a grand prix.

added to the guild's funds by a Country and Western Dance; during the evening a man dressed as a cowboy tossed his stetson on to the floor, asking everyone to throw in coins as they danced—that brought in £14.50.

Grimsby guild and branch undertook the marathon task of organising a draw, in conjunction with the four-day Humberside County Show last September, for which a motor car given by Satra Motors was first prize. Despite the heavy rains of that time, by sheer hard work and perseverance they sold over £2,000 worth of tickets.

photograph by courtesy of Charles White



Memento of a night to remember: When the 85-strong Caldicot Male Voice Choir, together with soprano soloist Miss Ann Beynon, gave a concert at Bournemouth at the invitation of the ladies' guild and Miss Mary Palmer on May 28, their president, Alderman L. Budden, presented to the chairman of Bournemouth branch, Jonathan Burr, two glass plaques engraved by a choir member: one depicts the RNLI badge surrounded by the names of all members of the choir, the other the programme for the evening. The concert raised more than £160 for the RNLI.



Despite atrocious weather, four men at the Ring O'Bells, West Kirby, Wirral, persisted in their attempt on the world marathon bowls record over the weekend September 25 and 26. On Friday night it rained for six hours and between 6 pm on Saturday and 6 am on Sunday 3.7 inches of rain fell in Wirral. Undeterred—and fortunately they had lifeboat waterproofs—they went on to break the record, in the end completing 48 hours. More than £500 was raised for the RNLI.

As an experiment, Mrs Wither put an RNLI collecting box in the car park of her guest house, Low Isle House, Isle of Whithorn; in three weeks £140 had been collected. Next year collecting will start at the beginning of the season!

A class of 10-11 year olds at Barncoose County Primary School, Redruth, planned a wonderful surprise for their form master, Crew Member John Thomas of St Ives. In secret they organised a sale, making jam tarts and sausage rolls, RNLI flags and bookmarks and bringing in toys and comics. With this spontaneous gesture they raised £11 for the lifeboat service.

Before setting off on a fishing trip at Rhyl last July, the women's section of Newcastle (Staffordshire) Deep Sea Anglers presented a cheque for £75, raised with jumble sales, to John Owen, honorary secretary, Rhyl and District branch.

Solo yachtsman David Sandeman signed 500 envelopes bearing the 11p Jersey stamp commemorating America's bicentenary and took them on his voyage across the Atlantic last summer. These



(Above) Forty and more entrants set off on Sunday, October 4, for Southend-on-Sea ladies' guild's second annual fancy dress sponsored bicycle ride along the seafront from Shore House, Shoebury, where Percy Garon judged the costumes, to Westcliff Leisure Centre and back. £475 was raised by this eight-mile ride.



Each year since an ILB was first stationed at Horton and Port Eynon in 1968, Reg James, although confined to a wheelchair, has organised a gala sports day at Burrows caravan park as his contribution to the station. He presents his 1976 cheque, for £236.21, to Christopher Methuen-Campbell, president of the branch.

photograph by courtesy of South Wales Evening Post



Sprays of flowers from Walmer vice-chairman, Peter Broady (l.), and honorary secretary, Norman Cavell, for Schermuly and Pains-Wessex marchers (l. to r.) Barbara Skinner, Petra Mercer, Sue Roberts, Debbie Groom and Evelyn Luff. With a three-day, 80-mile sponsored walk from Newdigate to Walmer they raised £350 for the RNLI. After this third successive walk organised by Miss Skinner the total is over £1,000.

envelopes were date-marked on the day David set off from Jersey, June 5, and again when he reached Newport, Rhode Island, on July 18. They are being sold at £5 each for the benefit of the RNLI and, while stocks last, are available from Mrs S. D. Felkin, Kilimani, Mont Cochon, St. Helier, Jersey, Channel Islands. One envelope has been sent to HM The Queen, as Patron of the RNLI.

Mrs J. Rose, chairman of Heworth ladies' guild, York, was one of the people who attended the 150th anniversary RNLI Buckingham Palace Garden Party in 1974. Since then she has undertaken several speaking engagements, taking as her theme 'A Day to Remember at Buckingham Palace' and, as a result, has paid over £40 into the guild account.

A Bournemouth television firm held a water polo competition to mark the centenary of the game, first started in Bournemouth by a group of people playing with a ball in the sea alongside the pier. Competing teams travelled from as far away as Andover, Somerset and London (Metropolitan Police), and the £50 raised was donated to the RNLI.

Children are wonderful! After a family visit to Flamborough lifeboat station, Helen and Robert Braid and Beverley King went home to Prestwich, organised a jumble sale and sent the resultant £6.50 to the station with their best wishes. Another group of children, in Halifax, raised £7.10½ for the lifeboat service with their jumble sale; they are Stephen and Richard Cawthra, Tracy and Robert Walker, Paul and Karen Greenwood, Martin and Ian Oates and Jonathan Firth.

West Wight ladies' guild souvenir stall in Yarmouth, Isle of Wight, lifeboat house, open each weekend last summer from April 1 to September 5, achieved the splendid result of £1,957.

Royal Naval Association Tamworth branch settled for messing about on the river one July day last year, braving the River Anker in a sponsored 'sink or swim' on a polystyrene raft, 'HMS Polly'. The resulting £100 was given to Tamworth ladies' guild.

When Royal Fleet Auxiliary stores support ship *Stromness* visited her own



Great Yarmouth and Gorleston ladies' guild held an 'After Dinner at Eight' wine and savouries evening in June at the home of Mrs Margaret Adams (l.) at Herringfleet, St Olaves, to celebrate the presentation of a fund-raising scale model of the station's 44' Waveney lifeboat, *Khami*, made by Claude Peacock (r.), lifeboat committee member and a former crew member. Mrs Marjorie Peacock (c.) handed over the new model and it was accepted by Mrs Theresa Smellie, guild president. Many guests put contributions in 'Khami's' hold and the whole evening was a very enjoyable way of raising nearly £200 for local funds.

photograph by courtesy of Eastern Daily Press

port of Stromness last July, she brought with her a fine donation for the RNLI. Captain John Logan, her master, handed over to Coxswain Alfred Sinclair a cheque for £140, the result of various money-making activities by his officers. A large cake decorated with the *Stromness* crest, made by the ship's catering staff, was also presented to the RNLI for display and fund raising.

A total of £768 was raised by Scarborough ladies' guild at a two-day exhibition of paintings by the Rev. Edward Mowforth at Scalby last June. Of that sum, pictures he gave to the guild to be sold realised £530 and £200 was an anonymous donation. One picture is of an old Scarborough lifeboat, *Lady Leigh* which, on November 10, 1872, saved the crew of five and a boy from the brig *Palestine*, wrecked in a full north-east gale on Ramsden Scar; one of the men, Captain John Steel, was Mr Mowforth's father-in-law.

More than 100,000 tickets were sold throughout the Lancaster and Morecambe area during last summer in Lancaster branch's raffle for a Dell Quay runabout complete with water skis, fishing tackle and food hamper; an effort supported by many sailing, water ski and sub aqua clubs. Fred Gardener, a member of Morecambe ILB crew, with the Mayor and Mayoress of Lancaster, Councillor and Mrs Peter Sumner, drew the lucky ticket; the winner was Police Constable John Wilkinson. Proceeds from the venture were £3,336, which, with the results of a coffee morning and other efforts, means that Lancaster branch contributed £4,750 to RNLI funds in 1976.

In what she describes as 'a mad moment', Mrs Angela Herbert, licensee of the Norway Inn, Truro, challenged her daughter, Mrs Susan Flynn, licensee of the Mermaid Inn, St Mary's, Isles of Scilly, to a ladies' gig race, sponsored in aid of the RNLI to be rowed off St Mary's. Wednesday, July 28 was set as the day, Roger Shaw of Westward Television acted as official starter and, with a flotilla of boats on the water and spectators on shore, more than £2,000 was raised. The race was won by the Mermaid Inn team.

At Beccles last year a sponsored walk to Lowestoft in June raised £140, and a 17-mile sponsored Sea Scout canoe to Reedham in July raised £50. A new, fund-raising sub-committee has been set up by Beccles and District branch and anyone who would like to help will be welcome. Please write to the honorary secretary, Lieut.-Commander P. H. Cator, Holly House, Barnby, Beccles, Suffolk.

By August last year Campbeltown ladies' guild had already raised £2,200, £250 more than in 1975. They started with a record-breaking event on Easter Saturday, a coffee morning and Easter draw which brought in £307 and £300 respectively, and followed this with another record, £430, on their flag day on July 24. On that same day £356 was realised from a bottle and tablet stall at the Round Table's 'It's a Knockout'.

Tynemouth ladies' guild has received a donation of £90 from a local firm. One of its employees, on retirement, asked that the gift which would usually have been presented on this occasion should be given, instead, to the RNLI.

Eastcote branch held a buffet dance last October to conclude a very successful year during which £1,200 was achieved—the branch has raised its total to this amount from £300 in four years. At the dance the guests enjoyed the

A group of 8- to 13-year-old children living in the Llandegai area of North Wales planned and ran a mini-fete in Dr and Mrs Tideman's garden last September, raising £52 for the lifeboat service. In the photograph are Heather, Susy and Emma Chamberlain, Rachel and Julian Herbert, Mrs Tideman and Josephine and Ros Tideman.



For model makers . . .

Aerokits Ltd have recently introduced into their model range a kit for the 48' 6" Solent class lifeboat, the prototype of which (shown above) is being given to Southwold Lifeboat Museum. A royalty will come to the RNLI for every kit sold and kits can be obtained through retail stockists price £34.95 (excluding portholes, lifebelt, numbers and propellers).

* * *

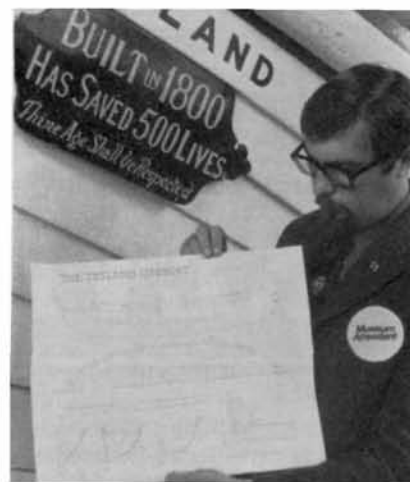
For those who like to build from scratch, Langbaugh Museum Service

singing of Scarlet and Lace, a folk group who generously donated their time to help the Institution.

Formed in 1970, Ledbury and District ladies' guild has gone from strength to strength. Last autumn, by kind permission of the Hon. Mrs Hervey Bathurst, a highly successful party was held in Eastnor Castle, raising £600, their best single effort so far. Although the weather prevented those present from enjoying their refreshments on the terraces, the castle rooms, steeped in history, provided a most suitable and enjoyable setting.

An RNLI exhibition, opened by Sir Alec Rose, was staged in Co-op House, Portsmouth, from September 2 to 11; first an Atlantic 21 at the entrance, then up to the first floor where a D class ILB was the centrepiece of the main exhibition and photographic display.

(Right) Cyril Watts, with his wife Rita, on board Centaur 731, Eilean Siheil, in which last summer he completed a sponsored circumnavigation of Britain, starting from the Bristol Channel; he expects to raise £1,000 for the RNLI. Mr Watts sends his thanks to his sponsors in industry and on mileage, to the 16 people who, in turn, joined his crew, and to fishermen, boat owners, harbour masters and RNLI crews who helped during the voyage. photograph by courtesy of Bristol United Press



(10-12 Fountain Street, Guisborough, Cleveland TS14 6PP) have model plans available, price 65p including postage, of the Zetland lifeboat, the oldest surviving lifeboat in the world. These plans were drawn by David Phillipson (top right), an attendant at the museum and Redcar's head launcher.

There were continuous film shows and a Christmas card and souvenir stand. Manning was by volunteers from branches in Portsmouth, Southsea, Hayling Island, Havant, Cosham, Waterlooville, Portchester, Denmead and Hambledon. There was £174 profit for the RNLI.

A disco at Gunnersbury Fair Public House raised over £100 for the RNLI. The owners of the house, Goodhews B and S Ltd, plan to hold a number of disco's around the country in an effort to raise enough money to fund a lifeboat.

Mrs Gladys Harvey of Stoke Bishop has been running coffee mornings, for a number of charities, since right back in the 1930s. For a very long time now there has always been one each year for the RNLI, and the 1976 party raised more than £175.



BOOK REVIEWS

● A welcome addition to the yachtsman's library of pilotage is the new book **Channel Islands Pilot** by Malcolm Robson (Nautical Publishing, £7.50) which contains the following appreciation by Major-General R. H. Farrant, CB, Chairman of the RNLI:

Malcolm Robson has handed over to the Royal National Lifeboat Institution the author's royalties from the sale of this book—I am glad to be able to acknowledge this most generous action by a yachtsman, whose work as a qualified pilot in the Channel Islands has given him an abundance of local knowledge. I feel sure that the elegant and detailed presentation of this knowledge will be of great benefit to his fellow yachtsmen.

They are waters I know myself from cruising in them as a yachtsman, but more still I know them as waters where, summer and winter, the lifeboatmen of the Channel Islands have shown so well those qualities of courage and seamanship which are such outstanding characteristics of all the RNLI crews of England, Scotland, Wales and Ireland.

Perhaps it takes an experienced seaman to appreciate to the full what these lifeboatmen face and overcome. Malcolm Robson is certainly such a seaman, as apart from his intimate knowledge of Serquis waters, he has sailed his own yacht across the Atlantic Ocean and in the Pacific. Indeed he has first-hand knowledge of what it feels like to be a seaman in distress, as yachts have sunk under him in mid-ocean on two occasions.

The RNLI is most grateful to Malcolm Robson for his unstinted generosity.

● In **Great Sea Rescues** (New English Library, 50p) Commander E. W. Middleton faced something of a challenge. This was how to retell the stories of the most famous rescues by lifeboats in a book which could be read as a consecutive narrative and not as a series of barely related incidents. He has succeeded admirably, largely because of his own extensive knowledge of the lifeboat service and a deep understanding of what may and could constitute danger at sea.

In an introductory passage he writes: *'This is the classic disaster: a sailing ship unable to set sufficient sail to give*

control with an unfriendly shore just under her lee. It may be a ship under way on passage from port to port but it could equally well be a ship sheltering at anchor, suddenly embayed by a shift of wind.'

From this he goes on to recount how when a fleet of 13 ships was driven on to the Goodwin Sands in November 1703 some 200 men were said to be alive and stranded there.

The loss of life which occurred around our coasts before there was an organised lifeboat service is difficult to comprehend today, for, as Commander Middleton points out, in the three years from 1816 to 1818 some 1100 British ships were stranded or wrecked and an average of 163 seamen lost each year.

Among the disasters and triumphs which the author recalls are the loss of the whole of The Mumbles crew when going to help of *Samtampa* in 1947, the rescue of survivors from *Princess Victoria* in 1953 by the Donaghadee and Cloughey-Portavogie lifeboats, and the rescue from *Indian Chief*, which W. Clarke Russell told so effectively through the words of the Ramsgate coxswain, Charles Fish.

In bringing the story up to date Commander Middleton writes of the stranding of *Torrey Canyon* with a cargo of 118,000 tons of oil: *'Once more, what could have been a disaster of the first magnitude with possibly the loss of most of the crews of both ships involved, results in the majority of the crew of the exploding tanker being saved. How they escaped seems little short of miraculous but perhaps it will not always be so.'*

For the extraordinarily modest price of 50p the book is exceptional value and will, it is hoped, be read by many to whom epic rescues such as those achieved in the past by Ballycotton, Cromer, Moelfre and other crews are unfamiliar.—P.H.

● In the preparation of the history of Filey station '**Golf, Lima, Foxtrot, Echo**' (the international call sign of its lifeboat) an enormous amount has been packed into a 32-page booklet. First, Jeff Morris, after much patient research, records the story of Filey lifeboats from the time, in 1823, when the residents of the town collected funds to purchase their own 30' boat, pulling 12 oars, up to the station's 150th anniversary in

1973. During that time conventional lifeboats at Filey were launched 396 times and saved 253 lives—a story closely interwoven with brig and coble, trawler and drifter—and in the last nine of those years the ILB launched 117 times and saved 82 lives.

The last few pages of the booklet, which is illustrated by the editor, Mel Whittaker, are given over to brief historic shore notes, bringing the work of secretaries, committees and guilds into the story and giving the reader a good look at the organisation at work behind the scenes.

Copies from Filey honorary secretary, D. Liversidge, 21 Flat Cliff, Primrose Valley, Filey, price 50p including postage.—J.D.

● *'The story of the lifeboat service is a story of heroes . . .'* These are the opening words of a fine booklet which has been produced in the Irish Environmental Library Series on **The Lifeboat Service in Ireland**. Written by Philip Mahoney, assistant national organiser, Ireland, and generously illustrated in colour by Peter Jay, it gives a brief history of the RNLI and an explanation of its organisation with particular reference to Irish stations, lifeboats and crews. The booklet ends with a record of some of the most memorable services by Irish lifeboats, including those to the Daunt Rock lightship by Ballycotton lifeboat and to the Liberian tanker *World Concord* by Rosslare Harbour lifeboat.

Copies from RNLI, 10 Merrion Square, Dublin 2, price 75p including postage.—J.D.

● How many of us have sat on the high stool in a ship's chartroom and gazed at the long row of books on the shelf without ever wondering what that lot costs! Sailing directions, tide tables, lists of lights, lists of radio signals, nautical tables, almanac, books on the weather, flags of all nations . . . all paid for by Big Brother. And then, one day, you squeeze your way into its counterpart in your own boat, bumping your head on the beam carved with *certified navigation space 0.001 tons* and realize that this time you are Big Brother. So you buy a copy of 'Reed's'—**Reed's Nautical Almanac** (Thomas Reed Publications, £4.95). And, unless you are planning to go further afield than Western European waters, you practically have the lot. Not only that, but you have a seamanship manual, a navigation manual, a first aid handbook, a dictionary of nautical terms in five languages and a lot else besides.

If one dared to criticize such a noble publication it would be to say that there is too much of it in a single volume. A quick count shows that of 26 sections, 17 contain permanent information and only nine those things which need to be reprinted annually. Section 9 is saved up for some future subject as yet undisclosed—what about the International

Yacht Racing Association rules? I am sure that there are many yacht owners and small ship owners who would welcome two volumes, even if the resulting economy in paper left the effective price unchanged.

There have been some minor rearrangements and improvements in the new edition. A colour insert gives the new IALA buoyage system (see back cover of the last number of THE LIFEBOAT). The new International Collision Regulations are reprinted again, after a false start last year. There are bound to be some errors and omissions (I could point to a couple) but these will no doubt be put right in the half-yearly supplement published on April 1, which is all part of the service.—K.M.

● **Sailing Directions and Anchorages, North and North East Coasts of Scotland** (Clyde Cruising Club, SV Carrick, Clyde Street, Glasgow G1 4LN, £3.00, postage 20p) is the second of a new series of sailing directions issued by the CCC, and maintains the same high standard as the first, **Orkney**, reviewed in No. 454 of THE LIFEBOAT. Each of many small ports and anchorages from Cape Wrath to Kinnaird's Head are treated with a standard layout of chartlet and tabulated

details of tides, approaches, anchorages, facilities and points of interest.

To my mind there is one small retrograde step in the second of the series and that is that the scale of the chartlets, which was consistently given in miles and cables, is now given in a confusing alternation of metres and cables, but then I told myself not to be silly because everybody knows that the cable is 185.2 metres except in the UK where it is 185.32 metres!—K.M.

● For the man who has had enough experience of sailing to want to design his own boat, but who does not know just how to set about it, **Designing Small Craft** by John Teale (Nautical Publishing, £3) offers a straightforward, practical guide. Let him but read the introduction and he will be encouraged to make a start. 'There is nothing desperately difficult about any aspect of boat design', writes the author, and, while his experimental effort is not likely to be in the first flight, '... it should certainly float at its designed waterline and do all sorts of unambitious things in a perfectly satisfactory manner'.

Before the reader has time for hesitation or doubt he is presented with

a list of the equipment he will need, shown how to set about drawing the lines plan and led into the necessary calculations to determine draft, displacement and longitudinal centres of buoyancy and gravity. The first step taken, with growing confidence he can progress with the author from simple flat bottom boats to chine forms and finally round bilges.—J.D.

● It is a proof of the popularity of Mike Peyton's sailing cartoons that by the time last winter's journal had appeared with its review of his first book of cartoons, all copies had been sold. We wish its successor equal, if perhaps not quite so speedy, success.

Come Sailing Again (Nautical Publishing, £1.95) is described by the author as 'my second sincere attempt to warn people of the so-called joys of sailing'. Eighty-eight excellent cartoons depict peril at sea in small boats, and for anybody who goes afloat there is an uneasy pleasure in laughing at the predicaments illustrated here. As Mr Peyton points out, 'although these incidents have not actually happened to you, if you sail long enough they will. But you will not be laughing then.'—A.H.G.

Competition Crossword

COXSWAIN ARTHUR LIDDON of Dover, who has compiled this crossword puzzle, is kindly giving as a prize for the first correct solution to be opened a colour enlargement of

Dover's 44' Waveney lifeboat *Faithful Forester* entering harbour in rough seas. The picture is autographed by all members of crew. Entries, with name and address written in capital letters, should be sent to THE LIFEBOAT, RNLI, West Quay Road, Poole, Dorset BH15 1HZ by Monday, February 28. Please mark envelopes 'Crossword'.

Across

- 1 Where Ann sailed in Japan (6, 3)
- 6 The result of a large number of losing bets? (5)
- 9 You may be uncertain but do you have the answer? (5)
- 10 Would they mainly be found entering tide-races? (9)
- 11 Assign to an old penman (7)
- 12 Denounce with understandable force (7)
- 14 Kipling's flannelled fools (10)
- 16 Former Russian police go up here in confusion (4)
- 19 Othello's ancient comes in as Portia goes out (4)
- 20 Lifeboatman's ally drags out a hundred (10)
- 24 It can be dangerous to expel a member (7)
- 26 Worker and girl going back together for reception (7)
- 27 Way of falling upon events we hear (9)
- 28 A testing time for any lifeboat (5)
- 29 Billy's nursery friend? (5)
- 30 Two ships and a prickly type for the valuers (9)

Down

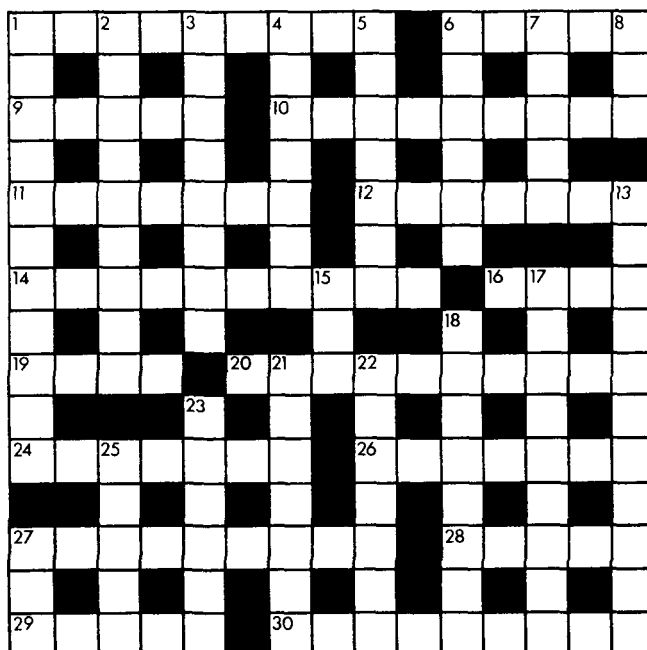
- 1 A brave leader—and so was Coxswain Fish when he went to her rescue (6, 5)
- 2 A gin with lunch could be the start of a hectic night out (9)
- 3 This could be the outcome of an inexpert solo attempt (2, 6)
- 4 Distrust a group who surround us softly (7)
- 5 Dear Pat shows how to fit a square peg into a round hole (7)
- 6 Old copper with villain in tow has quite an arresting influence (6)
- 7 Founded as in place of retirement (5)
- 8 Initially 23 (1, 1, 1)
- 13 No reason to think that one would not get square meals from them (5, 6)
- 15 The length of time we are returning (3)
- 17 It may be used for storing food or sailing around (5, 4)
- 18 Stirs up scattering stones about it (8)
- 21 Pedro's mundane outlook is partly responsible for the bloomer (7)
- 22 They support lifeboat crews when things get rough (3, 4)
- 23 A time for celebrating—or just the opposite? (6)
- 25 An aid to navigation at sea but not on car (5)
- 27 You may need local knowledge to find any particular one! (3)

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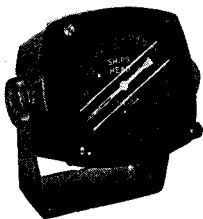


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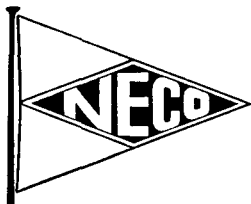


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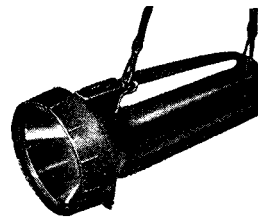
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Lifeboat Services

(from page 226)

Bridlington, Humberside
August 3, 20, 22 and 24.
Broughty Ferry, Tayside
August 28 and 29 (twice).
Calshot, Hampshire
June 10, 19 (twice), July 18 (twice), 19, 29 (twice), August 22 and 27.
Campbeltown, Strathclyde
August 11.
Clacton-on-Sea, Essex
June 19, July 10 (twice), 11, August 8, 24 and 28.
Clovelly, North Devon
June 15, 16, 20, July 4, 5, 15, August 7, 8, 21 and 22.
Courtmacherry, Co. Cork
June 27, July 8 and August 2.
Cromer, Norfolk
June 23 and August 7.
Douglas, Isle of Man
June 6, 15, 19 and July 29.
Dover, Kent
June 3, 6, 12, 19 (twice), 23, July 21, August 8 (twice), 14, 15 and 24.
Dungeness, Kent
August 17 and 19.
Dun Laoghaire, Co. Dublin
June 29, July 28 and August 1 (twice).
Dunmore East, Co. Waterford
June 20, July 9 and 18.
Eastbourne, East Sussex
July 10.
Exmouth, South Devon
July 24, 28 and August 22.
Eyemouth, Borders
August 29.
Falmouth, Cornwall
June 14, July 5, 14, August 6, 19 and 30.
Filey, North Yorkshire
August 27.
Fishguard, Dyfed
August 7 (twice) and 22.
Fleetwood, Lancashire
June 27, July 9, August 22 and 28.
Fowey, Cornwall
August 23.
Galway Bay, Co. Galway
June 7, 16, 30, July 9, 16, 19, August 6, 16, 20 and 26.
Girvan, Strathclyde
June 30, July 10 and August 24.
Great Yarmouth and Gorleston, Norfolk
June 7, 23 and August 22.
Harwich, Essex
July 14, 29, August 8, 18 and August 26.
Hastings, East Sussex
July 10, 13 (twice), August 5 and 26.
Holyhead, Gwynedd
June 27 and July 30.
Howth, Co. Dublin
July 8.
Hoylake, Merseyside
August 21 and 26.
Humber, Humberside
June 17 (twice) 27 and August 12.
Invergordon, Highland
July 3.
Kirkcudbright, Dumfries and Galloway
August 22.
Kirkwall, Orkney
July 2, 14 and August 30.
Lerwick, Shetland
August 14 and 29.
The Lizard-Cadgwith, Cornwall
July 11 and August 22.
Llandudno, Gwynedd
September 16.
Lochinver, Highland
June 25, July 20 and August 5.

Lowestoft, Suffolk
June 18 and July 18.
Macduff, Grampian
June 19, July 1 (twice), 7 and 15.
Mallaig, Highland
July 16, August 11 and 14.
Margate, Kent
July 19 and August 29.
Moelfre, Gwynedd
July 28.
The Mumbles, West Glamorgan
July 15 and 27.
Newbiggin, Northumberland
July 18, August 1 (twice) and 29 (twice).
New Quay, Dyfed
June 16 and August 17.
North Sunderland, Northumberland
August 28 (twice).
Padstow, Cornwall
July 12, 31 and August 15.
Penlee, Cornwall
June 19, 30, August 1 and 28.
Peterhead, Grampian
June 25.
Plymouth, South Devon
June 1 and 19.
Poole, Dorset
July 19, August 5, 13 and 29 (twice).
Port Erin, Isle of Man
June 10 and August 29.
Porthdinllaen, Gwynedd
July 4, 14 (twice), August 1, 19 and 31.
Portpatrick, Dumfries and Galloway
July 18, 30 and August 22.
Portrush, Co. Antrim
June 22.
Port St Mary, Isle of Man
June 11 (twice), July 9 and August 7.
Pwllheli, Gwynedd
August 19.
Ramsey, Isle of Man
July 18 and August 22 (twice).
Ramsgate, Kent
June 5, 29, August 6, 21, 24 and 28.
Redcar, Cleveland
June 3 and 12.
Rhyl, Clwyd
August 28.
Rosslare Harbour, Co. Wexford
June 19, July 11, 30 and August 11.
Runswick, Cleveland
June 4 and August 29.
St Davids, Dyfed
July 15, August 1 and 16.
St Heller, Jersey
June 1, 6, 16, 27, 29, July 2, August 7 and 30.
St Ives, Cornwall
June 30, July 6, 18, 27, August 18 and 30.
St Mary's, Isles of Scilly
June 22, July 21, August 11 and 20.
St Peter Port, Guernsey
June 30, July 19, 30, August 26, 28 (twice) and 30.
Salcombe, South Devon
June 16, 17, 24, July 2, 10, 13, 21 (twice), August 1, 22, 26 and 28.
Scarborough, North Yorkshire
August 19, 22 and 27.
Selsey, West Sussex
June 4, 19 and 21.
Sennen Cove, Cornwall
June 8, July 15 and August 4.
Sheringham, Norfolk
June 2 and July 11.
Skegness, Lincolnshire
June 29 and August 4.
Stromness, Orkney
June 4, 24 and August 16.
Swanage, Dorset
June 13 (twice), 14 (twice), July 4, 13, 21, 29, August 3, 5, 8, 9, 10, 21 and 22.
Tenby, Dyfed
June 1, August 9 and 11.

Thurso, Highland
June 12.
Troon, Strathclyde
June 6, 16, 19, 20, 23, 26, July 2, 4, 5, 7, 18, 31, August 4, 8, 17, 25 (twice) and 30.
Tynemouth, Tyne and Wear
July 31 and August 29.
Valentia, Co. Kerry
June 22, July 2, 25, August 8 and 14.
Walmer, Kent
June 3, 19, August 4, 7, 26 and 29.
Waltton and Frinton, Essex
August 22.
Weymouth, Dorset
June 18, July 17, 30, 31, August 12, 25 and 28.
Whitby, North Yorkshire
June 3.
Wicklow, Co. Wicklow
June 6, July 17 and August 2.
Workington, Cumbria
July 2 and August 4.
Yarmouth, Isle of Wight
July 16, 29, 30, August 13 and 28.
Youghal, Co. Cork
June 12.

Services by Inshore Lifeboats, June, July and August, 1976

Aberdovey, Gwynedd
June 3, 26, 27, July 10, 11, 17, August 3, 10 (twice), 16, 17, 20, 27 and 29.
Abersoch, Gwynedd
June 1, 13, 30, July 21, 28, August 19 (twice), 20, 27 (twice) and 28.
Aberystwith, Dyfed
June 22, 24 and July 31.
Amble, Northumberland
June 12, 13 and 26.
Arbroath, Tayside
August 31.
Arran, Strathclyde
June 15, July 17 and August 2.
Atlantic College, South Glamorgan
July 4, 26, 30, August 4 (twice), 9 and 25.
Bangor, Co. Down
July 18, August 7 and 29.
Barmouth, Gwynedd
June 18, 27, July 1, 20, 25, August 21, 22 (4 times), 26, 27 (3 times) and 28.
Barrow, Cumbria
July 12, August 22, 26 and 28.
Beaumaris, Gwynedd
June 10, 11, 20, 29, July 1, 4 (twice), 25, August 16 and 30.
Bembridge, Isle of Wight
July 14 and August 23.
Berwick-upon-Tweed
June 2, August 27 and 29.
Blackpool, Lancashire
June 5, 6, 21, 22 (twice), 24, July 2, 5 (twice), 9, 10, 22, 30, August 18, 20 and 22.
Blyth, Northumberland
June 6 and August 29 (twice).
Borth, Dyfed
June 2, 23, 26, July 11, 12, 16, 21, 24, 27 (twice), August 4, 17, 20, 23, 27 and 30.
Bridlington, Humberside
June 1, 7, 11, 12, 26, 28, July 2, 9 (twice), 11, 18, 24, 26, 31, August 1 (twice), 2, 22, 23 and 30.
Broughty Ferry, Tayside
June 8, 24, 27, July 4, August 5, 8 and 16.
Bude, Cornwall
June 30, July 3, 11, 31, August 4, 9, 13 and 22.

Burnham-on-Crouch, Essex
June 19, August 20 and 27.

Burry Port, Dyfed
June 10, 20, 29, July 4, 14, 29 (twice).
August 1, 8, 9, 10, 11, 13, 17, 23 and 24.

Cardigan, Dyfed
June 16 (3 times), July 31, August 18, 24 and 29.

Clacton-on-Sea, Essex
June 1 (twice), July 11, 18, 29 (twice),
30 (twice), August 6, 8, 10, 14 (3 times)
and 15 (4 times).

Conwy, Gwynedd
June 27.

Coverack, Cornwall
July 14, 31 and August 28.

Craster, Northumberland
June 12, 18 and July 27.

Criccieth, Gwynedd
June 27, 29 and July 1.

Crimdon Dene, Co. Durham
June 6, 19, July 11 and 28.

Cromer, Norfolk
June 26, July 6, 11 (twice), 15, 24, August
4 and 13.

Cullercoats, Tyne and Wear
June 6, 12, 27, July 7, 11 and August 29.

Dunbar, Forth
June 4 and 6.

Eastbourne, East Sussex
June 18, 19 (twice), July 1, 5, 18, 31,
August 1 and 27.

Eastney (D184), Hampshire
June 19 (3 times), 26 (twice), 29, July 3
(twice), 4 (3 times), 10 (twice), 11
(twice), 17, 18 (3 times), 19, 25 (twice),
August 1 (4 times), 15 (twice), 21
(twice), 22 (twice), 27, 28, 29 and 30.

Eastney (B530), Hampshire
June 19 (twice), 27 (4 times), 29, July 4,
10, 11, 18 (3 times), 24, August 1
(5 times), 7 (twice), 8 (twice), 13, 22
(twice), 27 (twice) and 30.

Exmouth, South Devon
June 11, July 3, 9, 13, 21, 25, August 20,
23 and 28.

Filey, North Yorkshire
June 2, 9, July 17, 25, 26, August 2 (twice)
and 29.

Fleetwood, Lancashire
June 6, 24 (twice), 27, 29, July 6, August
15 and 26 (twice).

Flint, Clwyd
June 4, July 2, 3 and 29.

Great Yarmouth and Gorleston, Norfolk
June 3, 7, 12, July 11, 13 (twice), 19, 21,
28, 29, August 1, 6 (3 times) and 8
(twice).

Happisburgh, Norfolk
August 1, 7, 16, 18, 28 and 30.

Hartlepool, Cleveland
July 11 (twice), 12, 29, August 10 (twice),
23 and 24.

Harwich, Essex
July 1, 6, 18, August 8, 14, and 18.

Hastings, East Sussex
June 13, July 1, 8, 18, 28, 29, August 13,
15, 21 and 22.

Hayling Island, Hampshire
June 12, 13, 19 (3 times), July 4, 8, 9, 12,
18, 19, 27, 28 (twice), 29 (twice), 31
August 4, 9, 14 (twice), 21, 22 (4 times)
and 27.

Helensburgh, Strathclyde
June 13, July 1, 31, August 2 (twice) and
20.

Holyhead, Gwynedd
June 27 and August 22.

Horton and Port Eynon, West Glamorgan
June 30, July 3, 11, 17, 31, August 2, 4,
26 and 28.

Howth, Co. Dublin
June 8, 17, 18 (twice), 23, July 6, August 8
and 19.

Humbermouth (Cleethorpes), Humberside
June 6, 28, 29 and August 31.

St Catherines, Jersey
June 29, July 24 and 29.

Kinghorn, Forth
June 5, 12 and July 29.

Kippford, Dumfries and Galloway
August 3 and 18.

Largs, Strathclyde
June 30, July 5, 10, 11, 18 (twice), 21, 31,
August 17, 19 and 28.

Little and Broad Haven, Dyfed
July 4, 18, 19, 27, August 2, 7, 13 and 21.

Littlehampton, West Sussex
June 3, 9, 13 (4 times), 18, 19 (twice), 29,
July 2 (twice), 19, 21, 28, 29, August 1,
8 (twice), 15 (twice), 23, 24 (twice) and
29 (twice).

Littlestone-on-Sea, Kent
July 13, 16, 28, 30 (twice), August 15, 19
and 21.

Llandudno, Gwynedd
June 12, 22, 23, 27, July 13, 23, 29, 31
and August 9.

Lyme Regis, Dorset
June 6, 14, 20, 23, July 18 (3 times), 24,
29, 31, August 4, 5, 14, 15, 19, 21, 22,
23 and 26.

Lymington, Hampshire
June 19, 27, July 16 and 18.

Lytham-St Anne's, Lancashire
July 1, 4, 7, 8, 10 and 18.

Mablethorpe, Lincolnshire
June 6, 12, 19, 27, July 6, 7, 18 (twice) 30,
31, August 4, 24 and 29.

Margate, Kent
June 1, 12, 23, July 1, 5 (twice), 6, 19,
August 8, 14, 22 and 24.

Minehead, Somerset
June 2 (twice), 30 and July 18.

Moelfre, Gwynedd
June 4 (twice), 6 (twice), 21, 26, 30, July 4,
13, 14, 18, 25, 27, 28, 30, August 1, 4,
12, 18 (twice) and 28.

Morecambe, Lancashire
June 16 and July 5.

Mudford, Dorset
June 1, 9, 12, 20, 23, July 11, 24, August 1,
7, 8 (3 times), 17 and 23 (twice).

The Mumbles, West Glamorgan
July 22, 25 and 27.

New Brighton, Merseyside
June 5, 8, 27, 30, July 9, 21, 26 and
August 6.

New Quay, Dyfed
June 12, 13, July 27, August 3 and 19
(twice).

Newquay, Cornwall
June 14, 16, 25, July 11 (4 times), 18, 25
(twice), 28, 31 (3 times), August 3, 6,
9 (twice), 11, 16, 18, 19 (twice), 22, 23
(twice), 29, 30 and 31.

North Berwick, Forth
June 4, July 8 and 18.

North Sunderland, Northumberland
August 15 and 29.

Oban, Strathclyde
June 2, 10, 14, July 4 and 7.

Peel, Isle of Man
June 19, July 30 and August 15.

Poole, Dorset
August 25.

Porthcawl, Mid Glamorgan
June 1 and 12.

Port Isaac, Cornwall
July 11, 12, 18, 26, August 3, 8, 10, 16,
18, 21, 25 and 29.

Port St Mary, Isle of Man
July 11.

Port Talbot, West Glamorgan
July 3.

Pwllheli, Gwynedd
June 1, August 20 and 30.

Queensferry, Forth
June 6 (3 times), 8, 12, 15, July 14, 18, 20,
August 2, 5 and 15.

Ramsgate, Kent
June 1, 5 (twice), 12 (twice), 25, July 14,
22, 25, 30, August 14, 16, 21 (twice),
24, 26 and 28.

Red Bay, Co. Antrim
June 12, July 4, 23 and August 28.

Redcar, Cleveland
June 10, 12, 23, 26, July 3, August 8 and
10.

Rhyl, Clwyd
June 3, 13, 27, 28, 30, July 1 (twice), 5,
18, 26, 28, August 13, 15, 22, 23 and
30 (twice).

Rye Harbour, East Sussex
June 13, 28, July 4, 5, 9, 11 (3 times),
22, August 8, 10, 14 (twice) 15 (twice)
16, 20, 22, 24, 25, 26 and 30.

St Abbs, Borders
August 29.

St Bees, Cumbria
August 27 and 28.

St Ives, Cornwall
June 2, 16, 30, July 2, 19, 27, August 13,
15, 18 and 26.

Scarborough, North Yorkshire
June 10, 13, July 2 and 4.

Selsey, West Sussex
June 4, 14, 18, August 3, 14 and 19.

Shoreham Harbour, West Sussex
June 6, 11, 12, 17, 19, 26 (twice), 30,
July 1, 5, 11, 14, 18 (4 times), 31 (twice),
August 1 (4 times), 2, 8, 14, 22, 26 and
27 (twice)

Silloth, Cumbria
July 4 and 18.

Skegness, Lincolnshire
June 9, 11, 14, 18, 29, July 5, 7, 18, 28,
August 16, 20 and 23.

Southwold, Suffolk
June 1, 30, July 2, 6, 8, August 4, 8, 10
and 11 (3 times).

Stonehaven, Grampian
June 6.

Stranraer, Dumfries and Galloway
August 2 and 29.

Tenby, Dyfed
June 2, 6, 27, 30, July 7, 8 (twice), 11, 19,
20, 22, 23, 24, 25 (twice), 26 (twice),
28, 31 (twice), August 1 (twice) 3, 9,
(3 times), 15, 17, 21, 23, 24 (twice), 25,
28 and 31.

Torbay, South Devon
June 1, 8, 11, 13, 26 (twice), 29, July 3,
8, 10, 19, 21, 26, 29, August 21, 22 and
23.

Tramore, Co. Waterford
June 18, July 2, 18 (twice), August 17, 22,
27 and 28.

Trearddur Bay, Gwynedd
June 15, 27 and 28.

Tynemouth, Tyne and Wear
June 6, 13, 27, July 31, August 10, 23 and
29 (twice).

Walmer, Kent
July 15, 17, 22 and August 22.

Wells, Norfolk
July 29, August 1, 4 and 22.

West Mersea, Essex
June 1, 12, 29, July 2, 11 (twice), 13, 14
(twice), 27, 29, August 8 (twice), 10
and 14.

Weston-Super-Mare, Essex
June 26, August 2, 7, 10 (twice), 19
(twice) and 22 (3 times).

Whitstable, Kent
June 9, 12, 30, July 3 (3 times), 11, 15,
16, 21, 31 and August 14.

Withernsea, Humberside
June 20, July 2, 15, 26, 30 and August 1.

Yarmouth, Isle of Wight
June 19, July 13, 16, August 1 (twice), 27.

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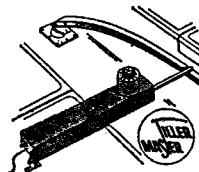
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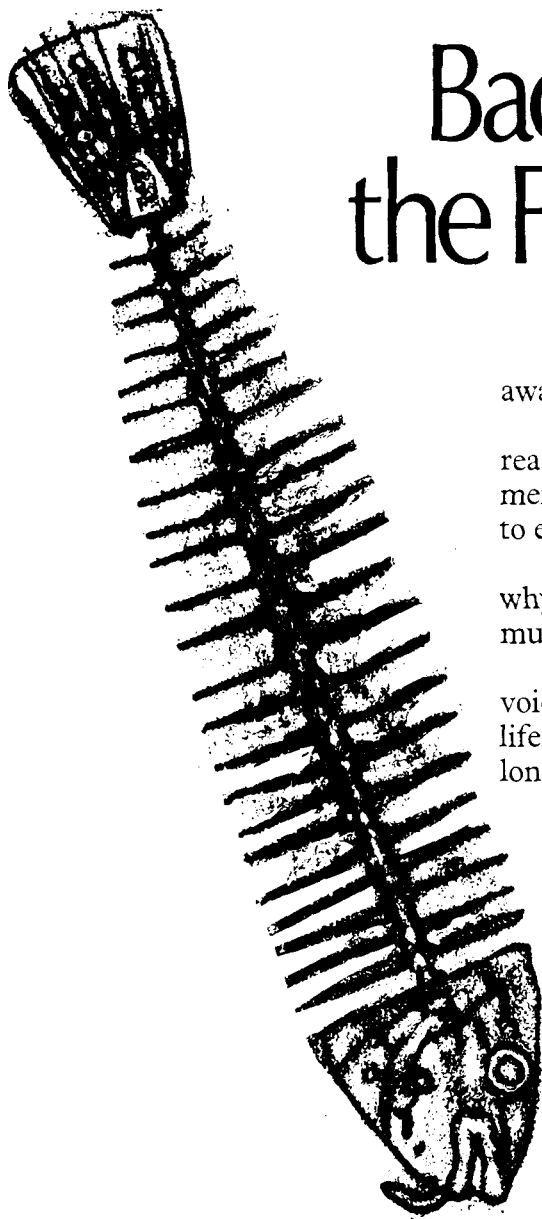
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