

THE LIFEBOAT

THE JOURNAL OF THE RNLI



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THE LIFEBOAT

Spring 1975

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COVER PICTURE

November 17, 1974, and all is quiet at Wells-next-the-sea: Wells 37' Oakley lifeboat, *Ernest Tom Nethercoat*, moored at the quay, waits to be rehoused after launching on service the previous evening. After a report of distress flares, the lifeboat had been launched at 1551 on a flood tide in fine weather with good visibility; the sea was moderate and a gentle westerly breeze blowing. She arrived alongside the casualty, a converted MFV, at 1702 about half a nautical mile off shore from Blakeney Watch House, to find her making water heavily. The second coxswain was put on board and the MFV towed back to Wells Harbour. The photograph was taken by Leslie Marr.

All editorial 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.

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

Shoreline Organising Secretary: G. R. (Bob) Walton, 29a Castle Street, Salisbury, Wiltshire (Telephone Salisbury 6966).

A year's subscription of four issues costs 88p, including postage, but those who are entitled to receive THE LIFEBOAT free of charge will continue to do so.

The next issue of THE LIFEBOAT will appear in July and news items should be sent by the end of April.

LIFE-BOAT

Design & Development



ERIC C FRY

A record of life-boat development in Britain spanning nearly 200 years, this book traces in text, drawings and photographs the evolution of coastal rescue craft from the 'Unimmergible' boat patented by Lionel Lukin in 1785 to the latest 70ft long-range Clyde class and the high-speed inshore rescue boats of the R.N.L.I. Salient features of thirty-three different classes of life-boats are shown in 151 specially prepared scale drawings, together with sail plans of

early boats, launching-carriage details and a diagrammatic explanation of R A Oakley's method of self-righting by transference of water ballast. Supplementing the drawings are 28 photographs of representative classes of life-boats.

Detailed descriptions are given of each of the types illustrated and an introductory historical text provides a survey of life-boat design and development from the inception of the Service, later to become the R.N.L.I., to the present day.

Written and illustrated by a former Second Coxswain of the Barry Dock life-boat, this authoritative record of the continuous development of one of the most specialised types of purpose-built small craft in the world fills a distinct gap in British maritime history.

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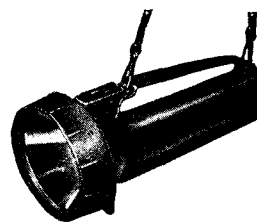
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NOTES OF THE QUARTER

by the Editor

THE STORY of 'The Year of the Lifeboat', 1974, was one of a triumph of faith: faith in a service of 150 years' standing and of the voluntary principle which is its essence, faith in the capacity of the voluntary workers of the RNLI to meet the demands put on them, faith in the people of Britain and Ireland to give the service the support it needs. The triumph was achieved in a year of such widespread gloom that towards the end of it the Queen in her Christmas broadcast aptly commented that 'the trouble with gloom is that it feeds upon itself and depression causes more depression'. In such an atmosphere a story of unqualified success must be a gratifying one.

The operational record of the service speaks for itself. Never before have so many calls been made on RNLI lifeboats as happened last year, when the total number of launches on service was 2,858. Through much of the year, particularly in the spring and the autumn, there were gales of exceptional violence continuing over abnormally long periods. A few services carried out last autumn are reported in this number of *THE LIFEBOAT*. From these it will be seen, for example, that on September 27 the Hastings lifeboat had to put out in the worst conditions in which a carriage launch from the station had ever been attempted. In spite of the demands made on this and so many other occasions not a single man was lost on service or on exercise. This is the kind of 'nil return' which does not attract public attention. It is not one which ought to be overlooked or taken for granted.

Surplus achieved

In *THE LIFEBOAT* last year something was told of the extraordinary efforts made by the branches and guilds of the

RNLI to match the importance of the 150th anniversary by new and enterprising methods of raising money and increasing public interest. Like another of our Queens, Queen Victoria, on a celebrated occasion, they were not interested in the possibilities of defeat and, as a result, in a year of grave financial difficulty, a gratifying surplus was achieved which can be put towards the construction of new lifeboats.

The whole programme of 'The Year of the Lifeboat' began to be planned nearly four years ago. Its culmination was the spectacular success of the International Boat Show at Earls Court in January of this year when a lifeboat station and village sponsored by the Midland Bank was the central feature.



Admiral Sir Wilfrid Woods, former Chairman of the RNLI.

Wall Street comment

In the present economic climate it would be unwarrantable to regard the RNLI's financial outlook with complacency. With short-time working in factories, with the savings of the retired slashed by inflation, with large concerns having to turn to the Government for financial help and numerous small ones facing the possibilities of bankruptcy, support for the service must continue to be achieved by much hard voluntary work. But the standing of the RNLI was never higher than it is today, and it is significant that on the front page of *The Wall Street Journal* of December 12, 1974, there appeared the headline *In These Dark Days in Britain, Lifeboats Are a Source of Pride*. There followed an article by Neil Ulman, who had visited the lifeboat stations at Cromer and Sheringham. Describing the assembly of the Cromer crew he wrote:

'That the crew should have assembled and put to sea so quickly in bad weather is remarkable, many seamen think. But such standard procedure on the RNLI's 253 volunteer lifeboats around Britain's coast is a source of national pride in a country where little joy or unanimity is found on much of any subject these days. Hundreds of thousands of Britons drop coins in model lifeboats at their local pubs and leave millions of dollars every year to the lifeboat service in their wills. Many say they do so because the RNLI represents Britain at its best.'



Major Osman Gabriel, the greatest benefactor the RNLI has known.

Two great supporters

The year's end was unhappily marked by the death of two great supporters of the RNLI. One of these was the former chairman, Admiral Sir Wilfrid Woods, who died on January 1 at the age of 68. After an exceptionally distinguished career in the Royal Navy, in which his last appointment had been Commander-in-Chief, Portsmouth, and Allied Commander-in-Chief, Channel, he served as Chairman of the RNLI from 1968 to 1972. When he took office the RNLI had the year before had a deficit of some £400,000: a deficit soon made good.

During Admiral Woods's chairmanship the two tragic disasters at Longhope and Fraserburgh took place. The strain of these and of the huge programme of re-construction on which the RNLI was launched during his chairmanship undoubtedly affected his health, and he was obliged to relinquish the chairmanship earlier than he had intended.

A few days earlier Major Osman Gabriel, whose gifts to the RNLI amounted to some £200,000, died at sea on his way to South Africa. He was the donor of the Hoylake and Port Erin lifeboats and, if changes in the value of money are disregarded, he can be described as the greatest benefactor the RNLI has known.

1975 and after

After all the exertions of 'The Year of the Lifeboat' and the spotlight of publicity which the RNLI has enjoyed, some people have felt inclined to wonder whether there might be a sense of anticlimax and a slackening of the efforts of those working for the service. All the indications are that nothing of the kind is intended or even seriously considered by the overwhelming majority of the RNLI's supporters. This was made encouragingly clear at the last conference of organising secretaries held towards the end of 1974, when one after another of them stated that all the evidence from his or her area showed a determination to carry on in 1975 and in the future with all the vigour shown last year.

LIFEBOAT SERVICES

South Eastern Division

Gusts to force 11

AT 0820 on September 27, 1974, the deputy launching authority at Hastings was informed by Fairlight Coastguard that a fishing boat was in distress 2½ miles south west of Rye Harbour. The maroons were fired and reserve lifeboat *Jane Hay*, a 37' Oakley class (tractor and carriage) boat on temporary duty at Hastings, was prepared for launching.

There was a south westerly strong gale force 9, gusting storm force 10 at times, with 15 to 20' seas breaking on the beach. The tide was at its most difficult state to launch, being one hour before high water. It was raining heavily. The coxswain had to choose the instant to launch very carefully: to

launch at the wrong moment would mean either hitting the sand, thus being vulnerable to the next wave and consequent broaching back on to the carriage, or being broached while still on the carriage. With expert judgement, outstanding courage and remarkable teamwork success was achieved and *Jane Hay* was launched at 0836 in the worst conditions in which a carriage launch has ever been attempted at this station.

Jane Hay then headed towards the casualty and began searching. The tide was setting 075° at 0.5 knots and the wind still increasing.

Dungeness lifeboat and the Coastguard helicopter were also taking part in the seaborne search while Coastguard patrols and Rye Harbour ILB Land-rover searched the shore.

During the prolonged search, contacts reported by Lydd radar were investigated by the lifeboat with no result, until 1050 when radio communications were re-established with the casualty, *Simon Peter*, who reported her position as 'south by east 9 miles from Hastings'. At 1100 CG helicopter Helo 41 located *Simon Peter* 172°T 3.6 nautical miles from Hastings Harbour arm, and Hastings lifeboat set course for this position. Helo 41 returned to Lydd to refuel and RAF helicopter Helo L70 came to take over.

At 1150 Helo L70 re-located *Simon Peter* and homed Hastings lifeboat on to her. At 1242 *Jane Hay* arrived on the

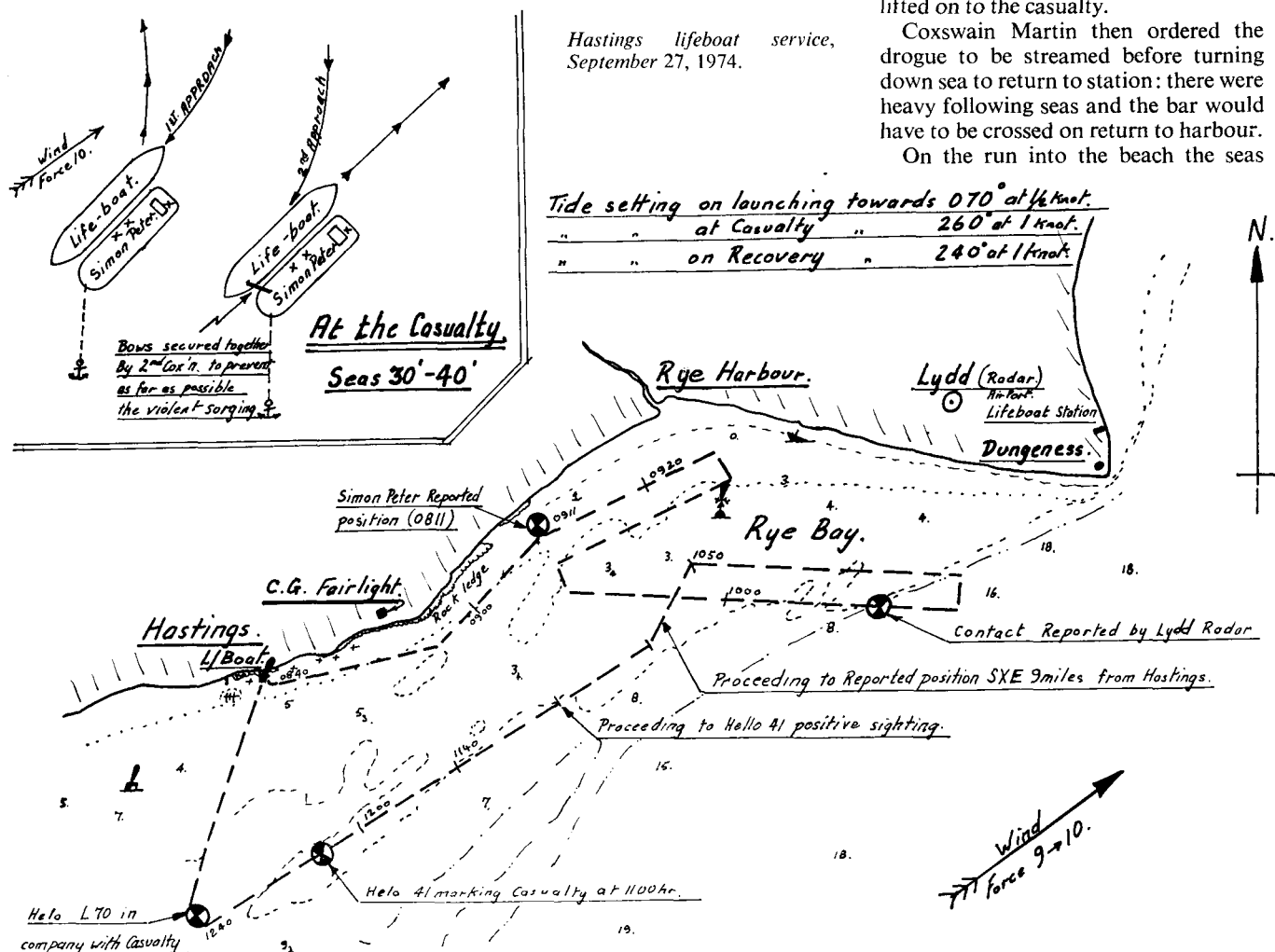
scene, allowing Helo L70 to return to base: the cloud base was very low and conditions were bad for helicopter operations.

By now the wind was south west, gusting violent storm force 11, with 30 to 40' seas breaking over *Simon Peter*, whose wheelhouse was stove in. The tide was setting 260° at 1 knot. Coxswain/Mechanic 'Joe' Martin, using the loud-hailer, instructed the fishing boat crew to drop anchor and prepare to be taken on board the lifeboat. *Jane Hay* then made her first approach, Coxswain Martin holding her, well fendered, alongside. However, although willing, the survivors were too exhausted to move. Due to the heavy sea Coxswain Martin was forced to drive astern to re-brief his crew: they were to board and, if necessary, to carry the fishing boat crew over.

The second approach was then made. With expert seamanship and judgement the lifeboat was again placed alongside the anchored *Simon Peter*. Second Coxswain George Douglas White, taking charge on the foredeck, leant across both heaving boats to make fast the headrope, risking being crushed as he did so. Two of the exhausted crew of *Simon Peter* were then dragged bodily into the lifeboat. The skipper followed, and as soon as he was aboard Second Coxswain White chopped away the headrope and Coxswain Martin put his engines full astern to prevent being lifted on to the casualty.

Coxswain Martin then ordered the drogue to be streamed before turning down sea to return to station: there were heavy following seas and the bar would have to be crossed on return to harbour.

On the run into the beach the seas





Jane Hay crossing the bar on return to Hastings harbour, with the three survivors from Simon Peter on board.

photograph by courtesy of George Gregory.

were breaking at the foot of the bank: it was 1½ hours before low water. Coxswain Martin decided that he could get his exhausted casualties ashore and so he drove in, bumping over the sandy bottom as he went until he reached the bank.

The boat was very quickly and efficiently recovered by a horde of enthusiastic helpers, in pouring rain and gale force winds, under the expert co-ordination of the head launcher, Ronald White.

For this service the silver medal for gallantry was awarded to Coxswain/Mechanic John Herbert William 'Joe' Martin, and the bronze medal to Second Coxswain George Douglas White. The thanks of the Institution inscribed on vellum were accorded to Assistant Mechanic Harry Benton, Second Assistant Mechanic Robert Shoesmith and Crew Members Richard Adams, Michael Barrow, Albert White and Richard Read. A framed letter of thanks was awarded to Head Launcher Ronald White and letters of appreciation sent to Station Officer of HM Coastguard, C. B. Downing, Deputy Launching Authority, Manning Whiley, and the Commanding Officer, RAF Manston.

Western Division

Father overboard — daughter takes over

HAVING HEARD from Aberdovey Coastguard at 1820 on August 10, 1974, that a member of the public had reported seeing someone falling out of a motor cabin cruiser crossing Dovey Bar to seaward, Aberdovey honorary secretary immediately assembled the crew, and within seven minutes ILB B514, *Guide Friendship I*, was launched. Helmsman Anthony Mills was in command, with David Williams and Andrew Coghill as crew.

The wind was west north west force 6, and in the protected water of the inner Dovey estuary the sea was only slight. It was low water at Aberdovey and on the seaward side of the bar the tidal stream was setting to the south. Visibility was good.

Course was set for the Inner Channel Buoy one mile to the west and on approaching it a motor cabin cruiser was sighted close by. Helmsman Mills took *Guide Friendship I* alongside the boat and, enquiring if help was needed, was told that all was well. The owner

had not seen any other craft in distress, nor had he seen any distress signals.

Receiving a radio message from New Quay Coastguard that a speedboat had been sighted on the Dovey Bar firing red flares, the ILB immediately went out across the bar in the direction of the Outer Buoy. When clear of the rough and confused breaking seas on the bar, the ILB was stopped and an all-round search made. Nothing was sighted and Aberdovey Coastguard informed accordingly.

Running before a rough sea and heavy swell, a slow down-wind search was then made in the direction of Ynyslas Beach. When just under a mile from the shore and half a mile south of the Bar Buoy, Andrew Coghill sighted an object on the port bow, which was also seen by Aberdovey Coastguard. It proved to be a man clutching a life-jacket. *Guide Friendship I* closed with the man, who was helped into the boat. He was suffering from shock and exposure. Identifying himself as Mr. W. Edmunds, owner of the cabin cruiser *Lady Jane*, he said that he had been thrown out of his boat by rough seas when crossing the bar, and there were three children still aboard.

Helmsman Mills asked that Borth

ILB and a helicopter should be called out to help in the search for the three missing children, and Borth Coastguard was asked to start a beach search.

Course was directed to the north eastwards and, at about 1857, Aberdovey Coastguard reported sighting someone standing on South Bank, an isolated sand bank cut off from the shore and awash. Due to the heavy, confused seas the ILB crew were unable to see anyone, but were directed by the Coastguard from his high vantage point ashore. As the ILB approached, wreckage was sighted and then a sunken boat with water breaking over her.

Shortly afterwards the person on South Bank was sighted to the eastward of the sunken boat. Between the wreck and South Bank two people were seen in the sea with heads just above the water; they were close together and one appeared to be helping the other. Heavy surf was breaking around them and they were about 300 yards from the bank.

Helmsman Mills tried to close the two children, but it was difficult to manoeuvre the boat in the rough sea and heavy surf. He managed to get within 50 yards of them but the boat started to take the ground and was in danger of broaching. The crew members went into the water and tried to hold the boat head into the sea, but it was impossible. David Williams volunteered to swim on a line to the children, but the line was not long enough to allow him to reach them, so, discarding it, he continued wading and swimming in the heavy surf. *Guide Friendship I* stood off in deeper water.

On reaching the two children, Jayne Edmunds, aged 11, and Paula Ward, aged 11, David Williams helped them through the heavy surf to South Bank where they joined up with the third child, Paula's younger brother, aged 9. The three children were taken through the shallow water to the southern end of South Bank, while the ILB landed on the beach 200 yards away, on the other side of the channel between the shore and the bank. Andrew Coghill waded out to South Bank and helped David Williams to bring the three children across the channel, which was about 5' deep, to the beach where they were reunited with Mr. Edmunds. They were all four placed into the care of Borth Coastguards.

At about 1910 a message was received from Aberdovey Coastguard saying that another boat had been sighted on the bar which could be in trouble. *Guide Friendship I* was re-launched and closed the boat; she was the motor cabin cruiser which had first been seen near the Inner Channel Buoy at the beginning of the service. The owner explained that he was searching for his friends in *Lady Jane*. Helmsman Anthony Mills explained what had happened and escorted the motor cruiser back into calmer water.

On approaching Aberdovey the ILB was signalled to close the beach at Ynyslas and take off the survivors. They were landed at the ILB station and provided with showers and warm clothing. The ILB was re-housed and made ready for further service by 1945.

Further investigation revealed that when Mr. Edmunds had fallen from the boat, Jayne, his 11-year-old daughter, had thrown him a lifejacket and had attempted to manoeuvre the boat towards him, but, in doing so, had shipped a considerable amount of water, making the boat unmanageable. She instructed the other two children to put on lifejackets, and then fired red distress signals. The three children were apparently washed out of the boat just before she sank. When rescued, Jayne was found to be supporting Paula and holding on to a lifejacket which she had not had time to put on. Had it not been for the action taken by Jayne Edmunds, the outcome of this incident could have been very different.

For this service the bronze medal for gallantry was awarded to Crew Member David Williams. The thanks of the Institution inscribed on vellum were accorded to Helmsman Anthony Mills and Crew Member Andrew Coghill. Jayne Edmunds was awarded an inscribed watch.

South Eastern Division

Father and son

EASTNEY, HAMPSHIRE, ILB crew were alerted at 0315 on September 7, 1974, when the honorary secretary was informed by Shoreham Coastguard that red flares had been seen in the vicinity of Langstone Channel. ILB D184 was launched at 0343, by which time the casualty was being illuminated from shore by the Coastguard mobile patrol.

The wind was from the south south west force 9 with gusts to force 10. The sky was overcast and visibility very poor. The tide had begun to ebb, giving wind over tide conditions, and launching was made difficult by a large swell running diagonally across the beach.

The run to the casualty was made at full speed directly down wind. The shore was obscured frequently in heavy rain squalls, but the boat ran well before the seas which became larger as the fetch increased. The directions from the Coastguard were so accurate that the ILB ran straight to the casualty, reaching her at 0359.

As they approached, the ILB crew saw that the boat was snubbing her anchor chain and taking seas over the bow. She was also yawing badly. The ILB passed down the starboard side and on rounding the stern met the full force of the gale. Helmsman Sydney Thayers, with great difficulty, managed to close the casualty's port quarter and with a combination of his skilful use of the engine and the strength of the crewmen they



Jayne Edmunds, aged 11, was presented with the first Churchill award for bravery at Sea during the London Boat Show. photograph by courtesy of the Daily Express.

managed to retain contact with the boat.

A man was found tied to his 11-year-old son and both were lashed to the boat. With great difficulty they were transferred to the ILB. Both were suffering from shock and exposure and they were wrapped in the plastic blanket in preparation for the run back.

On leaving the casualty, at 0406, the ILB could make only very slow progress into the steep, short seas. Visibility was reduced to nil due to driving rain, spindrift and solid water. The survivors were landed in the lee at Eastney at 0431 and transferred to the Royal Portsmouth Hospital.

For this service the bronze medal for gallantry was awarded to Helmsman Sydney S. R. Thayers and to William Charles Hawkins, an operational swimmer. The bronze second-service clasp was awarded to Dennis Faro. A letter of appreciation was sent to HM Coastguard for the excellent co-operation received during this service.

Western Division

Outboard engine failed

THE COASTGUARD informed New Quay honorary secretary at 1740 on July 30, 1974, that a small motor boat had been seen drifting towards the rocks about half a mile north of Trwyn-Croi, some four miles south of the station. Three minutes later the ILB launched with Assistant Motor Mechanic Mervyn Thomas in command, crewed by Richard Davies and Richard Phillips.

The wind was onshore, west south west force 6, and the sea rough. A heavy swell was running from the north west. It was just before high water at New Quay and a weak flood stream was setting to the northward.

The ILB was kept close inshore, but because of the rough seas and heavy swell could only motor at a moderate speed. On passing Cwmtdu the motor boat with one person on board was sighted ahead anchored in a dangerous position about 150 yards from rocks at the base of very steep cliffs. At 1800 Helmsman Thomas closed the boat to learn from her owner that the outboard engine had failed and the boat had been blown inshore until the anchor had eventually brought-up and held. Two of the crew had abandoned the boat and swum ashore.

One man could be seen on a rock at the base of the cliff, apparently exhausted with surf breaking around him and in danger of being swept into the sea. A second man was seen lying down at the top of the cliff, in no immediate danger.

Helmsman Thomas decided to take the ILB in to the rocks and try to take off the man at the base of the cliff. The sea was rough and confused, with heavy swell running almost at 70° to the direction of the sea, and further aggravated by the reflected waves off the cliff.

The ILB was anchored and backed under power towards the cliffs. On nearing the rocks the engine was stopped, lifted, and the crew continued to back the ILB in under oars. On the first attempt at landing, the boat was lifted by a wave and swept broadside on to a rock, but the crew managed to pull clear by hauling on the anchor cable. During the second attempt the ILB was completely overwhelmed by a heavy breaking sea and landed full of water on a rocky ledge close to the man in distress.

Crew Member Richard Phillips got ashore and made his way to the man. The ILB being perched at an angle on the ledge, some of the water spilled back into the sea and the crew were able to turn her head to sea.

Richard Phillips helped the man into the ILB and in doing so damaged the radio aerial; at the same time the boat swept off the ledge, leaving Richard Phillips on a near-by rock. The next wave washed him off the rock into the sea and he was able to grab a line thrown to him by Helmsman Thomas and was hauled into the boat. The ILB was pulled clear of the rocks, the engine started and the anchor recovered.

When the ILB went back alongside the small motor boat at anchor, the

owner was asked if he wished to be taken off, but he refused to leave his boat. It was now 1830.

The survivor being in poor shape, suffering from abrasions and exposure, it was decided to land him at Cwmtdu, just over a mile to the north, and Helmsman Thomas told the owner of the boat that he would then return immediately. Because of the damage to the aerial it was not possible to send a radio report to New Quay Coastguard, so, realising that the motor boat was dangerously close to the rocky lee shore, and her owner was determined to remain with her, Helmsman Thomas ordered red flares to be fired to call out the New Quay lifeboat.

The survivor was landed at Cwmtdu into the care of D. Davies, a Coastguard reporting member. Richard Davies telephoned a situation report through to New Quay Coastguard and requested an ambulance.

The ILB was re-launched, returned to the motor boat and stood by until New Quay lifeboat arrived at 1905. A tow was passed and the boat was taken to Llangranog, two miles to the south, where she was safely beached and pulled ashore by tractor. The lifeboat and ILB returned to station and by 2115 were rehoused and made ready for service.

The man on the cliff was found by a member of the public and placed into the care of the Coastguard. Having swum ashore he managed to scale the cliff and in doing so received severe lacerations to his hands and feet.

For this service the bronze medal for gallantry was awarded to Helmsman Mervyn Thomas. The thanks of the Institution inscribed on vellum were accorded to Crew Members Richard Phillips and Richard Davies.

North Western Division

Yacht aground

THE POLICE informed Barrow coxswain, Robert Charnley, at 2300 on August 24, 1974, that an independent source had reported the sighting of a red flare north of Walney Island. They were advising HM Coastguard, who would be investigating further. Coxswain Charnley put crew members on stand-by.

On hearing again from the Coastguard at 2330 the assembly signal was made by the Coxswain. *Herbert Leigh*, a 46' 9" Watson class lifeboat, launched at 2340. The wind was south south west force 3 to 4, with a slight sea and moderate visibility; it was 1½ hours before low water. Having been told that the exact position of the flares was unknown but was believed to be off the north end of Walney Island, near Lowsey Point, Coxswain Charnley made a course for the entrance of the River Duddon.

During the passage the weather and visibility deteriorated. The wind increased to south south west force 7 to 8

and visibility was poor in heavy rain. Navigation was by dead reckoning, *Herbert Leigh* not being fitted with DF and the radar having failed shortly after launching. During the passage Coxswain Charnley fired white parachute flares and asked the Auxiliary Coastguard, stationed at Walney, to give him the bearing of these flares to help him with his navigation.

At 0210 the casualty was sighted right ahead, about 2 cables from the lifeboat. She was aground about 2½ miles north west of Lowsey Point. Seas were breaking over both the lifeboat and the casualty. The wind was still south south west force 7 to 8, with rough seas and poor visibility; the state of the tide was one hour to flood.

Coxswain Charnley, in assessing the situation, and having been in shallow water during the approach, at times with only 6' under the keel, decided to anchor the lifeboat to windward, veer down and pass a tow line to the yacht. He thought it too dangerous to attempt to go alongside and take off the people on board.

Following anchoring and veering down, a heaving line was passed to the yacht and then a tow line. These were secured and the lifeboat towed the yacht into deeper water.

It was decided to tow the yacht to Barrow Docks. In the weather prevailing the lifeboat was only able to go at one-third speed and the passage took some four hours. Lifeboat and tow arrived at Barrow Docks at 0610 and the lifeboat returned to station and was rehoused at 0700.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Robert Charnley. Vellum service certificates were presented to Second Coxswain Ernest Diamond, Motor Mechanic Frank Moore, Assistant Motor Mechanic Albert Benson and Crew Members Peter Charnley, Thomas Keenan, Paul Cochrane and Anthony Barber.

Eastern Division

Yachtsman saves seven

DURING THE FORENOON of September 1, 1974, a 23' outboard motor cabin cruiser left the River Crouch bound for the River Blackwater with five adults and two children on board. The crew had heard the BBC area weather forecast, giving winds of south west force 4 to 5, and it was decided that it was prudent to set out. All was well until the cruiser passed Foulness Point, when the boat cleared the lee of the land.

The wind was south south west, force 6, with cloud and occasional rain squalls. High water at Walton was predicted at 1227 BST.

At about 1415 in the vicinity of Bachelors Spit, the owner decided that

CORRECTION

The name of the New Brighton ILB helmsman who was awarded the silver medal for the service to an MFV aground off Perch Rock Light on June 8, 1974, is Edward Beverley Brown. We apologise to Mr Brown for the mistake in his Christian name published in the winter issue.—
THE EDITOR.

the increasing following wind and seas would make it dangerous for the boat to alter course to the westward for the Blackwater, and the northerly course was maintained in the hope of reaching Brightlingsea.

At 1430 the outboard engine steering cable parted and the boat would no longer steer. A small dinghy outboard motor was carried, but while it was being fitted the boat took a heavy sea on board, flooding the cabin. The crew fastened their lifejackets and removed their shoes while one adult fired a white hand flare, followed by a red hand flare; while holding the flares he was severely burnt on both hands.

Within minutes of burning the flares, the cabin cruiser was again filled by the beam seas and started to sink. All crew members took to the water and stayed together by linking arms.

Tom Miszewski was sailing his 28' East Anglian sloop *Spanish Lady* singlehanded under reefed mainsail and jib from the River Blackwater to the Royal Harwich Yacht Club at Woolverstone on the River Stour. When abeam of Eagle Buoy he sighted what appeared to be a white light followed by a red light, low on the water to the north of his course. It was about 1445. He handed the log and altered course towards the lights, which disappeared before he reached them. He then sighted the bows of the cabin cruiser as she finally sank, and almost immediately saw the crew in the water.

By now the wind had risen to force 6 gusting 7, with heavy seas. The weather was cloudy with excellent visibility.

As *Spanish Lady* approached the survivors, Tom Miszewski threw a lifebuoy to them, assuring them he would stay close while securing his sails. He let fly both halyards and went below to prime the auxiliary engine, returning on deck twice to check the position of the survivors. Once the engine was started, with the boat now under control, he lashed the tiller temporarily while he moved forward to tie-off both sails before approaching the people in the water from windward. The seas were breaking over them as he managed to bring up alongside at the second attempt.

He had little difficulty in hoisting the two children inboard but the adults caused him great strain because the yacht's guardrails could not be released and he had to lean outboard, attached by lifeline, to lift them. The last person to be saved was the owner; a bight of rope was passed around her and she was hauled aboard, cracking two ribs as the yacht dipped into a wave trough; one of the survivors had fallen against the engine controls, stopping it, thus causing the yacht to lay beam on to the seas.

Contact could not be made with the shore because radio was not carried, and being familiar with the problem of landing survivors from moorings at Brightlingsea, Tom Miszewski set sail

north-eastward to Harwich. He sailed under jib only until abeam of Walton, during which time he had attempted to comfort the survivors. All were seasick and in a shocked state; they were very cold as no protective clothing had been worn when they abandoned the cruiser.

At 1830 the yacht reached the Royal Harwich Y.C. at Woolverstone, where the survivors were attended before leaving by taxi for their home.

For this service the thanks of the Institution inscribed on vellum were accorded to Tom Miszewski.

North Western Division Climber stranded on cliff

WHEN IT WAS LEARNED that a climber was in difficulty on Little Orme, Llandudno, on April 27, 1974, the honorary secretary telephoned the honorary secretary of Rhyl to let him know that Rhyl ILB might be needed. At 1717 it was confirmed that help was wanted and the ILB, an RFD D class inflatable, was launched within two minutes; she reached the area of Little Orme at about 1755.

The climber was on the west face of Little Orme and underneath an overhang some 30' above the sea, so that, although he could be seen from the ILB, he was hidden from the rescue party above. The wind was north east force 4 to 5 with sea state 4 to 5, causing the swell to break heavily on the rocks close to and under the climber's position.

Helmsman Donald Jones found a spot some 25 to 30' from the climber where he thought he could beach the ILB safely; it was a bouldered beach, 10 to 15' wide, with large uneven jagged rocks on either side; there was about 4' of water 7 to 8' off the beaching area, shelving rapidly.

The boat was beached successfully and, while Crew Member James Quinn stayed with the ILB, turning her round with the engine cocked ready for launching, Coxswain Jones and Crew Member Richard Perrin waded waist deep in water around the boulders until they were underneath the trapped climber. With waves constantly crashing over them, it was exceedingly difficult to maintain a foothold.

The climber first lowered his equipment and then let himself down the rock face and all three scrambled back through the seas to the boat. The climber and his gear were put into the ILB and, filled with water by the constantly breaking seas, she was dragged off the beach. The engine fired first time, but only on one cylinder. Nevertheless, Helmsman Jones thought there would be enough power to get off the beach through the surf.

Richard Perrin and James Quinn held the ILB head to sea, just afloat, until given the command to jump in. On the first attempt she was thrown back ashore but on the second they got away;

the two crew once again steadied the boat, but this time chest deep in water, being lifted off their feet and completely immersed by the breaking seas. However, both cylinders fired and, with the crew hanging on to the outside to steady the boat as long as possible, Helmsman Jones managed to drive her, still full of water, through the breaking seas and, as the crew pulled themselves on board, out into the comparative calm beyond the surf.

Once clear and with the water drained out through her self-bailers, the ILB took the climber to Llandudno and was then returned to Rhyl by road.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Donald Jones and Crew Members Richard Perrin and James Quinn.

Western Division

Lost from tender

WHEN THE COASTGUARD told the Porthdinllaen honorary secretary, at 2318 on September 20, 1974, that red flares had been sighted close to Porthdinllaen Point, maroons were fired and at 2335 the lifeboat was launched with Second Coxswain John Scott in command. By this time it had been learnt that two people had been lost in the sea from the tender to sailing yacht *Xim*, moored in the bay.

The wind was south west force 7 to 8 gusting 9, causing a rough sea and heavy swell. The sky was overcast, with rain and squally showers. It was an hour before high water and the tidal stream was setting north at 2½ knots.

Coxswain Griff Jones was on leave and spending the evening at Morfar Nefyn. At 2320 he was told by his 14-year-old son, Eric, that red flares had been sighted and the lifeboat was begun called out. Coxswain Jones went with his son to see the boat being launched and arrived at the cliffs above the boathouse at 2338, just after she had gone afloat; the crew were rigging masts and aerials.

Two minutes later, by the lights of a Coastguard landrover turning on the cliffs, Eric saw someone crouched on an isolated rock about a quarter of a mile north of the boathouse.

Coxswain Jones and his son ran down to the boathouse and the winchman was instructed to tell the Coastguard that the station boarding-boat was being launched to recover the person on the rock. The 14' clinkerbuilt boat, powered by a 20 HP twin cylinder Johnson outboard engine, was taken from the boathouse and launched from the slipway at 2344: Coxswain Jones was in command with, as crew, his son Eric and D. J. B. Lewis, a member of the party from *Xim*.

The boarding-boat had to negotiate extremely narrow channels, less than 25' wide in places, caused by the rising

tide covering most of what can be described as one rock formation. The strong south westerly wind was causing a rough and confused sea, and the swell was estimated to be 10 to 12' high at times.

With great skill and determination, Coxswain Jones succeeded in reaching a position from which he was able to stem the tide and wind during the final approach, at the same time keeping just a little ahead of a heavy backwash sweeping in from the north.

The man was crouching on the south-east corner of a large exposed rock, the face of which was known to be steep-to. Coxswain Jones told his son that he would put the stem of the boat against the rock, and instructed him to stand by to grab the man and drag him into the boat: he stressed that it was of the greatest importance to succeed on the first attempt.

The boarding-boat was taken in to the rock face and, with great skill and courage, Coxswain Jones was able to hold her in position long enough for Eric to grab the man and drag him over the gunwale into the boat. It took tremendous determination for a 14-year-old boy to hold on to a 13-stone man and eventually drag him aboard despite the rising and falling of the boat in the heavy swell.

With the survivor safely on board, the boat was backed off and returned to the lifeboat station through a gap in rocks estimated to be about 16'. The man was taken off the rock at 2351 and landed at 2359, shocked and exhausted, into the care of the honorary medical advisor.

For this service the bronze medal for gallantry was awarded to Coxswain G. J. Jones and an inscribed wrist watch to his son Eric. A medal service certificate was awarded to D. J. B. Lewis.

Western Division

Ten rescued

TOLD BY a member of the public at 1309 on August 10, 1974, that a dinghy being sailed singlehanded had capsized in Port Eynon Bay and her helmsman was having trouble righting her, J. Walter Grove, senior crew member of Horton and Port Eynon ILB station, alerted the crew and went immediately to the beach. From there he sighted a capsized Enterprise dinghy about half a mile to the south east and, after watching the helmsman make two unsuccessful attempts to right the boat, he decided to launch the ILB, informing Rhossili Coastguard.

The wind was offshore from the north west, force 6 to 7, and the sea moderate. It was two hours after high water at Port Eynon; off the coast the ebb tidal stream was running westwards, but in the bay a counter current was causing the capsized boat to be set eastwards to Oxwich Point. Visibility was good.

The ILB, with Walter Grove in command and Peter Muxworthy and Lawrence Grove as crew, was launched at 1312 and set course at full speed for the Enterprise. As they arrived alongside, at 1316, a recall flare was fired from the boathouse. The man in the water was advised to board the ILB and abandon his boat since there was not enough time to tow her to the beach; at 1324 he was landed at Horton, exhausted, into the care of the station personnel.

Hearing that Rhossili Coastguard had reported a boat capsized in Oxwich Bay,

three miles east of the station, Helmsman Grove immediately re-launched the ILB and set course towards Oxwich.

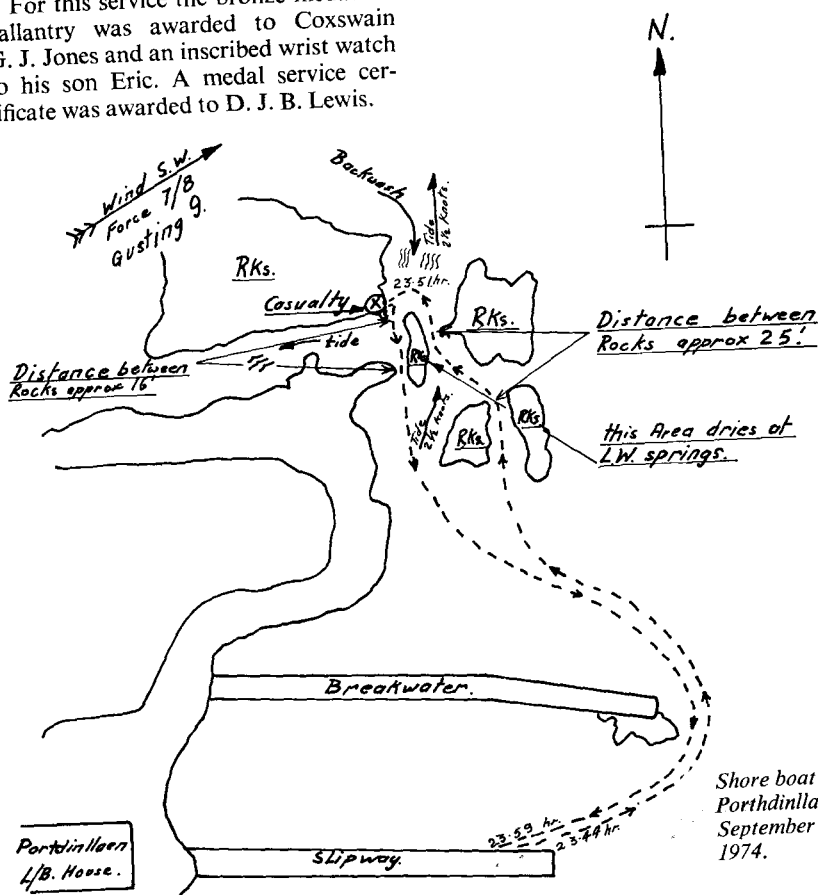
The wind was now blowing a full force 7 and, as she cleared the lee of the land, the ILB ran into rough water. Rounding Oxwich Point at 1336 her crew sighted skin-divers in two inflatable boats about a quarter of a mile south of the rocky point. The boats, with four divers in one and five in the other, were lashed together and, from the way they were waving, the men obviously needed help. Off the point the seas were rough and confused with 15' breaking waves. The ILB closed the boats to learn that both had suffered engine failure and were out of control; they were being carried by wind and tide to the south west, away from land into rougher water. Because of the state of the sea it was not possible to take off all the divers, so four were taken off from one boat and the remaining five were told that a helicopter would be called out to pick them up. A report was made by radio to Rhossili Coastguard landrover, with a request for a helicopter and also a shore boat to cover the capsize in Oxwich Bay.

The nearest place to land the survivors would have been Oxwich but, considering it unwise to run before the heavy sea, Helmsman Grove took the ILB slowly back towards Horton. On his way in he heard from the Coastguard that no helicopter was available. So, having landed the four men at Horton at 1358, the ILB immediately started back towards the inflatable boats.

Although an allowance was made for the south-westerly set and drift, when the ILB reached a position three quarters of a mile south south west of Oxwich Point nothing was sighted. However, the Coastguard, up on the Point, was able to direct her towards the casualty, which was about one mile further to the south south west. The wind had now increased to force 8, and wave heights were estimated to be about 30'. The casualty was not sighted until about a quarter of a mile off, when both ILB and inflatable boats crested waves at the same time, and was not seen again until about 100 yards off.

Attempts to get alongside the one boat were hampered by the second, which was veering about on the end of a line. On the fourth attempt, however, the five divers were able to leap together into the ILB, which then set course back to Horton.

The return journey was extremely hazardous. The force 8 sea state was aggravated by a contrary tidal stream and waves were breaking over the ILB which was full to the transom. With the throttle fully opened the boat was making about 3 to 4 knots; just enough to maintain steerage way. The self-draining plug was removed, but this had no effect until the shelter of the bay was reached.



Shore boat service,
Porthdinllaen,
September 20,
1974.

(continued on page 301)



Before the crowds assembled: view across the harbour to the lifeboat house and slipway. On show were the Whitby pulling lifeboat, Robert and Ellen Robson, an Atlantic 21 and a D class ILB.

Photographs by Peter Hadfield

A Lifeboat Village at Earls Court

21st LONDON INTERNATIONAL BOAT SHOW, JANUARY 1-11

'WELCOME TO THE BOAT SHOW!.....we are particularly pleased that in this our 21st anniversary year we are featuring the Royal National Life-boat Institution which is, in turn, celebrating its own 150th year.' Thus, on New Year's Day, 1975, Peter Nicholson, chairman of National Boat Shows, threw wide the doors to visitors and exhibitors alike. Sir Max Aitken, chairman of Beaverbrook Newspapers, took up the theme: 'For 21 years a most exciting time always in January. 21 years of co-operation, friendship, activity and togetherness...'

Then Coxswain Michael Berry of St Helier, Jersey, a silver medallist and 1973 winner of the Maud Smith award for the bravest act of lifesaving, stepped forward to open the International Boat Show 1975, representing, as he said, all coxswains and all lifeboat crews.

St Helier's new lifeboat, a 44' Waveney named *Thomas James King* in honour of a former Jersey coxswain and gold medallist, was on show outside the Warwick Road entrance to Earls Court. Once on station she will be in Coxswain Berry's care, and, in his opening speech he spoke of the passage he and the Jersey crew had made from Cowes to St Helier in *Elizabeth Rippon*, their present boat, just after her keel had been repaired following the service to *Bacchus* in September 1973. During

the passage a member of the crew had handed Coxswain Berry a small bottle filled with water labelled: 'Amount of water to be kept under the keel'. Coxswain Berry felt that it might have been better if the original contents had been left in the bottle, with the instructions: 'Only to be taken when there is insufficient water under the keel'. Well, it was, after all, a very small brandy bottle.

Right from the start there was an air of friendliness, warmth and gaiety (despite the sad innovation of police spot checks on incoming baggage). Even the leading article of the show catalogue ended, 'Have fun!'. And right from the start the RNLI was at the heart of the sailing community gathered in London, to such an extent that one of the first headlines in the evening papers was 'Opening of the Lifeboat Show'.

St. Helier's new 44' Waveney class lifeboat, Thomas James King, was on display in the forecourt outside the main Warwick Road entrance to Earls Court.



For the RNLI it was surely the happiest of Boat Shows. It was the culmination of the 150th anniversary, a year in which, through prodigious hard work, lifeboat people had achieved financial success in the face of world inflation and, on the way, had found great enjoyment and an increased spirit of community. Now, at Earls Court, through the kind sponsorship of the Midland Bank, a lifeboat station was established for 11 days in the central feature fishing village. In among cottages and harbour buildings clustered round the pool was a Walmer-type boathouse and displayed on its 'slipway' was *Robert and Ellen Robson*, last of the RNLI's pulling lifeboats. She ended her service at Whitby in 1957 and since then has formed the principal exhibit of Whitby's lifeboat museum.

There were inshore lifeboats at Earls Court, too. An Atlantic 21 was moored by the jetty (as well as another on show on William Osborne's stand) and also a D class ILB which regularly four times a day throughout the show, manned by lifeboat crews, took part in a search and rescue display with an RAF helicopter 'hovering' over the pool.

No fishing village is complete without its indigenous, noisy, ubiquitous sea-gulls. We have grown well used to the seagull's cry at Earls Court; but this year they could be seen as well as heard, with lifelike models gliding effortlessly above the water, congregating round nets and lobster pots and, standing in lines, viewing the scene sardonically from the safety of cottage roofs.

Looking after the Whitby lifeboat for the first few days of the show was Eric Thomson, a former honorary secretary at Whitby and the man chiefly responsible for the museum in which the boat is housed in her retirement. During the early part of his 21 years in office, *Robert and Ellen Robson* was still operational. At that time, Commander Leslie Hill (also on duty on the RNLI stand) had been Divisional Inspector North East, and in those days both had been out together on exercise in the old pulling boat. There was yet another link with the past: one of the first visitors who came to see the Whitby lifeboat at Earls Court was H. F. Reed of East Cowes, who, as an apprentice at S. E. Saunders in 1918, had helped to build her.

Throughout the show friends and well-wishers flowed in and out of the RNLI boathouse, where there was to be found a souvenir stand manned by members of branches and guilds in and around London doing brisk trade, and also representatives of Shoreline (see page 294). The RNLI Philatelic Agents from Canterbury had a stall there, too, selling lifeboat stamp special covers.

In overall charge of the stand was Jack Sims, on his last assignment before retirement. Another familiar figure present throughout the show was George Mobbs, taking good care of the

boats. There were representatives of lifeboat crews too, and members of the RNLI staff, and, of course, Sergeant Frank Elverson of the Royal Chelsea Hospital, one of the RNLI's staunchest friends. Sitting at the entrance to the 'slipway', or mingling with the spectators watching the rescue displays, he collected a record £800 singlehanded. At a special ceremony on the waterfront on the last Saturday, Frank was presented with a commemorative plaque by the RNLI and with a framed picture by a member of the RAF helicopter team.

Each year the RNLI runs a competition during the show. This year it was a new 'spot the maroon' puzzle devised by Commander E. F. 'Ted' Pritchard, Appeals Secretary. First prize—a glass fibre Spray dinghy given by Tidal Marine Marketing, complete with a 3.6 HP Chrysler outboard engine given by Aqua Marine and a trailer given by Bramber Engineering—was won by R. M. Stanton of Billericay. Second prize, a painting entitled 'Snow Leopard' by Samaraweera, was won by E. Manson of Lerwick, Shetland. Three people tied for third place, Mrs E. M. Hutton of Putney, Mrs S. Blow of Dagenham, and D. Ainsworth of London, and they were each presented with a copy of Oliver Warner's new history of the RNLI 'The Life-boat Service'.

In the 11 days of the show, souvenir counter, competition and collecting boxes raised between them an excellent £4,616.74.

During the course of the show a number of special presentations were made on the waterfront, both to and by the RNLI. They began on the preview Press day, when a £5,000 cheque for an Atlantic 21 was presented by Alexander Duckhams—a firm with a long history of generosity to the RNLI.

Friday, January 3, saw two presentations, both made by E. G. Denman managing director of the Marine Division of Minet Insurance. First, he

Large crowds gathered four times a day to watch the combined RAF and RNLI rescue displays.





The presentation which stopped the show! Eric was there on behalf of the House of Seagram to present a cheque for £10,000 to Commander F. R. H. Swann, CBE RNVR, chairman of the Committee of Management, but he added his own bonus of merriment and laughter. In the front row of the stalls, John Atterton, deputy director.



Ernie came too, to boost the sales of RNLI Cook Books with his autograph, backed up by our old friend, Sergeant Frank Elverson who, singlehanded, collected £800 during the show.

presented a cheque from Minet (£1,450 for a D class ILB) to Coxswain 'Joe' Martin of Hastings ('We will use it to every possible advantage when it comes to our turn to save life at sea,' said Coxswain Martin); then Mr Denman, on behalf of Shoreline, presented a plaque to its 20,000th member, 12-year-old Linda Catlin.

Support from the RAF station in Germany, at Wildenrath, resulted in the presentation on Monday, January 6, of a cheque for £6,083 to cover the cost of an Atlantic 21 to be stationed at Appledore. It was Squadron Leader Bailey who thought of the idea in October 1973; subsequently he was posted, but the job of co-ordinating the fund raising was taken on first by Group Captain Tetley, then by Squadron Leader Fox and finally by Squadron Leader Adams. All four officers were present at Earls Court and Squadron Leader Adams brought with him a most professionally produced book in which he had illustrated the methods used by RAF personnel and their families to achieve the astounding sum of over £6,000 in only 12 months.

Cheques coming in thick and fast, Bacofoil presented one to Robin Knox-Johnston for £1,400, for a D class ILB, on Tuesday, January 7th. The money was raised by a promotion in the autumn; for every Bacofoil pack end sent in by the public a donation of 5p was to be made to the RNLI. On Wednesday, January 8, King George's Fund for Sailors presented a cheque to Captain D. S. Tibbits for £1,500 to pay the cost of another D class ILB, already on station at Borth.

Then came Friday, January 10, and the harbour was suddenly transformed into an 'open-air' theatre, embracing, it seemed, the whole of Earls Court. Eric Morecambe arrived complete with treasure chest, pirate hat and a seagull on his shoulder and, enlisting the impromptu aid of Commander Ralph Swann as 'straight man' (Commander Swann: 'Do you sail?' Eric Morecambe: 'My dear sir, I've always walked like this, ever since I was born'), soon had the crowded galleries and waterfront rocking with laughter at his happy clowning. Of course, there was a serious part to the business. Eric Morecambe was there on behalf of the House of Seagram to

present Commander Swann, chairman of the Committee of Management, with a cheque for £10,000—'AND IT'S ALL MONEY!' Eric cried, as he handed it over.

On Saturday, January 11, it was the turn of sport. All through the Boat Show, at each demonstration period, four of Britain's most skilled anglers had taken part in a game of pool snooker: casting to burst snooker-coloured balloons on a floating simulated billiard table. For every point scored Woolworths gave £2 to the RNLI, and, as a result, on the last Saturday a cheque for £1,500 was presented to Sir Alec Rose to cover the cost of another ILB.

That was not the full score of donations. There was, for instance, a cheque for £250 from Jabsco Pumps; one for £105 from Chris and Frank Moore of The King's Head, Walsall, (raised, it was claimed, by piracy as well as supergenerosity!) presented to Crew Member Roger Trigg of Southwold; and another for £50 from Lomer Motor Cruiser School. Nor was it the full score of support from well-known personalities. Ernie Wise and Polly James (of 'The Liver Birds') both added greatly to the fun, and the profit, when, on two

different days, they came to sign copies of the RNLI third Cook Book, to which they had both contributed recipes.

Thursday, January 9, was the day on which the RNLI, represented by Lieut. Commander P. E. C. Pickles, a member of the Committee of Management, made its own presentations to those from whom it had received outstanding help. The thanks of the Institution inscribed on vellum were presented to the Midland Bank, 'The Daily Express' and National Boat Shows Ltd. Public relations statuettes were then presented to Basil Bathe, Assistant Keeper of the Science Museum, who played a leading role last spring in the preparation of 'The Modern Lifeboat' exhibition; and to Richard Owen, Group Public Relations Officer of Midlands Bank, who was largely concerned in the staging of the village and lifeboat station at Earls

RAF personnel and their families stationed at Wildenrath, Germany, raised more than £6,000 for the RNLI in one year. After the presentation of the cheque, Commander Swann took Group Captain Tetley and Squadron Leader Adams on a tour of inspection of the RNLI boats.

photograph by courtesy of the Ministry of Defence.



Court. Another statuette should have been presented to Ronald Elliott, Director of Publicity, Westward Television, who had served as chairman of the publicity sub-committee which contributed so much to the success of the International Lifeboat Exhibition at Plymouth last summer; but unfortunately Mr Elliott was prevented by illness from receiving his award in person.

For 11 days the RNLI had been part of the very weft and warp of the London Boat Show. As lifeboat people had taken part in the opening ceremonial and in the day by day programme round the pool, so they were to join in the closing festivities, graphically described in Shoreline's report on page 295. If 1974 was 'The Year of the Lifeboat', 1975 will surely be remembered as the year of the lifeboat Boat Show.—J. D.

150th Anniversary Celebrations in SCOTLAND

ON SUNDAY, December 1, 1974, a service of thanksgiving and dedication on the 150th anniversary of the founding of the RNLI was held in St Giles' Cathedral, the High Kirk of Edinburgh. It was a simple but moving service, with clergy from different denominations taking part, though it was sad that the Very Rev. Dr. W. Roy Sanderson, representative of the Moderator of the General Assembly, could not attend on doctor's orders. Those taking part were Mr G. Macmillan, Minister of St Giles', Cardinal G. Gray, Archbishop of St Andrews and Edinburgh, and the Most Rev. R. Wimbush, Primus of the Episcopal Church in Scotland.

The service started with a procession of Bailies and Councillors of the City of Edinburgh, in their scarlet and ermine robes, Lord Provosts, or their representatives, of other cities, members of the Scottish Lifeboat Council and senior representatives of the three armed services. As the choir and ministers processed we heard the first performance of Richard Arnell's 'A Lifeboat Voluntary', magnificently played on the organ by Herrick Bunney. The first lesson was read by the Duke of Atholl, Convener of the Scottish Lifeboat Council, and the second by Coxswain G. C. Davidson, DSM BEM, of Kircudbright.

Between the lessons the choir sang Hubert Parry's 'I was glad when they said unto me, we will go into the house of the Lord', filling that old kirk with glorious sound. The Minister of St Giles' preached a fine sermon, and the

last hymn, before the benediction, was the seafarers' hymn 'Eternal Father'.

The stately grey kirk had a big congregation, among them members of various RNLI branches and guilds from all over Scotland, service personnel, Sea Scouts, many other organisations and the general public and schoolchildren. It was a memorable occasion for all those who were privileged to attend.

* * *

On that same evening an anniversary concert was held within the Usher Hall, Edinburgh. It was a grand occasion with special souvenir programmes and an obviously appreciative audience. The main attraction was the Regimental Band of the Royal Highland Fusiliers, lead by Bandmaster W. J. Simpson, FVCM LTCL ATSC, who started the concert with a first performance of his own composition 'The Two Maroons', dedicated to the Scottish lifeboat crews.

The Moderator of the General Assembly of the Church of Scotland, the Rt. Rev. Dr David Steel visited Oban station last July, and went to sea in the Maclachlan ILB.



Coming Events

Poole lifeboat, *Augustine Courtauld*, will be named by Lady Rayner on May 7.

Annual General Meeting, Royal Festival Hall, May 8. The Presidential address will be made by HRH The Duke of Kent, who will also present the awards. The Rt. Hon. Peter Shore, Secretary of State for Trade, will also attend to present to the Institution, on behalf of his Department, a piece of plate to mark the 150th anniversary of the RNLI.

Whitby lifeboat, *The White Rose of Yorkshire*, will be named by HRH The Duchess of Kent on May 21.

St Helier lifeboat, *Thomas James King*, will be named by HRH Queen Elizabeth The Queen Mother on May 30.

12th International Lifeboat Conference, at Helsinki, Finland, June 2—6.

Clipper Race Regatta Week, River Thames, August 23—30.

This set the pace for an excellent evening's entertainment. The Scottish Newhaven Fisherwomen's Choir sang traditional Scottish songs; the gay and lively sisters, Anne and Laura Brand, showed how talented they were as both played the piano and sang well-known, much-loved songs; and John Cairney, with his accompanist Harvey Wright, held the audience completely with his character sketches of McGonigal, Robert Burns and Ivor Novello.

After the interval, there was a short speech of thanks from the Duke of Atholl. The concert finally drew to a close with Sir Henry Wood's arrangement of British sea songs, followed by 'Abide with me' and the Last Post, with the trumpeter spotlighted in the far distance.

Signs of the evening having been enjoyed: members of the audience, some elderly, doing the *pas-de-bas* down the aisles of the Usher Hall, and out through the doors!—E. M. L-J.

ARUN DEVELOPMENT

A BREAK WITH TRADITION TO MAINTAIN TRADITION

SCIENTIFIC ADVANCES gathering momentum over the past 30 years have pushed back the horizon of the seafaring man. High-powered marine diesel engines, allied with modern hull design, have given him speed with reliability undreamt of in the days of sail—or, for that matter, in the early days of power—while sensitive navigational aids, such as radar and direction finding equipment, have made it possible for him to use this growing speed with increasing confidence. If a casualty occurs, improved radio communications mean that a call for help is more likely to be picked up—and pinpointed.

Yet, for all that, the old enemies are still there: storm, ice, fog, rock and shoal. Machines can fail; human judgement can err; storms can still prove overwhelming. The sea is waiting in all its ancient majesty; ultimately it is still the man who meets the wind and waves.

A lifeboat service is needed now as much, or more, than in the past; but, if the lifeboat is to perform her traditional

role in a modern world, she must keep pace technically in the maritime field, setting her sights on each new horizon as it is opened up.

So, when in the 1960s, fast motor boats became part of the established scene, and had shown good seakeeping qualities, the RNLI began to explore the potential they offered for lifesaving. There had been a high speed lifeboat before; in 1930 a 64' fast rescue boat capable of 17 knots had been stationed at Dover, but her engines had been petrol powered. Now speed was introduced into the lifeboat service in two different ways. First came the little in-shore inflatable lifeboats; launched from the beach and driven by high-powered outboard engines, they can race at 20 to 25 knots to the help of those in trouble close to the shore. Then came the fast afloat offshore boats; kept at moorings, capable, with their powerful marine diesel engines, of nearly double the speed of traditional lifeboats and with a righting capability

inherent in their design. The 44' Waveney was the first, adapted from a United States Coast Guard design. Then, as the RNLI staff explored the possibilities of larger fast afloat boats, progress was made on the development, in parallel, of a 50' steel boat, the Thames, and a 52' wooden boat which would be equally suitable for glass fibre construction, the Arun.

As soon as the prototype Arun (52-01, named *Arun*) was launched in 1971, it was clear that here was the embodiment of new ideas. She looked different—more like a high powered motor yacht than the accepted image of a lifeboat. Reverse sheer? It gives her clear vision over her stem when, under way at speed, the bow rises. Well flared bow? It protects her deck and wheelhouse from thrown spray when she is driven hard (and she can reach close on 20 knots); it also gives her good working space on her foredeck. Broad beam? It adds great initial stability to a hull whose forward sections are veed to

52-02, Sir William Arnold stationed at St Peter Port, and 54-03, Civil Service and Post Office Fund No. 37, on trials together off Guernsey, Note cut down freeboard on side decks and development of wheelhouse, flying bridge and stowage of inflatable dinghy.

photograph by courtesy of Brian Green



breast the waves; it also provides wide, well protected side decks. An imposing superstructure? It not only houses all instruments, controls and electronic equipment so that this lifeboat can be navigated from her wheelhouse without any crew member being in any other part of the boat, but, being watertight, it provides the buoyancy to initiate self-righting, should she capsize.

The hull is divided into 26 watertight compartments. Most are filled with expanded polyurethane foam, giving so much buoyancy that, should all these compartments be holed simultaneously, she would still float.

Because of her breaks with tradition, *Arun* was given most extensive sea trials: 12,000 nautical miles. She circumnavigated Britain and Ireland and sailed the European coast from Spain to Norway, mostly under the command of Captain Roy Harding, RNLI trials officer, and crewed by a large number of both RNLI staff and volunteer lifeboatmen. By the time she went on station she had steamed as many sea miles as she would normally have covered in the whole of her service life and met most kinds of weather, most kinds of sea. And all was well. She was in her element, riding smoothly, even in the roughest seas at high speed. Her crews recognised her worth, and welcomed her; and the combined observations of such seamen provided a wealth of useful data for the design team.

In those early days, she spent some months on station in Guernsey. She was delivered to St Peter Port at about 1600 on October 12, 1972. At 0330 next morning, Friday October 13, she slipped her moorings to go to the aid of a French trawler aground on the dangerous Roches Douvres, 25 miles off the French coast, in north-easterly gales. She covered the 25 miles from St Peter Port to arrive just in the nick of time as the trawler began to break up; the crew of the trawler took to two dinghies and were soon picked up by the lifeboat. Within hours of her first taking up station duty *Arun* had demonstrated the effectiveness of craft of this type in such waters, where speed and range can prove vital.

As a result of experience gained, some minor alterations were made to the structure of *Arun* and subsequent boats. Some alterations were also introduced in hull design in the later boats. In 52-02 the freeboard was cut down on the side decks to allow easier recovery of people from the water; the wheelhouse sides were canted further inboard, too, to reduce vulnerability when rolling alongside a casualty in a seaway. In the third boat the transom was rounded to reduce corner vulnerability: this, incidentally, added almost 2' to the overall length, hence she is designated 54-03.

Apart from proving her seaworthiness and reliability, *Arun's* extended trials were of the greatest value in the development of the class's working layout on



52-01, *Arun*, prototype of her class, now stationed at Barry Dock. As soon as she was launched it was clear that here was the embodiment of new ideas.

deck and in future wheelhouses. 52-01's wheelhouse is open plan. 52-02's wheelhouse, however, is divided by a bulkhead with access door and windows, so that should one half be damaged and take in water, the other half would not be flooded; also, at night a light can be switched on if necessary in the after compartment without affecting the helmsman's night vision.

A great deal of thought was put into the positioning of controls and instruments; maximum efficiency and crew well-being were complementary aims. A boat travelling fast in rough seas will impose unusual strains on her crew, because, as she moves through waves, the contrary effects of gravity and the motions of the boat can result in the load on a man's legs being greater than they are accustomed to carry; consequently falls and injury are more likely. The vital period is when the lifeboat is on her way out to a casualty and speed is all-important; on the way back, with survivors safely on board, things can be taken more gently and risks are reduced.

So, to protect the crew and ensure maximum preparedness when the casualty is reached, seats with arm rests and safety belts are provided. *Arun*, the first boat, had such seats for helmsman, navigator and mechanic; later boats have them for all five of the crew.

If a crew member is to work from a seat, his instruments must be to hand.

As experience grew, improvements were gradually refined. In effect, it was a field study in ergonomics. In 52-02, the coxswain's seat was moved from the port side to amidships, and in each successive boat it has been possible for it to be edged further and further forward, closer to the windows, each adjustment improving vision. The seat for the navigator/lookout was moved to the starboard side of the coxswain, and a swivelling radar so positioned that both can use it from their seats. It is most important that such navigational aids, as well as the controls, are within the coxswain's reach because there will be times when all other members of the crew will be needed on deck.

54-03's wheelhouse bulkhead has been moved a little further aft, allowing the chart table and Decca Navigator to be on its forward side, so that the navigator now has all his tools round him and need not move from his seat (52-02 had these items abaft the bulkhead). The mechanic/radio operator sits aft of the dividing bulkhead, but can see the coxswain through the window and can speak to him on the intercom. When the coxswain is at the upper steering position on the flying bridge he can hear all MF and VHF messages on relay speakers, and he can, in fact, also transmit VHF messages.

All-round vision is as important as forward vision, and in each successive *Arun* every opportunity has been taken

Length Overall	52' 0" and 54' 0"
Beam	17' 0"
Load draft aft	5' 0"
Load draft forward	3' 9"
Displacement	28-30 tons
Engines	Twin Caterpillar Diesels Type D343.TA, each developing 460 SHP at 2,000 rpm.
Maximum speed	19 knots

Range at full speed	220 nautical miles
Cruising speed	17½ knots
Range at cruising speed	240 nautical miles
Crew	5
Builders: wood, cold moulded	William Osborne
Suppliers of: GRP hull, deck and superstructure	Halmatic
Fit out of 54-004	William Osborne

The GRP Arun's hull plug is double diagonal construction coated with 18 coats of Furane resin, rubbed down hard between each coat. The ultimate finish of a glass reinforced plastic hull is dependent on the fine quality of work at this stage.

to improve vision from the wheelhouse and, if possible, reduce blind areas.

Good all-round vision has also been the over-riding factor in considering the upper conning position, used by the coxswain as a casualty is approached. From here, in action, it is best if he can see all round the boat and members of his crew working on deck. On 52-01 the upper steering position was aft and the wheelhouse wide and, while workable, the arrangement left room for improvement. On 52-02 vision was improved with the narrowing of the wheelhouse, and the increasing of the width of the flying bridge itself. On 54-03 the conning position was brought right to the forward end of the superstructure and the ultimate has virtually been achieved.

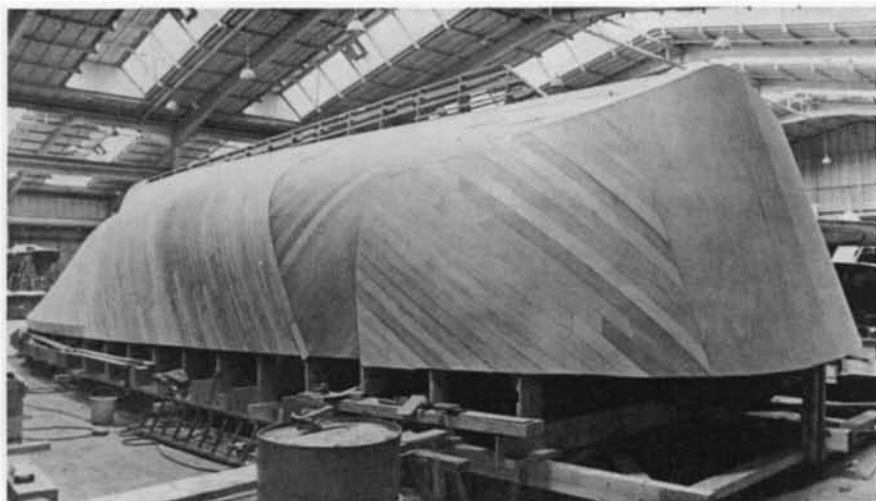
We have looked at progress along just some of the lines of thought that have been pursued, but every aspect of the boat has been under similar scrutiny: handrails, ventilators, stowage of deck equipment and inflatable dinghy—everything has had to stand the test of extended use.

In her concept, her design and her fitting out, the Arun has been breaking new ground. She is also the first British offshore lifeboat to go into regular production in glass reinforced plastic (GRP). The first three Aruns were built of cold moulded wood by William Osbornes, but the hull, deck and superstructure of 54-004, just about to be launched, are of GRP, moulded by Halmatic.

54-004 is not the RNLI's first glass fibre rescue boat. The 40' Keith Nelson boat stationed at Calshot is built of GRP, and in 1968 instrumented stress analysis trials were conducted on her with the co-operation of Halmatic. Runs were made in the West Solent and Portland Bill areas in seas ranging from calm to sea state 5, and one of the purposes of the trials was to measure the hull panel stress levels to obtain guidance for the determination of scantlings in future GRP boats.

Before laying up of the first GRP Arun hull began, pressure tests were made on representative hull panels. Two sheets of the hull skin lay up, each with four frames (of a lower scantling than is in fact being used on the Arun) and two longitudinals, were bolted together, but with a narrow gap between. Water was pumped into this gap until the pressure was in excess of 50 lbs per square inch.

Soon the first GRP Arun, 54-004, will be afloat, and more trials, as with every new lifeboat, under way. The Arun class is adding a new, and exciting, chapter to a long, unending story of the pursuit of fitness for purpose.—J. D.



(Right) The GRP hull is stiffened with frames (18" maximum centres) and longitudinals constructed of foam formers over-laminated with chopped glass mat, unidirectional tape and resin.



(Below) 54-004's hull was broken out of its mould last September. There to help with the ceremony of opening the mould was Councillor T. E. Hall, MA, Lord Mayor of Bradford, seen (left) inspecting the workmanship with Lieut.-Commander W. L. G. Dutton, OBE RD RNR MNI, controller/lifeboat construction and development. The city of Bradford is at present working to raise the cost of a fast afloat lifeboat.



Sea Rescue . . .

a bird's-eye view

by Des Lavelle

Second Coxswain, Valentia

LURCHING ABOUT on the deck of Valentia lifeboat, struggling to make sense of a simple piece of chartwork, it was shattering to hear the smooth delivery of the necessary accurate information over the radio from the Nimrod aircraft overhead. We were involved in a three-pronged effort—lifeboat, Irish Army helicopter and RAF aircraft co-operating to evacuate an injured seaman from a foreign trawler about 50 miles off the Kerry coast, and the vital part played by the Nimrod left me with one firm resolution in mind: to see the inside of such an aircraft and to find out what made it tick so efficiently in Search and Rescue (SAR) work.

St Mawgan base, not far from Land's End, in Cornwall, is the home of 42 Squadron RAF, and by courtesy of the station commander, Group Captain Harry Archer, a three-day liaison visit was arranged.

The Nimrod, of which 42 Squadron has six, is a further development of the Hawker Siddley Comet 4 jet liner. Alternative engines with 450 knot capability have been installed and inside the body of the aircraft, large enough to seat 100 passengers, only limited space for the crew of 12 is found amid an awe-inspiring array of electronic equipment.

Six Nimrods, eight air crews, a full scale airfield with all its attendant services—administration, training, maintenance—combine to bring St Mawgan's force to 1,500 men. But if their principal function is military, nonetheless, either at St Mawgan or at Kinloss, in Scotland,

one fully equipped Nimrod is standing by at all times for SAR missions.

If, for instance, Shannon Marine Rescue Co-ordination Centre is handling some distress situation off Ireland's west coast which calls for an extended sea search, it takes only a 'hotline' connection with Admiralty, Plymouth, and a further 'hotline' to 42 Squadron to have the stand-by air crew scrambled in seconds. The Nimrod is airborne in a matter of minutes, the prefix 'Rescue', now in its call sign, assuring it of prompt diplomatic and flight corridor clearance across national frontiers and air space to the distress area.

The bomb-bay cargo in the rescue Nimrod is an expensive selection of lifesaving equipment which can be dropped into the sea with great accuracy at the touch of a button. As well as flares of white or green, used to light a search area or to evoke a response from a survivor in the water, the Nimrod carries eight 9-seater, self-inflating RFD liferafts which can be dropped in attached pairs or in conjunction with containers of emergency provisions: chocolate, soups, water, first aid kits. . .

My flight in a Nimrod, an exercise SAR sortie, prepared for take off in bad conditions: 8/8 cloud at 250ft. Our target was a small buoy positioned about 30 miles west of Cornwall; it might just as well have been a water-logged punt 30 miles west of the Blaskets—a needle in a haystack, in fact—yet we were scarcely airborne when the buoy was located on the ground-stabilised radar. Navigational

information, courses and distances, began to flow over the intercom, between the navigators and the captain, Flight Lieut. Chris Hooper; this, at last, was the other side of the coin which had first caught our attention over the radio of Valentia lifeboat.

We dropped through the cloud at 250ft. Half a mile away, right in our path, lay the target buoy!

The pre-flight briefing had told that clearer weather was approaching from the Atlantic, so we carried on westwards to meet it. Radar now had several 'contacts' on his screen and each of these was checked out and photographed in turn. Flying as slow as 210 knots and as low as 250ft, it was possible to identify every feature of the ships; even every one of the various types of seabird in attendance.

'We'll go back and do a simulated raft drop on the buoy,' said Chris—and the words were hardly uttered when another intercom voice cut in: 'Course for the buoy is 081°.'

'Guesswork, just guesswork,' said Chris, in the typical, good-natured ragging which was a feature of the whole crew: but we flew 081°, and at the appointed moment the buoy dutifully appeared in our path.

In this exercise, two smoke floats would represent a pair of rafts. The bomb-doors were opened and the drop was made. We banked sharply through 180° to see the results, and there, spaced about 20 yards equidistant on either side of the buoy, the two flares spread out their smoke over the sea. A survivor could be safely into those rafts in minutes and could remain there, warm and secure, until surface craft or rescue helicopter, guided by the Nimrod, arrived on the scene.

The equipment 'down the back' of the aircraft is any boatman's dream: a continuous dial read-out in latitude and longitude of the aircraft's position, and a chart table/console where a moving spot of light continuously indicates the position and heading of the aircraft on the appropriate chart of the area.

The radio complex was another interesting lesson in communications. Compared to the mere handful of radio channels available to surface craft, the Nimrod has an almost infinite variety of working frequencies,

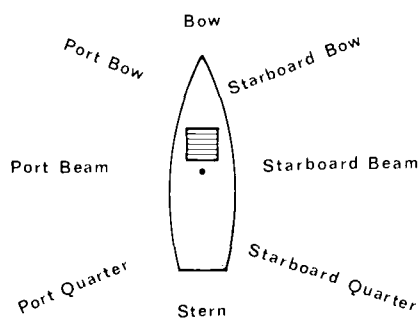
The classified showpiece which is really the heart of the Nimrod is an elaborate computer which can do anything from storing tactical information to flying the aircraft automatically. In layman's terms, you can virtually dial-a-destination, or series of destinations, and the computer will take you there.

By this time, I would have been happy to dial Valentia Island, because I had seen just as much as my mind could grasp in any one visit. But we did the next best thing: we fastened our seatbelts and lined up to be 'talked down' through the swirling clouds to the St Mawgan runway, and to the mild, misty coast of Cornwall.



RAF Search and Rescue crew 5 at St Mawgan: in centre of back row (third, fourth and fifth) Des Lavelle, P. J. Whitehouse, president Newquay branch, and Flight Lieut. Chris Hooper.

NAUTICAL TERMS

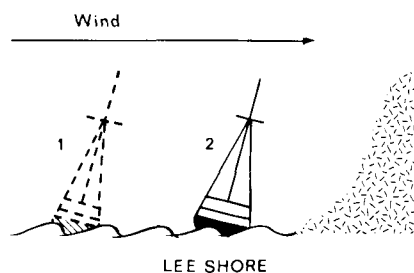


Parts of a boat: *Bow*, the fore end of a boat. *Stern*, the aftermost part of a boat. *Starboard*, the right hand side of a boat, looking forward. *Port*, the left hand side of a boat, looking forward. *Beam*, the side of a boat at her widest part. *Quarter*, that part of a boat's side which is between the after part of the main chains and the stern (in a sailing ship the chain, or shroud, plates take the lower end of the side stays of the mast).

Bearings (relative to the boat): The situation or direction of any object, or of the wind, estimated from some part of the boat. For instance, *ahead*, *astern*, *on the beam*, *on the starboard bow*, *on the port quarter*.

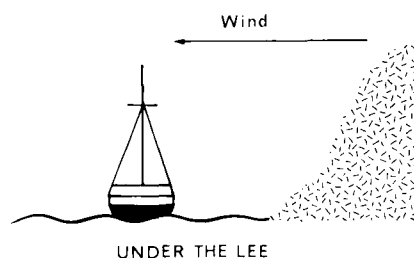
To sheer: To sheer alongside means to steer a vessel so as to bring her gently alongside of another or of any object. To sheer off, is to steer her so as to keep clear of or move off from it.

Windward (or weather): Towards the wind (up wind). A *weather shore* is a shore lying to windward.



LEE SHORE

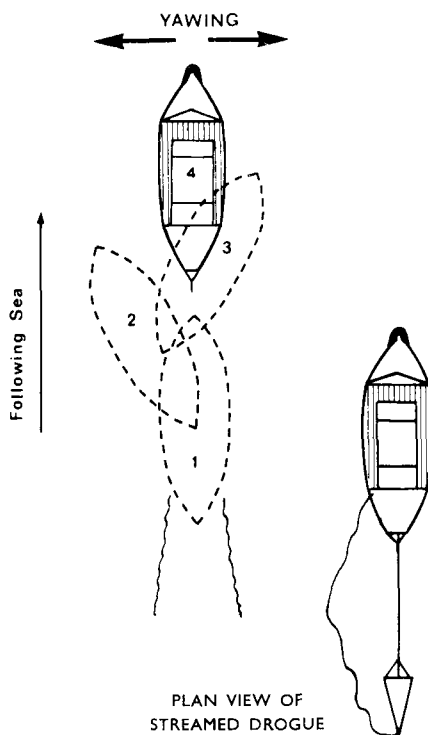
Lee: Away from the wind (down wind). A *lee shore* is a shore lying to leeward, or down wind: it is potentially dangerous because, if a boat with the shore to leeward is out of control, or has not enough power to stand against the wind, she may be driven down on to rocks or shoals.



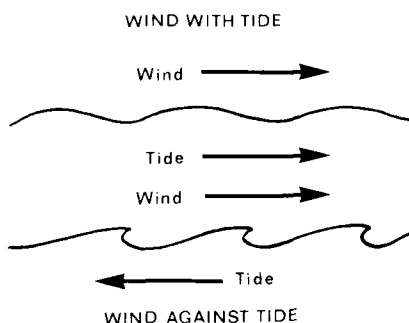
UNDER THE LEE

Under the lee of anything is when a boat has the object between herself and the wind: a sheltered position.

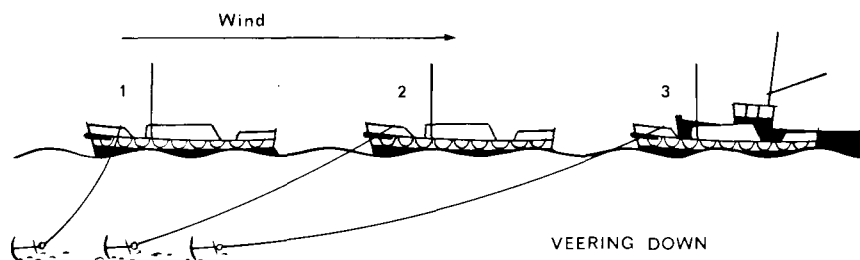
Requests have been received for some explanation of nautical terms from readers who, while not going to sea themselves, are intensely interested in the reports of lifeboat services. The sea has a language of its own, at once concise and poetic, expressing as no other words can the ways of a ship in her element. It is an old language, and in assembling the definitions given below reference has been made to a nautical dictionary published in 1863 in the days of sail. The illustrations were kindly drawn for us by COLIN J. ASHFORD.



PLAN VIEW OF STREAMED DROGUE

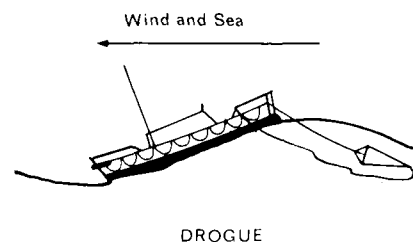


Wind and tide: When the tide is running in the same direction as the wind (*wind with tide*, or *lee tide*) waves will be relatively long and smooth. When the tide is running to windward (*wind against tide*, or *weather tide*), waves will be shorter, steeper and more likely to be breaking.



Yaw: A term to imply that a boat moves off the direct line of her course in steering. A boat is most likely to yaw when running before the wind, or down wind, when she may be in danger of broaching.

Broaching: When a boat swings round beam-on to wind and waves she is said to have broached-to and can be in danger of being swamped by waves breaking over her side. The danger is greatest when running down wind in rough sea: coming down the face of a wave, the bows may bury and the stern, still being driven on, be swung round.



Drogue: When a boat running down wind in rough seas is in danger of broaching, she can be steadied by streaming a drogue aft. An open-ended, conical, heavy canvas bag, its funnelling action provides weight to hold the stern to windward and prevent uncontrollable yawing. A tripping line, attached to the drogue's narrow, after end, is used for its recovery.

Cable's length: A tenth of a sea mile, about 200 yards.

Veer: To slack off or pay out a cable. *Veer down:* If a casualty is on a lee shore and cannot safely be approached, anchor may be dropped to windward and the anchor cable veered, or paid out, so that the boat falls back to the casualty; when the survivors have been taken off, the boat can be hauled back again on her cable to the safety of deeper water.

LIFEBOAT PEOPLE

Birthday and New Year's Honours

OBE

Horace Kemball Greaves, secretary, Manchester Savings Committee. After the loss of the Mumbles lifeboat in 1947 Mr Greaves, then town treasurer of Swansea and honorary secretary of the Swansea branch, acted as honorary treasurer for the fund to help the widows of the lifeboat crew and their families. For the past 15 years he has been a member of the lifeboat executive committee of the Manchester branch. It was Manchester which donated the money for a new lifeboat for Mumbles following the 1947 disaster: *William Gammon and Manchester XXX*.

MBE

William Thomas Brookes-Parry, lately clerk to Aled Rural District Council, Flintshire. President of Rhyl and District branch, Mr Brookes-Parry's interest in the lifeboat service spans 37 years. He was presented with the Institution's gold badge in 1967.

Miss Margaret ('Madge') Jane Moore, for services to the community in Canvey Island. Miss Moore, a vice-president of Canvey Island branch, started flag days for the RNLI on the Island before the branch was formed.

BEM

John Gordon Cole, motor mechanic for 31½ years of Buckie lifeboat. He retired last September.

Matthew Lethbridge, who has served as a boat's officer of St Mary's lifeboat since 1946 and has been coxswain for the past 18½ years. Mr Lethbridge was awarded the Institution's silver medal for gallantry in 1967 and a bar to his silver medal in 1970.

* * *

Miss Pattie Price, of Simonstown, who was elected an honorary life governor of the RNLI shortly after the last war for her work as secretary of the committee which raised funds to present three new lifeboats to the Institution from South Africa and Rhodesia, has now been made an honorary life member of the National Sea Rescue Institute of South Africa; a letter she wrote to the press in May 1966 was the inspiration which led to the formation of the NSRI.

* * *

Ever since Margate station was first established in 1861 there has always been a member of the Sandwell family in the crew. The present members are Ken and his son Christopher, recently appointed a full lifeboatman. Then there was Ken's father, Harry, and



Raymond Cory, a member of the Committee of Management, on behalf of branches and guilds in the Welsh District, presented a Royal Worcester commemorative vase to Miss T. H. Ashe, retiring district organising secretary, and a commemorative plate to J. K. Floater, retiring assistant district organising secretary. (l. to r.) H. G. Williams, DOS (Wales), Mrs M. Evans and Miss K. Williams, members of district office staff, M. Llewellyn, secretary of Cardiff branch, Miss Ashe, Mr Cory and Mr Floater.

Uncle John Junior, his brother, Jeffro, and Grandfather John.

* * *

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

December 1974:

Mrs Harriot Ethel Gubbins, who gave nearly 50 years service to the RNLI and was awarded the silver badge of the Institution in 1973; Mrs Gubbins was one of the original members of Bournemouth branch.

January, 1975:

A. C. Butcher, who retired in 1950 after 28 years service, first as surveyor of machinery and then as superintending engineer. He designed six types of marine engine and, in his recent history of the RNLI, Oliver Warner says, 'The success of Mr Butcher's work may be judged best by the low failure rate of every type of power unit for which he was responsible'.

Harry Murfield, who, before his retirement in 1947, had served as Whitby coxswain for 6¾ years and second coxswain for 4½ years. He was awarded the Institution's bronze medal for gallantry in 1946.

M. Whiley, deputy launching authority of Hastings, who authorised the silver medal service reported on page 276.

February, 1975:

Commander Herbert Bernard Acworth, who joined the RNLI as a district



Four generations were involved in Seaview, Isle of Wight, flag day last summer. Amanda and Jeremy Millett (above), on holiday, spent four hours walking the foreshore, helped by their parents and grandparents, Mr and Mrs P. G. Wickens. Their great-grandparents, Mr and Mrs G. H. Wickens, were organising the flag day.

inspector in 1955. He served in the Eastern District and Ireland, was appointed district inspector general in 1962 and assistant chief inspector in 1964. He retired in 1971.

Dr James S. Hall, OBE, known as 'the lifeboat doctor' who, in 30 years service with the Walmer lifeboat, including the war years of 1939-45, tended nearly 1,000 seamen injured in the Channel and North Sea.

Reports keep rolling in of results achieved by Scouts up and down the country in their 'Operation Lifeboat'. The target is £100,000 to pay the cost of an offshore lifeboat, and already £55,000 has been received. It is hoped to give a summary of the whole project in our next issue, together with details of just some of the varied ways thought up to raise the money.

An exhibition of **marine paintings** and watercolours by Derek G. M. Gardner RSMA is being presented by Polak Gallery, 21 King Street, St James's, London SW1, in association with Mandell's Gallery, Norwich, May 5 to May 24. At Mr Gardner's wish, half the proceeds of the sale of catalogues will be donated to the RNLI, the other half to Missions to Seamen.

Some Ways of Raising Money

Carol singers were out in force before Christmas. In the London area, members of the Mermaid Committee raised £40.41, and Frances Brace with a group of her friends from Forms 5 and 6 of Godolphin and Latymer School collected £93.46. In Carlisle, two young boys, J. MacLean and C. Gardiner, have gone out carol singing regularly for the past few years; last Christmas they collected £16.

Inns, hotels and restaurants are among the most generous of supporters of the RNLI. Recently, the Onedin Hotel, Torquay, presented a cheque for £100 to F. W. H. Park, Torbay honorary secretary; Phyl and Ewan Shaw of the King's Head Inn, Orford, support both Aldeburgh ladies guild and Shoreline and have recently donated well over £100; the Falcon Inn, Denham, has 'adopted' Torbay's lifeboat *Princess Alexandra of Kent*, with collections in a gallon whisky bottle (£155.76 and £251 have recently been taken out) and a darts competition for The Torbay Challenge Cup; the First and Last House, Land's End, collected over £200 during 1974 in a davit lifeboat box; the Windmill at Winchmore Hill has given about £1,400 in the past four years; the Mitre, Crediton, cracked open a gallon bottle with a hammer at the end of December and released £61.96—a 'guess the amount' competition contributed to the sum and the raffle of one of the prizes brought in another £5; and Roland and Ian Morris, father and son, of the Admiral Benbow Restaurant, Penzance, handed over £350, the proceeds of a champagne supper, to Dr Leslie, chairman of Penlee lifeboat station.



Eric Tevison, a medical student of Wanstead, and Jennifer Jackson of Chigwell cycled by tandem from John O'Groats to Lands End to raise funds for the RNLI in 'The Year of the Lifeboat'. Despite high winds, bad weather and a broken wheel, which they repaired themselves, they completed the 873-mile journey and raised £125 for Wanstead branch. Eric, a Queen's Scout, has also been working for the Scout 'Operation Lifeboat'.

Rear Admiral Sir Edmund Irving, KBE CB, a vice-president of the RNLI presented a plaque to Abbotsford County Secondary Boys School on October 4, 1974, in recognition of the support the school has given the Institution over the years. In three sponsored walks, in 1969, 1970 and 1974, the boys have raised £1,250, £1,305 and £1,152.70 respectively. The last amount is to go towards the cost of Sheerness ILB.



The Prince of Wales, Gravesend, crew rowing down Woolwich Reach in the 5th RNLI annual sponsored marathon row, Gravesend to Greenwich and back, August 18, 1974. It all started with Eric Lupton's idea in 1970. Twelve boats rowed from Gravesend to Southend and back that year and raised £400. The idea snowballed and by 1974 21 boats, together with escort vessels, set out and £2,046 was raised. photograph by courtesy of Gravesend and Dartford Reporter.



Kinross-shire branch sent £560 to Headquarters in 1974. This sum was realised by house-to-house collections, donations and a very successful stall at the Agricultural Show. In addition, a local yachtsman, Sir David Montgomery, donated £125, the proceeds of a fashion show held at Green Hotel, Kinross, organised by Mr and Mrs D. Wilkie.

Mention has already been made of the magnificent collection of £873 made at Goodwood during the RNLI's day at the races last September. Bognor Regis was one of the branches which, by its work both before and on the day, helped to make this fine result possible.

Newly formed, Canterbury branch raised over £470 on its first flag day last October; the Mayor and Mayoress, Councillor and Mrs T. Castle, interrupted their holiday to visit the committee room at Slatters Hotel.

Rochdale ladies guild achieved its best ever total in 1974: over £2,500. One donation, of £1,080, came from a Persian Market organised by Rochdale Rotary Club.

'Gale Force 9: A miscellany through 150 years': Handsworth Wood Ladies guild, at the suggestion of Mrs H. Bradbury, hired the Birmingham Crescent Theatre and, with the help of local amateur organisations, put on a miscellany of entertainment for two nights. There were musical items from Queen Elizabeth Hospital Operatic Society, the Springfield Singers and Handsworth Evening Townswomen's Guild Choir, and sketches by St Mary's Church Dramatic Society and the Drama Group of the Townswomen's Guild. Compère was Bill Slin of the Gilbert and Sullivan Society, who linked all the items in a very entertaining manner. Profit made for RNLI funds amounted to £250.

BBC Radio Cleveland have made a record of traditional sea ballads sung by Marske Fishermen's Choir, and for each record sold 25p will be donated to the RNLI. The record, price £1.25 (plus 10p for postage and packing) can be ordered through K. Thirlwell, divisional organiser, RNLI, 28 Castlegate, York YO1 1RP: cheques should be made payable to the RNLI.



The small seaside town of Bridport raised £3,750 for RNLI funds during 1974, following a year of what Vivian May, chairman of the entertainments committee, described as 'excellent teamwork'. One of the main events was the branch's Anniversary Ball, which made a net profit of £672.

Four employees of Schermuly, Miss Barbara Skinner, Mrs Bobby Tuppin, Tony Harrison and Jim Lewis, together with Jeremy Eales, managing director of one of their customers, Fosbery and Co., made an 80 mile sponsored walk from their Newdigate factory to the Salisbury headquarters of sister company, Pains-Wessex. £338 was raised for the Hampshire Rose Appeal, a cheque being presented to its chairman, Sir Alec Rose.

Tiverton, with a sponsored swim (part of the ASA National Sponsored Swim project) raised no less than £1,800 to provide the Burry Port ILB.

A record recital at St Thomas More Hall, Seaford, organised by Miss Dorothy Green, resulted in £66.66 for the RNLI. Works by Handel (including his 'Water Music'), Beethoven and Schumann were played. Each programme was hand written and decorated with ribbon bows in RNLI colours.

Mrs Mary Taylor, known as 'Lifeboat Mary', always has tea and pasties ready for Padstow crew when they come in from a service call or exercise. Last year she raised over £300 for Padstow ladies guild; £140 was made from the sale of dolls dressed as Grace Darling and as members of the lifeboat crew (the coxswain, the mechanic and a crew member); £101 she collected, herself dressed up as Grace Darling, on lifeboat day. Mrs Taylor's father and grandfather were both coxswains of Padstow lifeboats, her grandfather being awarded the silver medal and her father the bronze medal for gallantry.

Special Appeals

The Lord Mayor of the Metropolitan Bradford has launched an appeal for £100,000 for a fast afloat lifeboat, and by January £40,000 had already been

reached. When HM The Queen visited the city last November a half-scale model of an Arun class lifeboat being used for publicity in support of the appeal was on display at the city hall where the Queen lunched.

The Bradford Alhambra Christmas pantomime 'Jack and the Beanstalk', opened with a gala performance in aid of the Lord Mayor's lifeboat appeal fund, and Leeds United team were among the many prominent personalities in the audience.

At the suggestion of Bramhall and Woodford ladies guild, the 300 branches and guilds in the North West Division are combining to raise £100,000 for a lifeboat by collecting Green Shield stamps. Green Shield Trading Co. has generously offered 60p per book, instead of the usual 42½p. Stamps, preferably complete books, will be welcomed by the Divisional Organiser, RNLI, Prince's Chambers, 26 Pall Mall, Manchester M2 1JR.



37' Rother class lifeboat Hampshire Rose went on service at Walmer on February 3. On passage to her station she visited Lymington (left), Southampton and Gosport, giving the opportunity for her to be visited by the Earl of Malmesbury, Lord Lieutenant of Hampshire and patron of the Hampshire Rose appeal, civic dignitaries and many of the people who have worked to provide the money for her construction and fitting out. Sir Alec Rose was at Gosport, both to greet her and to present a cheque for £20,000 to the chairman of the Committee of Management.

Shoreline Section

BOAT SHOW 1975: what a memorable eleven days. Here is a diary of just some of the happenings recorded on the Shoreline stand:

Wednesday, January 1

Opening day. Arrive early to prepare stand and display insignia and enrolment forms. Impressed by the attractive site this year, within the 'Lifeboat Village' and close to the pool around which all the special events will be staged. Coxswain Michael Berry visits the stand before impressively opening the '21st International Boat Show'. After this, Shoreline is in business. Ernie Wise arrives at 1 pm and spends an hour by the Whitby lifeboat, autographing RNLI Cook Books. Keeps

everyone amused with his jokes. Record sale of Cook Books! 57 new members are enrolled. What a tremendous start!

Thursday, January 2

Becoming accustomed to the programme of displays which take place four times a day: a rhythmic fashion show, air/sea rescue and canoe demonstrations and an angling competition. Business slackens off a bit during these 45 minutes but the pressure is on again immediately afterwards. 40 members enrolled today and insignia sold to the value of £100.

Friday, January 3

Two presentations follow each other at 1245, the second a plaque to 12-year-old Linda Catlin, our 20,000th member. The membership secretary, Bob Walton, lunched with Linda and her parents afterwards—a most happy and enjoyable occasion. There is a rush to join Shoreline after Linda's presentation and we could do with more staff to cope. We still broke records, though, and enrolled 60 new members today.

Saturday, January 4

The expected Saturday rush occurs and inside Earls Court it is crowded and hot. Scores of people go on to the jetty to look at the Whitby lifeboat and the

ILBs, egged on by Frank, our marvelous Chelsea Pensioner who sits nearby rattling his RNLI collecting box with a cheery word for all who stop to put in their pennies. Hardly time for a break as we set a new record and enrol 71 members.

Sunday, January 5

A free morning to regain our breath. Helpers smitten by colds and sore throats—common indeed at Earls Court, in the hot, dry atmosphere. Even so, during the half day enrolments total 29.

Monday, January 6

Morning begins quietly, An American visitor enrolls and buys each of our items of insignia to take home to California. 55 new members. Such a demand for carstickers and cuff links, we run out.

Tuesday, January 7

With over 300 new recruits to Shoreline we have every hope of reaching a total of 500 by the end of the show. Colds improving. Get down to work with gusto. Another 58 new members by 8 pm and insignia sales pass £100.

Wednesday, January 8

New supplies of carstickers and other insignia arrive. Bob stopped by security police and suspicious-looking package examined: it's only a new tank for his tropical fish. Policeman reveals some other odd discoveries during his 'searches', including a box containing a pet mouse, who, annoyed at the disturbance, bit the officer. A lot of people about today—long queues at the buffets and bars. Frank is still taking fantastic collections and shows no sign of flagging (which is more than can be said of us!). Another 50 new members.

Thursday, January 9

London continues to have mild and dry weather, with even glances of the sun. Hordes are encouraged to Earls Court and Shoreline reaches its all out



Shades of 'The Boyhood of Raleigh'? Bob Walton, membership secretary, tells Linda Catlin, Shoreline's 20,000th member, of the sea and ships and lifeboats.....

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
- An Associate Member: minimum annual subscription £1.50

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

Total subscription

Insignia payment

NAME

ADDRESS

Shoreline Giro number is 294 7056

I enclose P.O./cheque/cash for £

Date

Signature

record enrolling 73 members, bringing the total to date to 501. (No time to celebrate—too busy.) Polly James autographs Cook Books and attracts large crowds. She chats to us and is very tiny, pretty and charming. 8 pm, and David Parker has literally to be dragged off the stand: carried away by success and enthusiasm he enrolled the last-out visitor as the lights are dimmed!

Friday, January 10

There is an air of expectancy today. Could it be the prospect of a visit from Eric (the tall one with glasses)? Certainly there has been a wonderful and friendly feeling throughout this show. Other exhibitors have shown a real interest in, and regard for, the RNLI. Howard Lang of *The Onedin Line* calls to see us—he enrolled last year. A German visitor wishing to purchase a small hoist flag is encouraged to enrol as a member by David, who fortunately speaks the language fluently. Keep having to direct people to the RNLI Philatelic stand, which is also doing great business. Enrol a mere 60 members.

Saturday, January 11

A husband and wife each enrol as Life Governors—what a good start to the day. Stock of carstickers getting low again. Sir Alec Rose visits us. A young Dutch visitor is pleased to be recognised and welcomed: he enrolled at the stand 12 months ago. By 6 pm the crowds are thinning out and we begin final entering up of schedules and stocktaking of remaining insignia. Finish up in time to watch the last 'floor show'. A bouquet of flowers is carried down by the RAF rescuer and presented to the girl who has been 'rescued' so often and winched up to the helicopter. Fashion show has some new models: they appear to be female but are in fact four of the RNLI crew looking unbelievably glamorous in slinky dresses, wigs and make-up! Meanwhile, what are the girls wearing? RNLI crew sweaters, looking like mini dresses, and kinky boots! It's great fun, with round-the-world yachtsman, RAF personnel and RNLI crew taking part in the finale, dancing as beautifully as the 'pros'. Sadly, this brings to an end the 21st International Boat Show, which has been such a success for the RNLI, thanks to the new members who helped to bring our final total to 610 and to those who have been sending in completed forms ever since.

Thanks also to Mr and Mrs D. Esmond-Evans, David Parker, Ewart Myer and other voluntary workers, without whose help we could never have achieved half the success we did; your pleasant and cheerful company was an encouragement and a delight to the four full-time RNLI members of staff who took it in turns to man the stand during the show.

Shoreline Membership Office:
29a Castle Street, Salisbury, Wiltshire
(Tel. Salisbury 6966).

Brownies were by far the greatest money-spinners in the Guide Friendship Fund lifeboat project: 1st Woodseaves Brownies sent in £33 after a sponsored skip — to reach their target, each of 24 girls had to make 150 skips.
photograph by courtesy of Stafford Newsletter.



BROWNIES, GUIDES and RANGERS RAISE £22,000

Thank heaven for little girls . . .

TEN YEARS AGO the Guide Friendship Fund (GFF) was launched. The first year Brownies, Guides and Rangers in the United Kingdom donated £1,500 to help Guiding in the developing countries. In 1970 they raised £20,000 and in 1974, the 'Year of the Lifeboat', £33,650! Money is worked for and collected in a hundred and one different ways. The appeals are made only through the Girl Guide periodicals: *Brownie*, *Today's Guide* and *Guides*.

Primarily, Guide Friendship Fund money is spent to help Guiding in all parts of the world and to send immediate financial aid to Guides in any country that suffers a national disaster. In all, 69 countries have received aid in some form or other in the ten years of the GFF's existence. In addition, each year a project is adopted for an 'outside organisation'.

1974 offered one of the most exciting challenges of all. Could the Guides raise £5,000 for an inshore lifeboat? The appeal went out in May: by August *Guide Friendship I* was achieved and

she was launched and named at Aberdovey on November 2. By November £15,000 had been donated and we knew we could provide three ILBs. By the end of the year it was £22,000 and the RNLI agreed that the extra money should be used to help to equip the three Guide boats.

The seven-to-ten-year-old Brownies were by far the greatest money-spinners. A lifeboat caught their imagination and stirred their money-raising ingenuity. From sponsored silences, knits, skips, crawls, sings, wombles, brass cleaning, sunflower growing, matchbox collections, pram races to shining shoes in the market place and making early morning tea for Mum and Dad at 1p a cup, the Brownies of the UK raised some 70% of the total. One county raised £563.00, another £326.00, but, by and large, it was the multitude of small donations from the children themselves that resulted in over £22,000 for the RNLI.—VERA ARMSTRONG, *Honorary Secretary, Guide Friendship Fund, Girl Guides Association.*

RNLI COOK BOOK

Have you a favourite recipe you would like to contribute to the 4th edition of the RNLI Cook Book? Material is now being compiled for this year's book, which will include a special section of recipes from sporting personalities.

We shall be pleased to consider your recipes for inclusion in the Cook Book, so please send them to reach Head Office before May 31, 1975, addressed to:

Appeals Secretary,
RNLI,
West Quay Road,
Poole, Dorset BH15 1HZ

If you would like the recipe returned,

please include a stamped addressed envelope.

There are still copies available of the 3rd RNLI Cook Book, which contains a section of recipes from famous TV personalities; price 50p (postage and packing 5p) from Head Office.

NEW BRANCH

A new fund-raising branch, Tywyn and District, has been formed covering the area from Tywyn to Barmouth and includes Abergynolwyn, Arthog, Llanegryn, Llwngwriil and Rhoslefain. The committee would welcome offers of help; honorary secretary, J. C. H. Gover, 6 Pendre Walk, Tywyn (Tel. Tywyn 710135).



River Thames Branch

● The River Thames branch was formed just over four years ago as part of the Yachtsmen's Lifeboat Supporters Association. The branch is unique because all members are either Offshore members or Governors of the Institution. To qualify for membership a boat must be owned which is either kept or used on the River Thames.

Since its formation, membership has increased from five to over 120 and the branch has become absorbed into Shoreline. Membership needs no additional subscription and entitles the member to a regular newsletter and attendance at social functions and visits.

Unfortunately, it is not possible to keep the membership list completely up to date. Therefore any Offshore member who qualifies for membership is asked to write to me, the honorary secretary.—J. R. NEEDHAM, 1A Goodwood Avenue, Watford, Hertfordshire.

Full circle

● After reading the letter of gratitude in the Shoreline section of the winter issue of THE LIFEBOAT, concerning the rescue of the writer's son and her reason for joining Shoreline, I feel I must write and put on record my reason for supporting the RNLI.

Some eight years ago we were on holiday when my son, then aged 15, was blown out to sea in our dinghy, having lost an oar and the wind suddenly having changed direction. His plight was spotted by the Coastguard, who called out the local ILB. My son was over a mile out when they reached him.

Since that day we have been supporters of the RNLI, but will never be able to contribute enough to compensate for the rescue of our only son.

Some years later, while at college, my son wrote a thesis on the history and construction of lifeboats and was given all possible help by Headquarters, including the opportunity of a visit to the Depot at Boreham Wood and two days at Cowes. My son always said if he ever had the opportunity he would volunteer for the ILB service. Last year, after leaving college, he obtained a teaching post quite near the sea, is actually living on the coast and is now a member of the same ILB crew which rescued him eight years ago.

One evening last August my son

telephoned to tell me that he had been out that day and assisted in rescuing a young boy who had been blown out in a rubber dinghy; when he carried him ashore and handed him back to his father he realised just how I felt when he was rescued.—name and address supplied.

Generosity of the young

● I have saved up some money by being silent for two hours. I would like to give it to the Lifeboat Association.—KATE BARNARD, 12 The Close, Salisbury, Wiltshire.

Kate, by her silence, raised £1.10 for the RNLI.—THE EDITOR

● I was delighted to find that I had won first prize in the RNLI poster competition. It was very kind of you to send me a cheque for £5, but I feel that the RNLI needs it more than I do. Therefore I have returned your cheque, which I know is going to a good cause. Thank you very much.—RICKY ROBERTS, Fairacre, Bonfire Hill, Southwater, Sussex.

This letter from Ricky Roberts, aged 15, was received by Mrs Hobbs, chairman of Horsham Branch, which organised a school poster competition.—THE EDITOR.

Welcome thanks

● Thank you for your kind letter of December 14 and for taking the trouble to write. The donation passed to you by Norman Wilkinson was given to the

lifeboat crew to buy some drinks for them in appreciation of the way in which they helped me. However, they asked me instead to pass this sum to the Institution.

I had, in any event, intended making a donation direct to the Institution and I now have pleasure in enclosing my cheque.

In closing, I would like to express my appreciation, obviously, for the service rendered, but more important for the spirit in which it was rendered. At no time was any attitude apparent other than that of a desire to help, and an incident which might have been treated by your personnel as a foolish escapade was instead treated as a justification for a launch; an attitude which, of course, is reflected in your kind letter.

With my very best wishes to your Institution for a continuation of your excellent work.—W. K. FOX-MILLS, Ayrville, Nashville Road, Howth, County Dublin.

This letter, very much appreciated by Howth station, was received by T. P. Nolan, honorary treasurer, following the rescue by Howth lifeboat on December 7, 1974, of Mr Fox-Mills; he had been sailing a single-handed dinghy in the vicinity of Howth Harbour when he capsized in freshening winds (force 6 with a choppy sea) and became exhausted.—THE EDITOR.

On retirement...

● On my retirement from the lifeboat service after 13 years, I would like to express the deep sense of gratitude of my wife and myself to all those who so willingly and courteously helped us in our endeavours to raise funds to 'give the tools' to our lifeboat men.

In the years to come we shall sorely miss the wonderful fraternity, hospitality and generosity we experienced in our contacts with so many wonderful people in all walks of life all with the common aim of the lifeboat service.

The beautiful gifts we have received will always remind us of you all.—LUCY and JACK FLOATER, 68 Cathedral Road, Cardiff CF1 9LL.

RNLI Exhibition at Southend's New Library

At the kind invitation of Leslie Helliwell, chief librarian of Southend-on-Sea, the local RNLI branch arranged a most successful '150 years of lifeboat history' exhibition in the borough's magnificent new central library. It was opened on November 9, 1974, by Councillor E. J. Lockhart, Mayor of Southend, and ran until the end of the month.

On exhibition in the forecourt was an Atlantic 21, manned and cared for by local crew members, while in the library building itself an area of over 1,000 sq ft was made available for the display of photographs, equipment, models and oil paintings; there was particular

emphasis on Southend's own lifeboats, old and new.

Film show and talks in the lecture theatre were well attended by office workers in their lunch hours and also by school parties; nearly 1,000 children visited the exhibition all together. A souvenir stall, manned throughout by members of the local branch, raised £645, and during the show Canvey Island Carnival Queen came to present a cheque to the RNLI from the proceeds of the carnival.

The exhibition was organised by Alan Butler, honorary public relations officer, with the help of Jack Chambers from Boreham Wood Depot.

Awards

to Coxwains, Crews and Shore Helpers

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

Aith

F. L. Johnston Motor Mechanic 7 $\frac{3}{8}$ years.
Assistant Mechanic 4 years.
Crew Member 3 months.

Anstruther

G. M. Johnston Second Coxswain 7 $\frac{1}{4}$ years.
Crew Member 10 years.
J. Jack Coxswain 9 years.
Second Coxswain 5 years.
Assistant Mechanic 13 years.

Appledore

G. Day Shore Helper 10 years.

Arbroath

T. Swankie Motor Mechanic 9 $\frac{1}{2}$ years.
Assistant Mechanic 6 $\frac{1}{2}$ years.
Crew Member 9 months.

Baltimore

W. FitzGerald Motor Mechanic 23 $\frac{1}{2}$ years.
Reserve Mechanic 4 $\frac{1}{4}$ years.

Barmouth

F. W. Goodchild Head Launcher 6 years.
Shore Attendant 17 years.
W. Jones Crew Member 40 years.

Barry Dock

M. J. Hobbs Coxswain 9 years.
Second Coxswain 7 months.
Bowman 6 years.
Crew Member 19 years.
E. C. Fry Second Coxswain 7 months.
Crew Member 10 $\frac{1}{4}$ years.

Beaumaris

W. F. Girling Motor Mechanic 25 $\frac{1}{2}$ years.
Assistant Mechanic 1 $\frac{1}{2}$ years.
Emergency Mechanic 14 years.
Crew Member 5 years.
Bertie Jones Head Launcher 25 years.
W. F. W. Girling Assistant Mechanic 32 years.
J. A. Girling Motor Mechanic 7 $\frac{1}{2}$ years.
Assistant Mechanic 26 years.
Crew Member 17 years.
E. J. Evans Second Coxswain 8 years.
Emergency Mechanic 18 $\frac{3}{4}$ years.
Crew Member 6 years

Bembridge

C. W. Bennington Motor Mechanic 11 $\frac{1}{4}$ years.
Assistant Mechanic 3 $\frac{1}{2}$ years.
Bowman 1 year.
Crew Member 3 $\frac{1}{2}$ years.
Launcher 3 months.

Berwick-upon-Tweed

J. Crombie Assistant Mechanic 7 $\frac{3}{4}$ years.
Crew Member 20 years.

Blyth

S. Crawford

Coxswain 11 years.
Second Coxswain 10 years.
Bowman 2 years.
Crew Member 3 years.

Buckie

J. G. Cole

Motor Mechanic 31 $\frac{1}{2}$ years.

Campbeltown

D. E. Farmer

Coxswain 2 years.
Second Coxswain 11 years.
Bowman 17 years.
Crew Member 1 year.

Clacton-on-Sea

W. E. Dale

Assistant Mechanic 7 $\frac{3}{4}$ years.
Crew Member 18 $\frac{1}{2}$ years.

Clogher Head

M. Kirwan

Coxswain 8 years.
Second Coxswain 7 years.
Bowman 7 years.
Crew Member 3 years.
Tractor Driver/Maintenance
Mechanic 23 years.
Tractor Driver Helper 2 years.

J. Tuite

Courtmacsherry Harbour

J. P. Barry

Coxswain 22 years.
Crew Member 3 years.
Assistant Mechanic 5 months.
Crew Member 11 $\frac{1}{2}$ years.
Bowman 15 years.
Crew Member 2 $\frac{3}{4}$ years.

J. C. Crowley

D. Lawton

Douglas

W. R. Corran

Coxswain 4 years.
Second Coxswain 30 years.
Crew Member 2 years.

Dunbar

W. G. Windram

Motor Mechanic 5 $\frac{1}{4}$ years.
Assistant Mechanic 1 $\frac{1}{4}$ years.
Crew Member (Skateraw)
9 years.

Dungeness

J. W. Oiller

Crew Member 49 years.

Filey

R. F. Appleby
(Posthumous)

Motor Mechanic 8 $\frac{3}{4}$ years.
Motor Mechanic (Humber) 10 $\frac{1}{2}$ years.
Crew Member (Humber) 6 $\frac{1}{2}$ years.
Second Assistant Mechanic
(Scarborough) 1 $\frac{1}{4}$ years.
Crew Member (Scarborough) 1 year.

Fishguard

G. Bateman
C. H. Brooks

Crew Member 18 years.
Winchman 22 years.

Hoylake

F. P. Campion

Motor Mechanic 23 $\frac{1}{4}$ years.
Assistant Mechanic 11 $\frac{3}{4}$ years.
Crew Member 7 years.
Coxswain 11 years.
Second Coxswain 12 years.
Crew Member 19 years.
Bronze Medal 1971.

H. Triggs

Humber

R. Buchan

Superintendent Coxswain 14 years.
Second Coxswain 6 years.
Crew Member 1 year.

Islay

D. J. McPhee

Coxswain 10 years.
Second Coxswain 1 year.
Crew Member 2 years.

continued . . .

Kilmore Quay J. P. Kehoe (Posthumous)	Motor Mechanic 19½ years. Second Coxswain 4½ years. Crew Member 16 years.	Penlee (continued) R. A. Pomeroy	Winchman 35 years. Crew Member 3 years.
Llandudno T. Griffiths	Helper and Crew Member 9 years. Assistant Mechanic 15 years. Head Launcher 2 years. 1st Tractor Driver 9 years. 2nd Tractor Driver 3 years.	Poole R. Brown	Coxswain 7 years. Second Coxswain 20 years. Crew Member 9 years.
H. Heywood	Shore Attendant 22 years. Shore Helper 19 years.	R. A. Wills	Second Coxswain 4¾ years. Bowman 20½ years. Crew Member 9 years.
Lowestoft L. J. Swan	Bowman 6 months Crew Member 40½ years.	F. W. G. Hayes	Second Coxswain 1½ years. Crew Member 34 years.
Margate G. Wilson	Winchman 8 years. Assistant Winchman 2 years. Crew Member 2 years. Reserve Crew Member 5 years.	F. J. Hayes	Motor Mechanic 22½ years. Assistant Mechanic 6 years. Crew Member 5 years.
Minehead J. Cockrem	Assistant Mechanic and Tractor Maintenance Mechanic 2 years. Tractor Driver and Maintenance Mechanic 3 years. Tractor Driver Helper 2 years. Tractor Maintenance Mechanic and Crew Member 8 years.	Portrush R. McMullan	Assistant Mechanic 22¾ years. Crew Member 1½ years.
C. Delbridge	Tractor Driver Helper 10 years. Helper 2 years.	Porthdinllaen T. Moore	Coxswain 10 years. Second Coxswain 23 years. Crew Member 2 years.
K. Harrison	Tractor Driver 10 years. Helper 2 years.	D. L. Faulkner	Coxswain 17½ years. Travelling Mechanic 6¾ years. Motor Mechanic (Rhyl) 3¾ years. Motor Mechanic (Porthdinllaen) 11 years.
G. W. Parsons	Motor Mechanic 13 years.	Portpatrick P. Ramsay	Bowman 1½ years. Signalman 19½ years.
J. Webber	Bowman 11 years. Crew Member 3¼ years.	Port St Mary W. E. Cubbon	Second Coxswain 8¾ years. Bowman 9¼ years. Crew Member 6 years.
L. R. Baker	Second Coxswain 2¼ years. Second Coxswain/Assistant Mechanic 1½ years.	R. F. Hudson	Assistant Mechanic 13½ years. Crew Member 5 years.
J. Bushen	Assistant Mechanic 7¾ years. Tractor Driver Helper 1¼ years. Head Launcher 4 years. Second Coxswain 4 years. Crew Member 4 years. Shore Helper 4 years.	J. E. Gawne, BEM	Coxswain 23 years. Bowman 3 years. Crew Member 4 years.
J. W. Floyd	Shore Helper 6 years. Assistant Winchman 6 years. Winchman 6 months	Ramsey D. R. Walker	Second Coxswain 3 years. Bowman 9½ years. Crew Member 3 years.
Moelfre W. M. Davies	Assistant Mechanic 26 years. Crew Member 11 years.	W. F. Cottier, BEM	Coxswain 21 years. Second Coxswain 1 year. Crew Member 9 years.
Montrose W. Kydd	Winchman and Helper 54 years.	Ramsgate T. Hurst	Crew Member 27 years.
The Mumbles W. G. Parsons	Crew Member 36¼ years. Assistant Mechanic 5½ years.	Redcar L. P. Dixon	Tractor Driver/Maintenance Mechanic 10 years Tractor Driver Helper 3 years Crew Member 4 years.
New Brighton J. J. Kennedy	Second Mechanic 10½ years. Crew Member 13¼ years.	Rosslare Harbour R. Walsh	Coxswain 28 years. Second Coxswain 5 years. Bowman 3 years. Shore Signalman 34 years.
Newcastle, Co Down P. F. Leneghan	Assistant Mechanic 9 years. Crew Member 6 years	P. Owens (Posthumous) P. McCormack (Posthumous)	Crew Member 16 years.
Newhaven G. Patten	Second Coxswain 8¾ years. Bowman 3 years. Crew Member 2 years.	Runswick C. Harrison	Coxswain 3¼ years. Assistant Mechanic 12 years. Crew Member 4¼ years.
R. L. Holden	Head Launcher 35 years. Launcher 15 years.	St Abbs J. F. N. Aitchison	Bowman 15¾ years. Crew Member 11¼ years.
Penlee H. S. Bartlett	Head Launcher 27 years. Shore Helper 1 year.	J. Wilson, BEM	Coxswain 21 years. Assistant Mechanic 2 years. Crew Member 4 years.

St Abbs (continued)

W. W. Mills

Second Coxswain 17½ years.
Bowman 6½ years.
Emergency Mechanic 3 years.
Crew Member 8 years.

A. C. H. Crowe

Assistant Mechanic 4½ years.
Emergency Mechanic 10 years.
Crew Member 10 years.
Emergency Mechanic 11 years.

T. H. Coates

Crew Member 2 years.

W. N. Aitchison

Crew Member 13 years.

J. N. Gibson

Crew Member 11 years.

J. Mortimer Wanko

Crew Member 13 years.

W. F. Hardwick

Motor Mechanic 25 years.

St Peter Port

J. W. Le Page

Bowman 12 years
Crew Member 13½ years.

Sheringham

M. F. Wilton

Winchman 17 years.
Helper 2 years.

Skegness

J. J. Foreman

Tractor Driver 5 years.
Tractor Driver Helper 6 years.

Stornoway

M. Crockett

Second Coxswain 20½ years.
Bowman 3½ years.
Crew Member 2½ years.

Sunderland

J. R. Todd

Coxswain 8 years.
Second Coxswain 8 years.
Bowman 10 years.
Crew Member 2 years.

Teemouth

C. B. Coates, BEM

Motor Mechanic 33½ years.

Weymouth

B. E. Caddy

Crew Member 25 years.

Yarmouth

J. C. Cook

Second Coxswain 2½ years.
Crew Member 12½ years.

PROTECTIVE CLOTHING



A GREAT PROBLEM is posed by protective clothing. 'Oilskins' made of a single layer of waterproof material will keep out the wet, but, because of the difference in temperature between the outside atmosphere and the body heat, and because air is also excluded so that there is no ventilation, the remedy can end up by being almost as bad as the original trouble: damp has not penetrated, but condensation has built up on the inside of the 'oilskin'. Various answers to the problem include sophisticated 'breathing' materials and down-to-earth provision of ventilation by having jacket and trousers which overlap well and which are roomy enough to allow for some 'pumping' round of air with the movement of the arms.

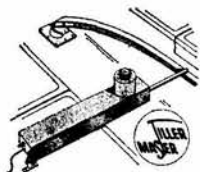
Protective clothing for crews of conventional lifeboats is presently supplied by Functional Clothing Co. Ltd. Small modifications to the normal design, including the addition of a hood, are made specially for the lifeboat service.

Functional have come up with another answer, using the 'airflow' principle in their jackets. Air contained between the impermeable outer and inner fabrics insulates against cold and deters condensation. A Functional 'foamliner' can be inserted between the two fabrics for more warmth: it is neither seen nor felt in wear, increasing the insulation without adding appreciably to weight. So you are kept just as warm as you want to be by one, three or five layers of air.

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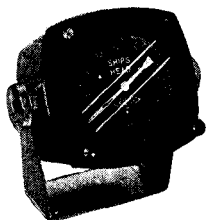


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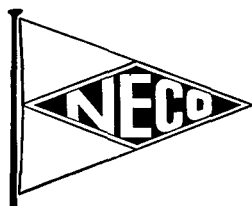


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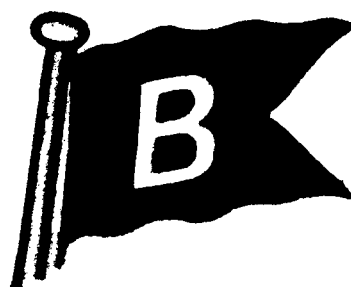
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Lifeboat Services

(from page 281)

The divers were landed at Horton at 1441 and the ILB was rehoused and ready for service by 1516.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman John Walter Grove. Vellum service certificates were presented to Crew Members Peter Muxworthy and Lawrence Grove.

South Eastern Division

Man in the Run

HEARING FROM the Coastguard, at 1546 on November 9, 1974, that a 999 call had reported that a man had fallen into the Run at Mudeford, both Michael Parker and his wife Sally, the station administrative officer, ran out of their house—Michael to his next door neighbour, Michael J. Parker, and Sally to the boathouse where she started pulling out the ILB. She was soon joined by the two Michaels and left them to launch while she went to investigate.

On reaching the quayside, Sally could see the casualty, lying on his back, about 100 yards further to seaward, near Bass Rock where the water is always turbulent with whirls and eddies. Realising both instant action and good lung power were needed, she stopped running and walked on fast, breathing deeply.

Before reaching the casualty, Sally saw the man's head and upper part of his body sink beneath the surface; she shed her coat, kicked off her shoes, hurried as close as she could, jumped in and swam under water coming up under him and lifting his head above water. She then got him to the quayside where many willing hands were waiting to help lift him out.

For her prompt and courageous action Sally Parker has been awarded the Royal Humane Society's testimonial on parchment.

Lifeboat launches on service during the months September, October and November, 1974

Aith, Shetland
September 25
Aldeburgh, Suffolk
October 10 and November 13
Arklow, Co. Wicklow
October 30 and November 5
Arranmore, Co. Donegal
November 20, 21 and 27
Ballycotton, Co. Cork
September 12.
Baltimore, Co. Cork
September 18 and October 8.

Barry Dock, South Glamorgan
September 1, 8, October 23, November 3 (twice) and 26.
Beaumaris, Gwynedd
October 10.
Bembridge, Isle of Wight
September 1, 2, 3 and November 3.
Blackpool, Lancashire
November 17.
Bridlington, Humberside
September 2, 22, 26, October 29 and November 13.
Buckie, Banffshire
September 2 and October 5.
Calshot, Hampshire
September 3, 15, October 2, 6, 20, 22 and November 13.
Campbeltown, Argyll
October 2.
Clacton-on-Sea, Essex
September 1, 21, 22, October 19 and November 11.
Clovelly, North Devon
September 13
Courtmacsherry Harbour, Co. Cork
September 5.
Cromer, Norfolk
September 10 and October 3.
Dover, Kent
September 10, October 20 and November 3.
Dun Laoghaire, Co. Dublin
September 1 and November 25.
Eastbourne, Sussex
October 20.
Exmouth, South Devon
September 7.
Falmouth, Cornwall
September 2 (twice), 7 and October 8.
Filey, North Yorkshire
September 7, 23 and November 4.
Fishguard, Dyfed
October 28.
Flamborough, Humberside
September 1, 7 and 22.
Fleetwood, Lancashire
September 14, October 23 (twice), 27 and November 9.
Fowey, Cornwall
September 21 and November 3.
Galway Bay, Co. Galway
October 24, 29 and November 21.
Great Yarmouth and Gorleston, Norfolk
September 18, 30 and October 4.
Harwich, Essex
September 1 (twice), 4, 15, 20 and October 10.
Hastings, Sussex
September 22, 23, 26 and 27.
Holyhead, Gwynedd
October 7 and 18.
Howth, Co. Dublin
September 25, October 7 and November 7.
Hoylake, Merseyside
November 14
Humber, Humberside
September 3 and November 20.
Islay, Inner Hebrides
October 18 and 20.
Kirkcudbright
September 28.
Kirkwall, Orkney
October 16 and 26.
Lerwick, Shetland
September 24.
The Lizard-Cadgwith, Cornwall
September 2.
Llandudno, Gwynedd
September 30 and October 10.
Longhope, Orkney
September 24 and October 7
Lowestoft, Suffolk
September 1, 2, October 20 and 27.

Lytham-St Anne's, Lancashire
September 9 and 17.
Macduff, Banffshire
October 4.
Margate, Kent
September 1 and 4.
Moelfre, Gwynedd
September 16, October 18, November 2 and 3.
The Mumbles, West Glamorgan
September 1.
Newbiggin, Northumberland
September 26.
Newhaven, Sussex
September 3 and 22 (twice).
New Quay, Dyfed
September 3.
Padstow, Cornwall
September 2, 7 and October 10.
Penlee, Cornwall
September 2.
Plymouth, South Devon
September 2.
Poole, Dorset
September 2 (twice) and 27.
Porthdinllaen, Gwynedd
September 7 and 20.
Portrush, Co. Antrim
October 2 and 21.
Port St Mary, Isle of Man
November 5 and 17
Ramsey, Isle of Man
August 2 and 4 (listed incorrectly as Romsey in Winter issue), September 15, 21 and November 1.
Ramsgate, Kent
September 1 (twice), 14, 27, October 28 and November 17.
Redcar, Cleveland
September 2.
Rhyl, Clwyd
September 11.
Rosslare Harbour, Co. Wexford
September 5 and 25.
Runswick, Cleveland
October 18.
St Helier, Jersey
September 2, 3, 7, November 2 and 10.
St Ives, Cornwall
September 9 and November 4.
St Peter Port, Guernsey
September 2, 3, 7, 12, 27 and October 4.
Salcombe, South Devon
November 1.
Seaham, Co. Durham
October 10.
Selsey, Sussex
October 10 and 30.
Sheerness, Kent
September 1 (3 times), 4, 15, 19, October 13 and 20.
Shoreham Harbour, Sussex
September 1, 3, 26 (twice), October 6 and November 13.
Skegness, Lincolnshire
November 11 and 17.
Southend-on-Sea, Essex
October 26.
Stornoway, Outer Hebrides
September 27 (twice) and November 9.
Stromness, Orkney
September 8, 24 and October 9.
Swanage, Dorset
September 9 and 18.
Teemouth, Cleveland
October 22 and 29.
Tenby, Dyfed
September 2, 4 and October 30.
Thurso, Caithness
September 26, October 12 and 15.
Troon, Ayrshire
September 1, 2, 15 and November 24 (twice).

Tynemouth, Tyne and Wear
September 2, 7 and October 13.
Walmer, Kent
September 1, 4, 9, 27 and October 16.
Walton and Frinton, Essex
September 1 (twice), 5, 22, October 2, 8 and 11.
Wells, Norfolk
September 2, 3 and November 16.
Weymouth, Dorset
September 7, 10, 27 and November 19.
Whitby, North Yorkshire
September 24, 30 and October 31.
Wick, Caithness
October 4 and November 7.
Wicklow, Co. Wicklow
November 5.
Workington, Cumbria
September 18, October 1 and 11.
Yarmouth, Isle of Wight
September 1 and 7.
Life-boat on passage (O.N. 1037)
October 25.

ILB launches on service during the months September, October and November, 1974

Aberdovey, Gwynedd
September 1, 17 (twice), 18, October 12, 26, 28 and November 22.
Abersoch, Gwynedd
September 16 and 19.
Atlantic College, South Glamorgan
October 6, November 3 and 13.
Barmouth, Gwynedd
September 7.
Barrow, Cumbria
September 29 and October 14.
Beaumaris, Gwynedd
September 8 and 20.
Berwick-upon-Tweed, Northumberland
September 28.
Blackpool, Lancashire
September 1, 27, October 5 and 11.
Broughty Ferry, Angus
September 1, 17 and October 31.
Bude, Cornwall
September 19.
Burnham-on-Crouch, Essex
September 1.
Clacton-on-Sea, Essex
September 2, 22, October 6 (twice) and 27 (three times).
Conway, Gwynedd
September 29 and October 19.
Criccieth, Gwynedd
September 21 and 25.
Cromer, Norfolk
September 8 and 30.

Cullercoats, Tyne and Wear
September 26, 29 and October 13.
Dunbar, East Lothian
September 21.
Eastney, Hampshire
September 1 (3 times), 2, 3, 7, 13, October 8, 17, 20, November 4 and 24.
Eastney, Hampshire (A-508)
September 22, October 6, 20, November 4 and 24.
Exmouth, South Devon
September 9 (twice) and October 27.
Filey, North Yorkshire
September 28.
Fleetwood, Lancashire
September 15.
Flint, Clwyd
September 16 and 30.
Great Yarmouth and Gorleston, Norfolk
September 4, October 28 and 30.
Hartlepool, Cleveland
September 2 and 18.
Harwich, Essex
October 27.
Hastings, Sussex
September 14, 16, 22, 26 and October 20.
Helensburgh, Dunbartonshire
September 3, 4, 6, 21 (twice) and October 16.
Holyhead, Gwynedd
September 12 and October 20.
Kinghorn, Fife
September 19, 21 and October 7.
Largs, Ayrshire
September 13, 21, 28, 29, October 4, 14, 15 and 31.
Littlehampton, Sussex
September 20, October 27, November 3 and 23 (twice).
Littlestone-on-Sea, Kent
September 1 (twice), 9 (twice) and October 13.
Llandudno, Gwynedd
October 14, 17 and November 23.
Lyme Regis, Dorset
September 15 and November 18.
Lymington, Hampshire
September 1, 2, 25, October 6 and November 25.
Lytham-St Anne's Lancashire
September 9, 16 and October 2.
Margate, Kent
September 1, October 2, 5 and November 10.
Minehead, Somerset
September 22 and October 13.
Moelfre, Gwynedd
September 4 and 16.
Morecambe, Lancashire
September 2 and November 24.
Mudford, Dorset
September 1, 11 and 22.
The Mumbles, Glamorgan
October 25.
New Brighton, Merseyside
September 8 and 15 (twice).

Newquay, Cornwall
September 11 and 16.
North Sunderland, Northumberland
September 21.
Oban, Argyll
September 1, 2, 11, October 17 and 18.
Peel, Isle of Man
October 14.
Poole, Dorset
September 2, 8, 17, October 7, 27, November 3 and 13.
Porthcawl, Mid Glamorgan
September 17.
Port Isaac, Cornwall
September 16.
Port Talbot, West Glamorgan
November 3.
Queensferry, West Lothian
October 7, 23, 28 (twice) and November 20.
Ramsgate, Kent
October 27.
Rhyl, Clwyd
September 11 (twice) and October 18.
Rye Harbour, Sussex
September 21 and 28.
St Ives, Cornwall
September 3 and 6.
Shoreham Harbour, Sussex
September 26, October 6 (twice) and November 9.
Skegness, Lincolnshire
September 1, 7, 22 and October 22.
Southend-on-Sea, Essex
September 1 (5 times) 9, 27, October 6 (twice), 26, 27 (4 times), 28, and November 14.
Southwold, Suffolk
September 13, 15, 30, October 31, November 17 and 24.
Tenby, Dyfed
September 2, 8, 17, 18 and October 20.
Tighnabruaich, Argyll
October 27.
Torbay, South Devon
September 1, 4, 6, 8, 10, 12, 14 and 16.
Tynemouth, Tyne and Wear
September 2, 21 and October 13.
Walmer, Kent
September 1 and October 20.
Wells, Norfolk
September 15, 22 and October 19.
West Kirby, Merseyside
October 6 and 20.
West Mersea, Essex
September 1 (twice), October 27 and November 1.
Weston-super-Mare, Avon
September 1.
Whitby, North Yorkshire
September 3 and 14.
Whitstable, Kent
September 1 (twice), 6, 8, 21, October 6, 7 and November 7.
Withernsea, Humberside
October 1.

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