

THE LIFEBOAT

THE JOURNAL OF THE RNLI



Volume XLVI Number 467 Spring 1979

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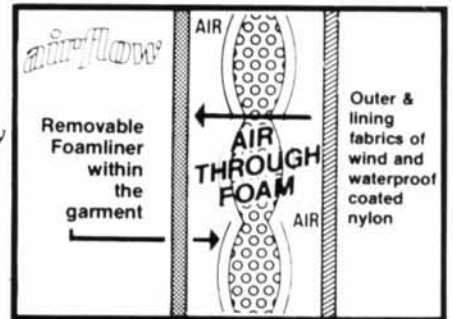


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THE LIFEBOAT

Spring 1979

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Volume XLVI
Number 467

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COVER PICTURE

In this issue there are reports of four inshore lifeboat services to people cut off by the tide or trapped in cliffs or caves; it is a type of service for which ILBs are admirably suited but which may have to be carried out in hazardous conditions. Here is a photograph taken of Whitby D class ILB when she was launched on June 5, 1977, to help a man cut off below cliffs by the rising tide. A very heavy breaking swell, estimated at 7 to 8 feet, was breaking along the shore. This service, for which the thanks of the Institution inscribed on vellum were accorded to Helmsman Michael Coates and Crew Members Brian Hodgson and Anthony Easton, was reported in full in the winter 1977/78 issue of THE LIFEBOAT. The photograph was taken by D. Barton.

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

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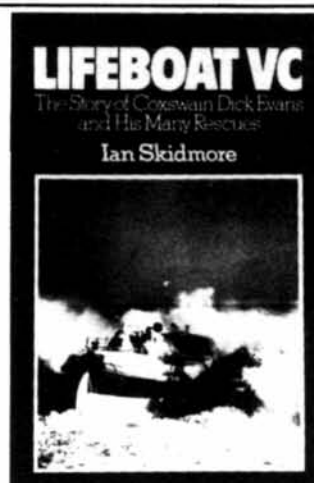
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NOTES OF THE QUARTER

by Patrick Howarth

THE DEATH of Captain Nigel Dixon was a serious and sudden loss to the RNLI. He became Secretary of the Institution, a title which was later altered to that of Director, at a difficult time in 1970. Not long after he took over the Fraserburgh lifeboat disaster occurred. Following so soon after the Longhope disaster, this led many people to question the quality of RNLI lifeboats and there was considerable public controversy. The Committee of Management began a reappraisal of its policy and decided on a major boat-building programme with the object of having a fleet of lifeboats, virtually all with a self-righting capability, within about ten years.

There followed the many administrative problems arising from the move of the head office from London to Poole and the great spate of fund raising and public relations activity which marked the RNLI's 150th anniversary in 1974. Like other chief administrators before him, Captain Dixon was faced with periods of grave financial concern. He faced all problems as they arose with equanimity and good judgment, and his leadership of the RNLI was exemplary.

We extend our deep sympathy to his widow, Jo, who supported him splendidly throughout his term of office, and his family.

Christmas and New Year troubles

For the second year running lifeboat crews have faced grave dangers at sea over Christmas and RNLI stations have suffered damage in New Year storms. On Christmas Eve 1977 Kilmore lifeboat capsized with the loss of one member of her crew. On Christmas Eve 1978 Broughty Ferry lifeboat was launched late in the evening to go to the help of a coaster which was in trouble a few miles north of the entrance to the River Tay. The sea conditions were as bad as any this new

Arun class lifeboat had ever experienced. She was struck by what was described as 'a solid wall of water' estimated at between 30 and 35 feet. Nearly all the crew were injured and damage was done to the lifeboat's mast and searchlight. Coxswain John Jack tore a ligament in his leg and the second coxswain, Hugh Scott, had a badly broken ankle.

The worst storms in January 1978 occurred on the east coast from the Humber to North Foreland. This New Year, too, the east coast of England was the scene of some of the worst damage. At Clacton the doors of the main lifeboat house and those of the ILB house needed extensive repairs and the tipping cradle was distorted. At Walton the pier which gave access to the lifeboat berth was washed away. Seaham and Sheringham were other east coast stations to suffer damage to their installations, and in the south west of England repair work had to be done at The Lizard-Cadgwith, Lyme Regis, Penlee and Sennen Cove.

For sound financial reasons the RNLI carries its own insurance, and the cost of putting right all the damage which occurred will once again run into many thousands of pounds.



John R. Atterton, MBE, has been appointed Acting Director of the Institution by the Committee of Management.

Helicopter rescues

The crew of the coaster to which Broughty Ferry lifeboat put out late on Christmas Eve were rescued by a Sea King helicopter of the RNAS. This was one of a number of fine rescues in recent months by helicopters of the Royal Navy and the Royal Air Force. All round our coasts lifeboatmen and

lifeboat officials are full of admiration for the manner in which their colleagues in rescue helicopters have been carrying out dangerous and exacting tasks. Unfortunately the successes of these helicopters have led to some not very well informed public comments, in which suggestions have been made that much of the work of lifeboats can and should be taken over by helicopters.

All those with first hand experience know that the two types of rescue craft, the lifeboat and the helicopter, are in many respects complementary, and a similar view is taken in other countries. The United States has always been ahead of the rest of the world in helicopter development ever since Igor Sikorsky, the Russian who settled in the United States in 1919, began his pioneer experiments. The United States Coast Guard, a highly efficient body which is not starved of funds, operates both the lifeboat and helicopter rescue services around the coasts of the United States. In spite of all the progress made in American helicopter design and construction the US Coast Guard not only continues to operate a large lifeboat fleet but builds numerous new lifeboats. It would hardly do so if the lifeboat was likely to be obsolescent in the foreseeable future.

Closure of a station

It is always sad when a lifeboat is withdrawn from a station, but this is a price which has to be paid for the maintenance of an up-to-date fleet, including faster lifeboats with greater range, and for a policy of flexibility. Earlier this year the lifeboat was withdrawn from Seaham after detailed studies had shown that the operational requirement for a lifeboat had considerably declined. The RNLI was also thereby spared expenditure of up to £100,000 which would have been needed for the station's maintenance.

Seaham has a splendid record dating back as an RNLI station to 1870. Sixteen years earlier an independent lifeboat had been established there. The saddest event in the station's history occurred in November 1962, when the Liverpool class lifeboat *George*

continued on page 112

Walton and Frinton: Two photographs taken by Motor Mechanic William Jenkins, put side by side, show the damage inflicted on Walton pier by the storms on New Year's Eve. The landing stage for the station's boarding boat was completely isolated.





The late Captain Nigel Dixon, OBE RN, Director, RNLI

Nigel Dixon

'We give thanks for his life'

IT WAS WITH GREAT SORROW that the people of the Royal National Life-boat Institution heard that their Director, Captain Nigel Dixon had died suddenly in Poole Hospital on Sunday December 3 after a short illness. Captain Dixon had been appointed director of the RNLI in 1970 after serving on the staff since 1967 and in those years of shared dedication he had won the affection and high regard of everyone with whom he had worked. Only a few weeks before his death Captain Dixon had received from Her Majesty The Queen at Buckingham Palace the OBE, awarded to him in the 1978 Birthday Honours List in recognition of his work for the lifeboat service.

On Saturday December 16 the Parish Church of St Edward's, Corfe Castle, the RNLI flag flying from its tower, was filled to capacity as family friends and colleagues gathered to attend a memorial service for Captain Dixon. The Duke and Duchess of Kent were represented by Lt-Cdr Richard Buckley, CVO RN, and there were also rep-

resentatives from the Committee of Management, the Services, HM Coastguard, Search and Rescue organisations and overseas lifeboat societies. Lifeboatmen, voluntary workers and staff of the RNLI had travelled from all over the British Isles and the Republic of Ireland to be present.

The service, which began with the pilgrim's hymn 'He who would valiant be', was conducted by the Reverend G. Squarey, Rector of Corfe Castle. The lesson was taken from Psalm 107 and then, after the singing of 'The Lord's my Shepherd', the following address was given by Major-General Ralph Farrant, CB, Chairman of the Institution:

'I have been asked by Mrs Dixon—Jo to many of her friends—to say a few words about Nigel. I doubt if I knew him as well as did some here today, but I did see a lot of him over the past three years and I am glad to try to fulfil Jo's request.

'I am certain that we are gathered here in Nigel's local church, as friends of him and of Jo, to give thanks for the value and the happiness of his life, so let me start with his boyhood.

'Nigel was born in Cheshire, some 30 miles from the sea, of a family without any strong seafaring tradition. Nevertheless, quite early, as a small boy, to go to sea was his ambition and he entered the Royal Naval College, Dartmouth, in 1933. At the same time his country upbringing gave him a lasting love of the countryside, of sport and of dogs, as many of us know.

'The outbreak of war in 1939 brought early opportunities to Nigel as a sub-lieutenant for, at the age of 19, he was given the command of a trawler. Another interesting experience was service in motor gun boats. A much more traumatic one was the sinking of Trinidad when he was serving in her on Arctic convoy.

'Some time later in the warmer climate of Ceylon, when he was in Venerable, he met Jo Collett who was serving in the Wrens. They were married later, in England, and, as we are all aware, the marriage was a most happy one.

'After the war he served on Lord Mountbatten's staff in the Mediterranean Fleet and, later, was the Naval Attaché at Ankara, Teheran and Baghdad, in the rank of captain. Before he could take up his next appointment, as captain of Ajax, he had the ill-luck to suffer a severe back injury, but this led to the interesting post of Deputy Director Operational Plans in the Ministry of Defence, from which, after three years,

he was retired on health grounds in 1965.

'It was, course, this unfortunate injury, resulting in the curtailment of his naval career, which led to his joining the RNLI in 1967, becoming secretary in 1970. The title of the post was later changed to 'director and secretary' to mark his increased responsibilities consequent upon a major re-organisation of the Institution.

'The next six years were ones with many problems, including as they did, the move of the head office from London to Poole, the economic depression, the 150th anniversary of the Institution, the alarming deficit in the 1975 accounts, and the move of the depot, not to mention the ever increasing cost of our boats. The fact that the RNLI has come through this time so well and is now in such good shape, is an indication of Nigel's ability and character, which included the ability to draw the best out of the many different people who make up the RNLI team. He managed to encourage them to use their individual talents to the limit, whilst, at the same time, fostering the communal spirit which is such an important part of the Institution. He had the ability to come to wise decisions, after due thought, and then convey them to his staff in such a friendly but definite way that even the unpalatable ones were accepted with good grace. It was his easy manner, his unflapability and his quiet humour which were real assets to him in tackling the many problems of such a wide-ranging job as Director, RNLI.

'In addition to those here today, and to others who could not get here, he will certainly be remembered by the large number of our supporters who come each year to our annual awards meeting. I refer to his outstanding presentation of the citations for the medallists in the Royal Festival Hall.

'May I sum up his contribution to the RNLI in nautical terms? It is abundantly clear that we are a 'happy ship'; this demonstrates that in Nigel we in the RNLI have been fortunate in having had an excellent captain. Whilst greatly mourning his loss, a great loss to the Institution as well as to his family and friends, we give thanks for his life.'

After the final, triumphant hymn, 'Praise, my soul, the King of Heaven', the Blessing was given by the Bishop of Southampton, the Right Reverend John Kingsmill Cavell, MA.

Then, as an epilogue, the congregation went out from the church into the winter afternoon of the Dorset countryside to the organ voluntary, 'Hearts of Oak'.

Notes of the Quarter

from page 111

Elmy put out to the help of a fishing boat. The fishing boat's crew were taken aboard the lifeboat, but as she was returning to harbour the lifeboat capsized with the loss of the whole lifeboat crew and four of the five fishermen who had been taken aboard.

Record of service

Members of the RNLI's governing

body, the Committee of Management, who give their services voluntarily to decide policy, sometimes render outstanding services to their local branches, too. An outstanding example has been Air Vice-Marshal Sir Geoffrey Bromet, a former deputy chairman of the RNLI, who last year chose the annual general meeting of the New Romney branch as the occasion for announcing his retirement from the chairmanship of the branch in his eighty-eighth year. Until Sir Geoffrey

became involved in lifeboat affairs there was no RNLI fund-raising branch in New Romney. He became its first chairman and continued in that role until last year. Even last year he was to be seen with a collecting box meeting every train on the Romney, Hythe and Dymchurch railway throughout lifeboat week. Branch workers made him a presentation on the occasion of his retirement, when he announced that he would still be ready to help the branch if needed.

LIFEBOAT SERVICES

Western Division MFV aground

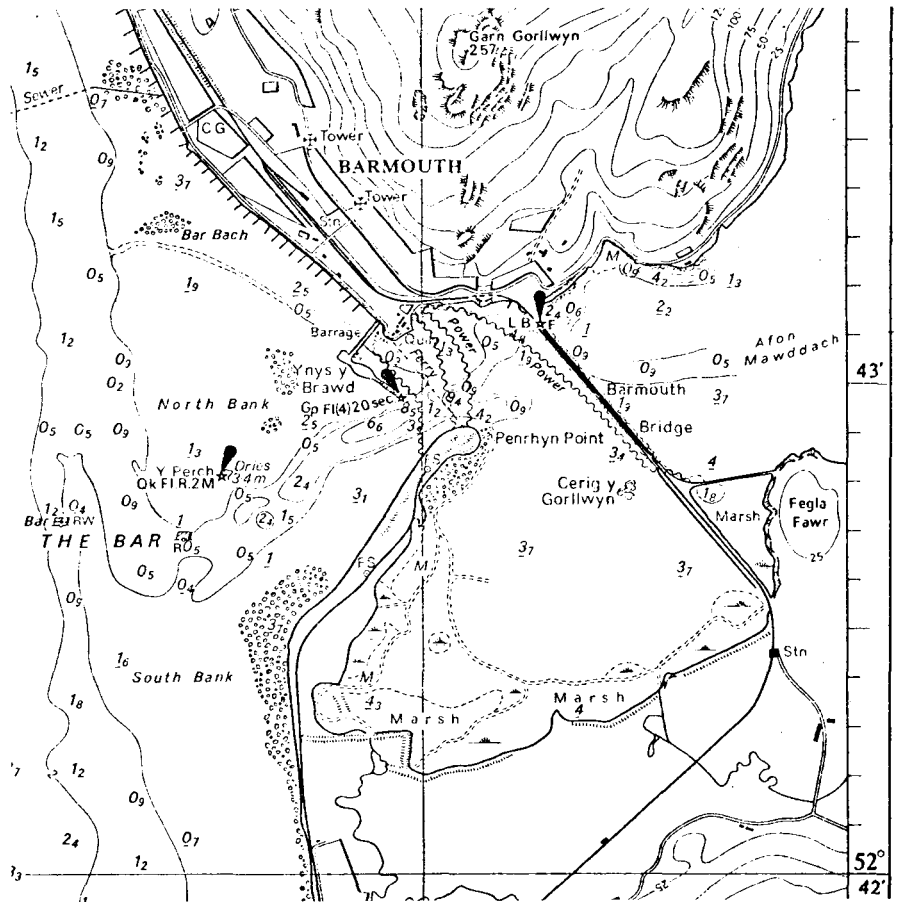
A RED FLARE fired over Barmouth Bar was seen by the honorary secretary of Barmouth lifeboat station at 2140 on Wednesday November 22, 1978. Just after he had alerted Coxswain Evan Jones, the honorary secretary heard by telephone from Porthdinllaen Coastguard that there was a casualty on the bar. Coxswain Jones, who is also the harbourmaster, had been informed that MFV *Boy Nick* was on passage to Barmouth from Beaumaris. At 2105 he had seen a green light to seaward of the bar and assumed that the fishing boat was standing off until the weather abated and it was safe to enter harbour.

The maroons were fired at 2143 and the relief 35ft 6in Liverpool lifeboat *BHMH*, on temporary duty at Barmouth, launched at 2150. A westerly strong breeze, force 6, gusting to near gale, force 7, was blowing and it was raining; very rough seas were breaking over the bar. It was nearly two hours after low water neaps.

Coxswain Jones could see the green light on board the fishing boat and headed down channel to a position south of *Boy Nick*, aground on North Bank. The light went out, but Coxswain Jones could see hand flares being fired to the east (to leeward) of the casualty. The lifeboat's searchlight picked up *Boy Nick* lying with her bows facing south east and her liferaft made fast to the bows, but these sightings were only occasional because of the seas breaking over the lifeboat and the fishing boat.

Coxswain Jones decided to go in towards the casualty, but at the first attempt grounded firmly. Going full astern he regained the main channel and then, putting his engines full ahead, drove the lifeboat at the bar using the breaking seas to close the liferaft. The lifeboat grounded many times and was continuously being flooded to the top of her lockers. Nevertheless, the liferaft, now cast adrift from the fishing boat, was reached successfully and the crew of the lifeboat pulled the two fishermen on board.

Although Coxswain Jones then went full astern, the lifeboat was picked up



Barmouth Bar and North Bank: Produced from a portion of BA Chart 1484 with the sanction of the Controller HM Stationery Office and the Hydrographer of the Navy.

and thrown firmly on to North Bank. Her bows were heading north west and the seas were breaking over her port side. Close to starboard, as Coxswain Jones was very aware, was a bank of rocks, but the seas made it impossible to try to come round to port. As the lifeboat was lifted by the seas, therefore, Coxswain Jones used his engines to turn tightly to starboard and he managed to regain the main channel after about 25 minutes.

The lifeboat, which had sustained no damage, returned to station with the two survivors; she was rehoisted and ready for service at 2345.

It was later learned that the crown of *Boy Nick's* rudder had sheered as she was crossing the bar. She had been carried on to North Bank and had been flooded within five minutes. In a letter of thanks written on behalf of *Boy Nick's* skipper and himself, the fishing boat's crew, Keith Allday, spoke of the lifeboat approaching:

'... Through this notoriously dangerous stretch of sand bars and shoaling water ... The rescue was an extremely difficult operation and conditions were some of the worst I have ever encountered. I cannot praise the tenacity and bravery of Coxswain Jones and his crew too highly. Without their prompt action we should almost certainly have lost our lives.'

For this service the bronze medal for gallantry was awarded to Coxswain Evan D. Jones. Medal service certificates were presented to Acting Second Coxswain John H. Stockford, Motor

Mechanic Dewi Wyn Davies, Assistant Mechanic Evan E. K. Griffith, Honorary Medical Adviser and Crew Member Dr Robert A. Haworth and Crew Members John Hopcroft and Peter H. Phillips.

Western Division Trapped at cliff foot

THE HONORARY SECRETARY of Borth ILB station was in the boathouse when, at 2025 on Friday August 18, 1978, he was told that two people were trapped by the tide half a mile south west of the station. The informant had sighted them while walking along the cliff top.

Maroons were fired immediately. Most of the crew and shore helpers were close by the boathouse and the crew were dressed ready for launching at 2029.

The wind was westerly, force 3, with a very heavy ground swell running and breaking on the beach. It was high water springs.

Borth's drive-off trolley being away for repairs, the three crew members with two launchers pushed the D class ILB on her relief trolley into the heavy breaking swell; launching was a very difficult operation in those conditions. At one stage, with all five men holding the boat, they were lifted and thrown back over the trolley. Once the boat was clear of the trolley, Crew Members



Borth: Helmsman Ronald Davies was accorded the thanks of the Institution inscribed on vellum for the rescue on August 18 of two people trapped by the tide at the foot of cliffs. The photograph shows the area at low tide: x marks the position of the casualties.

Dilwyn Owen and Richard Jeremy, holding her bow into the sea, were constantly under water.

The crew embarked and then as Helmsman Ronald Davies took the boat clear of the breaking seas he realised that her engine was not developing full power. He found that the propeller was fouled by a mass of 'sea lace' seaweed that had been in the water close to the beach. It was soon cleared and the ILB headed at full speed for the scene of the incident.

The heavy ground swell was beating against the cliff face, driving spray 20 to 25 feet into the air, and two people were sighted sitting on a ledge just above the breaking sea. Helmsman Davies manoeuvred through a rocky outcrop and signalled by hand for the man and woman to move further along the cliff face into a partial lee formed by a large rock jutting out from the cliff.

On the first run in the ILB was pushed broadside to the swell, just clear of the cliff face. Helmsman Davies put the engine astern, turned quickly and headed out clear of the cliffs while remaining inside the rocky outcrop.

The second run in was made at full revolutions and Helmsman Davies brought the ILB bow-on to the cliff face and held her there while Crew Members Owen and Jeremy, one either side in the bows, held on to the cliff helping to keep the boat from turning broadside to the sea.

The ILB was being lifted and dropped about five to six feet by the swell and the two stranded people were about four feet above her on the top of the swell. The girl jumped into the boat but just as the man was about to jump the sea took the ILB hard against the cliff and then sucked her away. Helmsman Davies used full throttle but could not break the grip of the sea until the boat was about ten to twelve feet off the cliff face. Once clear of the suction, he brought her back against the cliff and the man jumped aboard. The ILB was then taken clear out to

sea and returned to station, making a beach landing. The man and woman left after making a donation to the station, and the ILB was once again ready for service at 2105.

For this service the thanks of the Institution inscribed on vellum were accorded to the Helmsman Ronald J. Davies. Crew Members Dilwyn J. Owen and Richard W. Jeremy were presented with vellum service certificates.

South Western Division

Boy rescued

TWO PEOPLE IN THE SEA at Rocky Valley, Bossiney, near Tintagel, 6.7 miles from Port Isaac, were reported to the deputy launching authority of **Port Isaac** lifeboat station by HM Coastguard at 1326 on Monday August 14, 1978. Maroons were fired at 1328 and three minutes later Port Isaac D class ILB launched and set out at full speed. Helmsman Mark Provis was in com-

mand and Edward Fletcher and Andrew Walton were his crew.

It was one hour before high water on a neap tide, the wind was south west, moderate force 4, and a swell of ten feet and more was coming from the west; the weather was fine with good visibility.

After an uncomfortable passage of 24 minutes, the ILB arrived at 1355 to find that a boy had been hauled out of the water by visitors on the cliff above, using a line and Kapok dumbbell float. He was now on a narrow, sloping ledge underneath an overhang of rock, just above the level of the highest swells. A helicopter from RAF Chivenor was standing by to seaward, unable to effect a rescue because of the overhanging rock.

Helmsman Provis decided to anchor and veer down under oars. However, the backwash was so strong that it was not possible to row against it and the ILB had to be taken astern on her engine to within two feet of the cliff. Crew Member Fletcher jumped for the rock but was unable to hold on and fell back into the sea, dropping into a falling swell. The next wave carried him up to the ledge ten feet above and he was able to land just below the boy. The ILB was thrown broadside on to the rocks but Crew Member Walton, who was manning the radio, was able to pull her clear on her anchor cable.

Meanwhile, Crew Member Fletcher climbed to the boy who was in a state of severe shock and who had lacerations to his hands and feet. He said his father was in the water and drowning. Edward Fletcher shouted this information to the ILB and Andrew Walton relayed it to the helicopter and Coastguard mobile, but there was no sight of the man.

Edward Fletcher now tried to coax the boy down the sloping ledge to where he could more easily get him into the ILB, but the boy appeared unable

After the opening of Troon Marina last autumn, Troon's 44ft Waveney lifeboat Connel Elizabeth Cargill took part in a combined exercise with a Sea King helicopter from 819 Squadron, HMS Gannet.



to move on his own. Helmsman Provis brought the ILB close to the cliff again and Crew Member Walton threw the painter. Crew Member Fletcher had to reject this, however, as the boy was still being held fast by the line to the visitors on the cliff top. Edward Fletcher shouted to them to pay out the whole rope, but only about ten feet was veered. This bight was eventually taken by Helmsman Provis who decided to cut it and hold on to the end attached to the boy.

Two large swells in succession then nearly swept Edward Fletcher and the boy into the sea and, as the ILB was carried away at the same time, Helmsman Provis had to let go the rope to avoid dragging them off the rock. Once again Helmsman Provis brought the ILB close to the rocks and this time Edward Fletcher pushed the boy into the ILB as she rose with the swell. He was safely caught by Andrew Walton and Crew Member Fletcher followed, just managing to land on the ILB's sponson and being pulled inboard by Helmsman Provis.

Andrew Walton wrapped the boy in the polythene exposure sheet and the ILB headed seawards at 1405 to make rendezvous with the helicopter. The boy was winched into the helicopter and the ILB then searched for his father until 1515 when the search was called off. On the return passage to Port Isaac the ILB was diverted to Delabole Point to help in the recovery of a dead man. She stood by while the Cliff Rescue Team recovered the body and then returned to station, arriving at 1750. She had been at sea for more than four hours.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Mark J. Provis and Crew Member Edward J. Fletcher. A vellum service certificate was presented to Crew Member Andrew D. Walton.

Western Division

Trapped in cave

TWO BOYS TRAPPED in a cave on the north side of Brean Down were reported to the honorary secretary of **Weston-super-Mare** ILB station at 1625 on Sunday November 12, 1978, by Barry Coastguard. Maroons were fired at 1632 and the crew assembled. The honorary secretary decided to launch both the RFD D class ILB, D170, which would be the best boat to enter a cave should this be necessary, and also the 18ft 6in McLachlan ILB, A507R, to act as a safety boat for the smaller ILB. Helmsman Julian Morris was in command of the McLachlan with Michael Hawkings and Richard Spindler as his crew; Helmsman Nicholas White and Crew Member Anthony Blizzard manned the D class ILB. Both boats launched at 1637.



Weston-super-Mare: The cave on the south side of Brean Down from which three trapped boys were rescued on November 12; on that day a full southerly gale was blowing and there was a rough sea with breaking surf. For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Nicholas White and Crew Members Richard Spindler and Anthony Blizzard. photograph by courtesy of West Air Photography

A near gale force 7 gusting to gale force 8 was blowing from the south. The sky was overcast and five minutes after launch it started raining heavily. The sea was rough with breaking surf. High water springs was at 1715; sunset at 1610.

While on their way towards Brean Down, the Coastguard told the ILBs that the cave where the boys were trapped was on the south side of the down, not the north. Both boats altered course to pass close to Howe Point, the westerly tip of Brean Down. Weston-super-Mare Bay was reasonably sheltered from the south so that both boats were able to drive at full speed most of the time. Once round Howe Point, however, the full force of the gale was felt and in this area both boats had to keep close in to the cliffs to avoid fishing nets.

On scene, the Coastguard mobile's blue light flashing on top of the cliff marked the position of the cave. Both boats laid off and D170 went alongside A507R to confer on the best method of taking the casualties off. They had been told by radio that two coastguards were with the boys in the cave. It was decided that a swimmer would be needed, so Richard Spindler transferred to D170. A507R laid off and illuminated the scene with her Aldis lamp.

By now, the wind, still from the south, was gale force 8. It was raining heavily and large seas were breaking against the cliff face.

D170 approached the cave and, when 20 yards off, Richard Spindler entered the water to check whether the boat could approach without being obstructed by rocks. The swim was dif-

ficult because of the backwash from the cliff face, but Richard Spindler signalled for D170 to make her approach and prepared to help as the ILB entered the mouth of the cave. Helmsman White drove D170 into the starboard hand side of the cave entrance and Richard Spindler pushed the bow to port, so turning D170 into the sea. Crew Member Blizzard also entered the water to keep the bows pointing out to sea. The floor of the cave was covered with boulders and loose stones, and, with a depth of water between four and seven feet, the two men were constantly under water.

The ILB crew found that there were three boys trapped in the cave. They were taken on board, Anthony Blizzard jumped into the boat and Helmsman White took D170 out alongside A507R. Once the boys were transferred to the McLachlan, D170 went back into the cave to pick up Crew Member Spindler and the two coastguards. The ILB had been constantly buffeted against the side of the cave and was full of water from the confused breaking seas.

After being landed on Brean Beach by Helmsman White, the coastguards helped the crew get the ILB off the beach again, through heavy surf. D170 then went alongside the McLachlan, took on board the three boys and landed them on the beach also. The ILB was hauled clear of the sea and baled out before relaunching, but was once more full of water by the time she had cleared the surf.

Both boats started the return passage to station at 1756 and were rehoisted and ready for service at 1830.

For this service the thanks of the

Institution inscribed on vellum were accorded to Helmsman Nicholas J. White and Crew Members Richard A. Spindler and Anthony C. Blizzard. Vellum service certificates were presented to Helmsman Julian Morris and Crew Member Michael E. Hawkings.

Eastern Division

Three calls

A CANOE with two children aboard, overdue on passage from Colne Point to West Mersea, was reported to the deputy launching authority of West Mersea ILB station by Thames Coastguard at 2006 on Monday July 31, 1978. Maroons were fired, the crew assembled by 2010 and West Mersea's Atlantic 21 launched at 2017 to search.

There was a strong east-south-easterly breeze blowing, force 6, with heavy rain and poor visibility; the launching position was in the lee and the sea was moderate. It was three hours before high water.

A search was started on the track from West Mersea to Colne Point and as soon as Mersea Island was cleared the ILB was heading directly into the by now north-easterly near gale, force 7. The seas were rough and, with continuous heavy rain, visibility was poor. To give Helmsman Graham Knott better visibility in the driving spray and rain one crew member stood forward of him and gave a lee. Best speed in the prevailing conditions was made throughout.

At 2028 Bradwell Coastguard mobile, searching Sales Point, sighted a red flare and at the same time a report was received that the two children were safe. The ILB at this time was approaching Colne Point. On hearing of the new incident she changed course and made for the new search position at full speed.

Arriving off Sales Point at 2035 the ILB asked Bradwell mobile for a better fix in the poor visibility and the shore was closed so that the ILB could search down the mobile's bearing of the flare. At 2037 a second flare fired by the casualty was sighted by the ILB, which then headed straight for her. She found a sloop, *Blackbird*, with anchor down but driven stern on to the sands and shipping spray overall. At 2043 the ILB went alongside *Blackbird's* port side and took off her crew of four, two men and two women.

As a further incident had been reported of two people in the water off West Mersea, the ILB was asked to land the yacht's crew near Bradwell mobile and set off on the new search. A local fishing vessel in the area, *Diana*, agreed to try to tow off the casualty so at 2049 *Blackbird's* owner was put aboard *Diana* and at 2058 the other three people were landed on the beach near Bradwell mobile. The incident off West Mersea turned out to be a false

alarm, so the ILB returned to stand by *Blackbird*.

The yacht was towed clear by *Diana* at 2115 and the tow started to West Mersea. The ILB picked up the three people from Bradwell Marina and put them back on board *Blackbird* when, at 2200, she was safe in West Mersea. The ILB was back on station and ready for service at 2210.

The whole series of incidents had taken place in near gale force winds, rough seas and continuous heavy rain and fog which reduced visibility to a quarter of a mile.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Graham M. Knott. Vellum service certificates were presented to Crew Members Brian M. Jay and Jonathan P. French.

Ireland Division

Injured seaman

THE MARINE RESCUE CO-ORDINATION CENTRE, Shannon, told Arranmore honorary secretary at 1810 on Saturday December 30, 1978, that a sailor on board the Finnish cargo vessel *Puhos* had lost three fingers in an accident. *Puhos* was 120 miles south west of Arranmore. There was no helicopter or ship available to help and *Puhos* was too big to enter either Sligo or Killybegs harbour.

The honorary secretary asked MRCC Shannon to instruct the captain of *Puhos* to head for Arranmore and then, with Dr K. Flannery aboard, the 52ft Barnett lifeboat *Claude Cecil Staniforth* slipped her moorings at 2300. It was a fine night with good visibility. A strong breeze, force 6, was blowing from the north east and the sea was choppy.

Claude Cecil Staniforth met *Puhos* at 0100, took off the injured man and landed him at 0300 at Burtonport where an ambulance was waiting to take him to hospital.

On December 18 Humber lifeboat, the 54ft Arun City of Bradford IV, towed MFV Falke to Bridlington. The fishing boat had no power or steering and her batteries were failing.



North Eastern Division

Engine failure

A FISHING VESSEL, *Falke*, on delivery passage from the continent to Whitby on Monday December 18, 1978, put out a 'pan' message saying that she was broken down 60 miles east by north of Flamborough Head with no power or steering and her batteries were starting to fail.

HM Coastguard telephoned Superintendent Coxswain Brian Bevan of Humber lifeboat station at 0723, and, as there were no other ships in the area and Humber Radio was already having communication problems due to *Falke's* failing batteries, it was decided to launch. The wind was westerly force 2, the sea slight and, on a clear morning, visibility very good. The tide was ebbing.

Humber's 54ft Arun *City of Bradford IV* slipped her moorings at 0813 and set course for the last known position. The fishery protection minesweeper HMS *Stubbington* was also on her way from north of Whitby to help find the casualty.

HMS *Stubbington* sighted *Falke* at 1227 and sent an engineer across in a Gemini to see if he could help. He was unable to get the engine started, however, and so the lifeboat, which had arrived at 1245, agreed to tow the boat to Bridlington. A tow was passed at 1302. Course was set for Flamborough Head and, although the casualty had no steering, Bridlington Harbour was reached safely at 2056.

After refuelling, and a meal for the crew, *City of Bradford IV* returned to station, arriving at 0102. At 0126 she was back on moorings and ready for service.

Following this service a letter of thanks was received from *Falke's* owner together with two cheques: one a token of thanks to the coxswain and crew of Humber lifeboat and the other a donation to the Institution.



Lowestoft: When on August 30 Lowestoft lifeboat went to the help of *Jolie Brise*, returning from Oslo to Harwich on the second leg of the 1978 Tall Ships Race, it was Thomas Knott's last service as coxswain . . . photograph by courtesy of Michael Richford



. . . On his retirement Coxswain Thomas Knott, whose service is recorded on page 138, was presented with two paintings by Norfolk artist Jason Partner. (l. to r.) Coxswain Peter Gibbons, Mrs Joan Knott, Tommy Knott, Lord Somerleyton, president of Lowestoft branch, and Michael Chapman, station honorary secretary.

photograph by courtesy of Ernest Graystone

Eastern Division

Help for *Jolie Brise*

THE GAFF CUTTER *Jolie Brise*, on her way back from Oslo to Harwich on the second leg of the 1978 Tall Ships Race, made to put in to Lowestoft for repairs after two days of gales during which, due to rigging failure, she had lost her topmast. At 0930 on Wednesday August 30 Lowestoft Coastguard informed the honorary secretary of the lifeboat station that the yacht was at anchor about half a mile east of Lowestoft Ness Point, the most easterly point in the British Isles, and appeared to be in difficulty. Her engine had failed and *MV Dolly Bird* was standing by.

Visibility was good, a moderate to fresh breeze, force 4 to 5, was blowing from the north and there was a moderate sea when, at 0945 Lowestoft's 47ft Watson lifeboat, *Frederick Edward Crick*, slipped her moorings and set out at full speed. She arrived alongside *Jolie Brise* and took her in tow back to Lowestoft where her crew of 14 were landed.

The lifeboat returned to her moorings at 1030. It had been Thomas Knott's last service as coxswain.

Jolie Brise, one of this century's most famous, almost legendary, yachts, was the winner of the first Fastnet Race, in 1925, a race she was to win again in both 1929 and 1930. In the Tall Ships Race from Yarmouth to Oslo earlier in August, 1978, sailed by three school masters with a young crew, she had taken second place in her class.

Eastern Division

MFV sinking

SKEGNESS LIFEBOAT, the 37ft Oakley *Charles Fred Grantham*, launched at 1730 on Wednesday October 4, 1978, to go to the help of the fishing boat *Fair Maid* aground three miles north of the station in a dangerous position. It was a fine evening with good visibility. A gentle to moderate breeze was blowing from the south south west, the sea was slight and the tide had been flooding for three hours.

Fair Maid's owner had made repairs to her engine and refloated with the tide intending to return to King's Lynn, but the boat was damaged below water and began to sink. Three crew members were put aboard to bale while the lifeboat towed the fishing boat clear of

the danger area and then to the mud flats south of Gibraltar Point, where she finally sank. Her owner was taken aboard the lifeboat and landed at Skegness at 2100. The lifeboat was rehoused and ready for service at 2215.

Scotland North Division

Oil rig supply vessel

SHETLAND COASTGUARD informed the honorary secretary of Lerwick lifeboat station at 0305 on Friday October 27, 1978, that the oil rig supply vessel *Anglia Shore* was ashore on Score Point on the north east side of the Island of Bressay. The master requested the lifeboat to stand by.

A fresh westerly breeze was blowing when, at 0317, the 52ft Arun *Soldian* slipped her moorings. She arrived on scene at 0355 to find that the supply vessel was damaged forward. As an immediate precaution, six members of *Anglia Shore's* crew were taken off, the lifeboat's inflatable dinghy being used to ferry them across to *Soldian*.

After pumping out her cargo of drilling mud, *Anglia Shore* refloated on the flooding tide and came off the rocks unaided. She was making water fast, however, and the lifeboat escorted her to Lerwick arriving at 0548.

A letter of appreciation was later received by Lerwick honorary secretary from the supply vessel's owners enclosing a donation for the RNLI.

North Eastern Division

Lost rudder

A COBLE NEEDING HELP, with three men on board, was reported to the deputy launching authority of Seaham lifeboat station by Tees Coastguard at 0955 on Sunday November 26, 1978. The message had been relayed from *MV Plymouth* which had seen the coble fire a flare.

It was an overcast morning with fair visibility. The wind was north north west near gale, force 7, the sea rough and the tide flooding.

Seaham lifeboat, the 37ft Oakley *The Will and Fanny Kirby*, launched at 1015 and set an easterly course at full speed to where *Plymouth* was standing by the coble *Ambler*.

Reaching the casualty at 1038, the lifeboat took off one of her crew. The other two men asked to stay aboard the coble, which was taken in tow stern first because she had lost her rudder.

By now the wind had increased to north north west, gale force 8, and there was a heavy northerly swell so that towing was at slow speed. At 1110 the tow line, which had slipped off the coble's towing bollard, was made fast again and a second man asked to come aboard the lifeboat.

Owing to the heavy swell, the lifeboat had to approach Seaham from



the north. She entered harbour with her tow at 1133 and took the coble to North Dock where her crew were landed. Because of the heavy surge on the slipway, the lifeboat had to moor in the North Dock until 1500 (three hours ebb). She was rehoused and ready for service at 1630.

Ireland Division

Overdue

THE RELIEF 46ft 9in WATSON LIFEBOAT *Sarah Townsend Porritt*, on temporary duty at **Howth**, slipped her moorings and put to sea at 2230 on Sunday October 15, 1978 following a report that a red flashing light and red flares had been sighted off Lambay Island and that a man who had gone fishing was overdue.

The night was fine with good visibility. A moderate breeze was blowing from west south west and the sea was slight. Having sighted the casualty's navigation lights, the lifeboat was alongside the motor boat by 2315 and found that her outboard engine had failed. The fisherman was taken on board the lifeboat and the casualty towed back to Howth. The lifeboat returned to her station at 0020 and was removed and ready for service ten minutes later.

Western Division

Broken mast

ABERDOVEY'S ATLANTIC 21 ILB launched at 1515 on Sunday November 12, 1978, after being informed by HM Coastguard that a sailing dinghy had capsized in the estuary; her mast was broken.

It was raining at the time and visibility was worsening. A strong breeze to near gale force wind, force 6 to 7, was blowing from the south west and the sea was choppy; the tide was flooding. The ILB approached the dinghy, *Custard Torpedo*, took off her crew of two, landed them ashore at 1525 and returned to her station at 1528.

Western Division

Propeller fouled

A SMALL YACHT reported to HM Coastguard by VHF radio on the evening of Saturday October 7, 1978, that a 28ft sloop on passage from Penarth to Porlock Weir was broken down and drifting in Porlock Bay; she required immediate assistance.

The honorary secretary of **Minehead** ILB station was informed, Watchet Coastguard mobile was alerted and the

continued on page 141



Some of the happiest calls on our lifeboats are 'Christmas runs' to lightvessels and isolated lighthouses.

(above) Last December the 52ft Barnett Euphrosyne Kendal on temporary duty at Yarmouth, Isle of Wight, rendezvoused in the Solent with Air Commodore Brian Macnamara's yacht, Tamare, to pick up festive fare and deliver it to the Needles Lighthouse; because of swell right over the landing steps, the packets were passed across on a line. The Christmas fare is provided by the users of Lymington River with help from Yarmouth yachtsmen; some of the money subscribed is saved over a number of years for larger presents, such as a television.

photograph by courtesy of HMS Daedalus



Walton and Frinton lifeboat makes the Christmas run out to Sunk Lightvessel on the Sunday before Christmas, taking fare provided mainly by local shopkeepers. In 1978 (left, above) Robin Davis, chairman of East Ham Round Table which funded the lifeboat's radar, dressed up as Father Christmas.

The year before (left, below) a guest for Walton and Frinton lifeboats' run was Mr Miller (L.), a physiotherapist who, blind himself, does much to help other blind people; with him is Bowman Bobby Kemp.

photographs by courtesy of Motor Mechanic William Jenkins

Clacton-on-Sea

CELEBRATION OF A CENTENARY YEAR

by Jack Froom

A CENTENARY DINNER AND DANCE WAS held at the Royal Hotel, Clacton, on April 21, 1978, at which Raymond Baxter, guest of honour and a member of the RNLI Public Relations Committee, presented the centenary vellum to the branch president, Harold Felgate, acknowledging one hundred years of lifesaving by one of the oldest lifeboat stations in Essex. After the cutting of a huge centenary cake by Coxswain Arthur Harman a large number of guests danced until the small hours.

Clacton lifeboat station was established in 1878, and the first lifeboat to take up residence in the newly-built boathouse was a 34ft self-righter presented by the United Grand Lodge of Freemasons. She was named *Albert Edward* to celebrate the safe return of their Grand Master, HRH The Prince of Wales, later to become King Edward VII, from a grand tour of India. July 10 was the day chosen for her naming and dedication ceremony, but already *Albert Edward* had proved her worth, for in the May of that year, with Coxswain Robert Legerton in command, she had saved the lives of nine men who were snatched from the brig *Garland*, stranded on the Gunfleet Sands.

A cheering throng accompanied the lifeboat as she was hauled on her carriage by a team of heavy horses along the seafront, down Pier Gap to the beach where in traditional form she was dedicated to the service of those in distress at sea. Celebrations went on until late on that July day in 1878.

On a July day in 1978 clocks were turned back one hundred years as crowds once more thronged the seafront to witness a lifeboat, hauled by

heavy horses, as she made her way down Pier Avenue to the beach for her dedication: Clacton's new ILB, D262. Hundreds of lifeboat supporters and holidaymakers joined in the prayers and hymns and as strains of 'Eternal Father, strong to save' drifted out across the choppy sea, our minds went back to those who have served in the lifeboat over the past hundred years rescuing nearly 1,000 lives, some, alas, also giving their own lives in their endeavours.

These were two of the highlights of Clacton's centenary year, but that was not all.

The ladies' guild played an important rôle in the organisation of many events during the year and they started the ball rolling with a spring fashion show in March which proved very popular and raised £120 towards the branch's aim of funding its new ILB. In April a souvenir stand was manned at the Trades Fair held at Butlin's Holiday Camp. Here on display was an 8ft by 4ft carpet mural supplied by a local carpet firm, with a detailed picture of Clacton's present 37ft *Oakley Valentine Wyndham-Quin*. In May the lifeboat herself gave an air/sea rescue demonstration off the pier with a helicopter from RAF Manston.

June was a busy month for the station honorary secretary, Ken Broad, and his hardworking committee: first an arts festival in the town hall and then a 'charity nite' on the pier which proved a fantastic success. A wine and cheese party was followed by free rides on the amusements and, of course, a visit to Reg Bloom's famous dolphins. The result was £1,250 into the funds.

Carnival week, an ever-popular and important occasion in Clacton's calendar, was taken over by 'lifeboat fever'. The week's events included an 'It's a Knockout' competition in which the lifeboat's team distinguished itself. The carnival procession had Dennis Chilvers' half size model lifeboat from Dagenham and together with the lifeboat crew dressed as pirates, but with plastic buckets to the fore instead of cutlasses, raised plenty of laughs as well as amassing a heap of small change. During the week a raft race was held round the pier, the new ILB acting as guard boat, happily not needed.

Clacton Carnival Committee had in 1978 decided to honour Clacton RNLI by making it their principal charity, hoping to donate a portion of the proceeds towards the new ILB. In the event an astonished Ken Broad was presented with a cheque for £3,000, enough in itself to pay for the boat completely!

Clacton Sailing Club's annual regatta also honoured the lifeboat, and what a proud sight as Walton and Frinton's reserve lifeboat, the 46ft 9in *Watson Michael and Lily Davis, Valentine Wyndham-Quin* and an ex-lifeboat *Pentland Spier* all rode at anchor off the clubhouse on August 13. Before giving a demonstration with the Coastguard and an RAF helicopter the two lifeboat crews did battle in a rowing race, Clacton rightly taking the honours, but only just. Later in the day the sailing club presented a cheque for £65.

The year's activities were concluded with a wine and cheese party held by the ladies' guild at Holland-on-Sea, raising £160, and in October a huge raffle and angling contest run by Westcliff Boat Angling Society which prompted an absolute armada of craft of all sizes to leave the shore in search of the 'big one'.

Such was the interest and justifiable pride in Clacton's lifeboat that during the year donations came in steadily. Brentwood High School for Girls

continued on page 137

Romford and Dagenham Model Boat Club's model lifeboat passing Clacton's old lifeboat house.

photograph by courtesy of Clacton Picture Agency

Mollie Froom presents a centenary tapestry to Coxswain Arthur Harman and Ken Broad, Clacton's honorary secretary; Jack Froom is on the left. In her tapestry, Mrs Froom embroidered the names of Clacton's lifeboats and coxswains for the past 100 years.



Lifeboats of the World

PART I—EUROPEAN ORGANISATIONS

by Eric Middleton

The International Lifeboat Conference, for which the RNLI is the secretariat, has met every four years, except during the war, since 1924. A different country acts as host on each occasion. The thirteenth conference is being held at The Hague from April 22 to 26, 1979, at the invitation of the two lifeboat societies of The Netherlands.

IT IS FITTING that an article on the lifeboats of the world should begin by acknowledging the fact that Great Britain was the cradle of the lifeboat and that from the early efforts of the 'National Institution for the Preservation of Life from Shipwreck' (as the RNLI was originally called) many nations took their cue. Indeed, as happens today with the International Lifeboat Conference (ILC), a willing interchange of ideas and designs took place from the beginning of the awakening interest in sea rescue.

One of the more surprising aspects of sea rescue is the fact that thousands of ships and seamen had been lost over a period of many years before any attempt at organised assistance for vessels in distress was made. As seaborne trade was vital to the wellbeing, and possibly even the existence, of a number of nations—and most certainly of Britain—it is incredible that such valuable assets were squandered. From the humane point of view it would appear to have been callous in the extreme but possibly in those days it was looked upon as inevitable.

To move at once from the past to the present, since the inauguration of the International Lifeboat Conference with the first meeting in London in 1924, the interchange of ideas and experience has become progressively easier and more efficient. What started by being almost a one way system is now what might be described as a 'spaghetti junction' through which ideas, designs and details of experience flow in all directions. The RNLI has not failed to take advantage of these facilities and the popular Waveney class which stemmed from the US Coast Guard 13.4m steel lifeboat is an excellent example of this profitable interchange. Possibly one of the most valuable features of the International Lifeboat Conferences is the opportunity they give to members to explain particular problems. This may result in another member providing an

answer from personal experience but if no immediate solution appears the fact that the difficulties are discussed and considered by a wide range of highly competent sea rescue authorities can only be of great help.

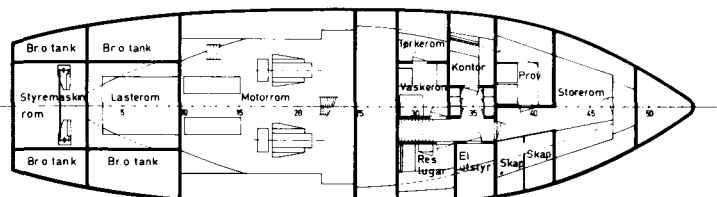
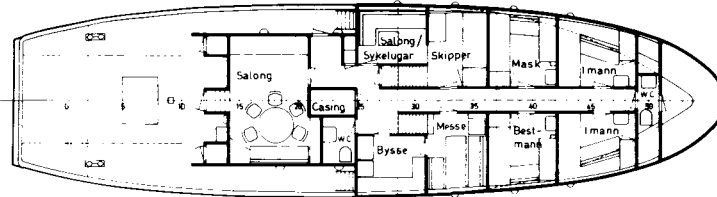
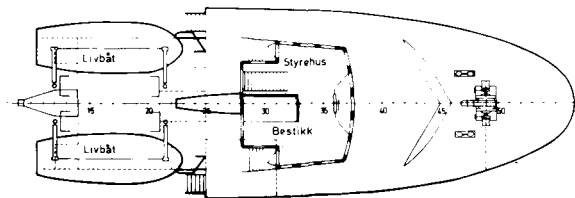
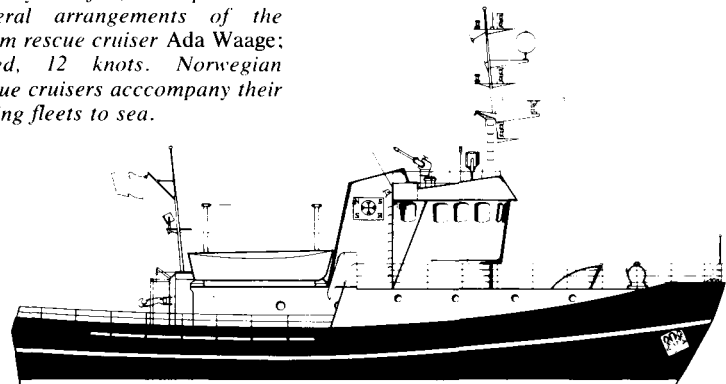
But to consider briefly the European members of the ILC it will be convenient to start in the north with the Scandinavian countries.

Norway, with some 1,400 miles of extremely rugged coastline of which nearly half lies within the arctic circle, has a rescue problem of some complexity and magnitude. To deal with this situation a fleet of 37 fine powerful vessels has been built up, ranging from 13.8m with a speed of 20 knots to a majestic 28m rescue cruiser. Both Norway and Sweden operate rescue cruisers which sail in company with

their fishing fleets, some of which work a long way from home.

Sweden, like Norway, has myriads of islands off her shores and has to deal with many calls for assistance from them. Much of the Baltic coastline is icebound in winter which adds to the difficulties. The southern and western coasts border busy shipping lanes and, as may be expected, provide the rescue services with plenty of exercise. The Swedish Sea Rescue Service (SSRS) has a fleet of 29 lifeboats in five classes: three 23.8m rescue cruisers with a speed of 12 knots; nine medium lifeboats from about 17m to 22m LOA; eight light lifeboats around 13m to 14m overall; six fast lifeboats of up to 14.5m overall with speeds of 20 to 26 knots; and three 5.4m Searider semi-rigid inflatables capable of 30 knots.

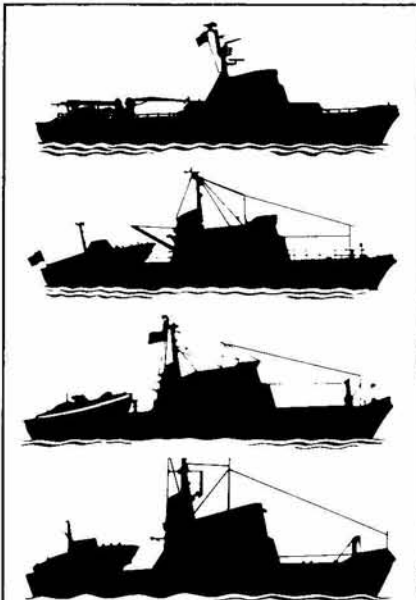
Norway: Profile, deck plan and general arrangements of the 24.4m rescue cruiser Ada Waage; speed, 12 knots. Norwegian rescue cruisers accompany their fishing fleets to sea.



Cdr E. W. Middleton, VRD RNVR, joined the RNLI in 1946 as inspector of lifeboats (Western District), becoming district inspector (general) in 1951. He was appointed assistant chief inspector of lifeboats in 1954 and superintendent of depot in 1958. Since his retirement in 1964 he has helped the lifeboat service in a number of ways, such as in the preparation of a review of coastal operational activities from 1955 to 1965 and in the establishment of the YLA in 1969 and 1970. He is the author of Lifeboats of the World (Blandford Press, price £3.75).



Sweden: A. E. Appelberg, the 19.9m rescue cruiser stationed at Gryt. Swedish rescue craft often have to work in severe ice.



Federal Republic of Germany: DGzRS has developed a range of rescue cruisers with 'daughter boats' for work in shallow water: (from top) three 44m aluminium John T. Essberger class lifeboats, with helicopter platform; three steel and aluminium 26.6m Georg Breusing class boats; four 23.2m steel and aluminium Theodor Heuss class boats; and five 18.9m aluminium Otto Schülke class boats. In addition, the West German fleet has two 14m steel rescue boats and 19 beach boats ranging from 7m to 12m.

The **Finnish** Lifeboat Society is one of the most lively and interesting of sea rescue organisations and in a country consisting to a considerable extent of lakes there can be few inhabitants who are not at home on the water. As with Sweden, much of the coastline is icebound in winter and four of the rescue cruisers are of steel construction to withstand the pressure of the ice. The society maintains 34 lifeboat stations with volunteer crews numbering about 300. On the Finnish lakes the Society helps the police force and organises boat owners to assist them.

Denmark one might say is nearly all coastline and there are few places more than 30 or 40 miles from the sea. The Danish Rescue Service is run by the state and in 1976 was reported to have 25 motor lifeboats in commission. There are also a number of rocket stations on the east and west coasts. The Danish Rescue Service has consulted the RNLi on a number of occasions.

Continuing southwards we come to **West Germany**, the Federal Republic of Germany, whose coastline fronts both the North Sea and the Baltic. Although for a short period after the war the German Society for the Rescue of the Shipwrecked (DGzRS) had to accept state aid, by 1957 it was once more able

to relinquish the subsidy and revert to a purely voluntary system. In its big, fast rescue cruisers the DGzRS has produced what is probably the most revolutionary post-war design for this class of vessel. For work in shallow water a 'daughter boat' about 6m in length is carried on a slipway in the after part of the 'mother' lifeboat and this 'daughter boat' launches through doors which open in the stern. With a North Sea coastline consisting of a chain of islands interspersed with shallow waterways, rescue conditions can be extremely hazardous and a high degree of local knowledge is essential to the lifeboat crews.

In the Baltic the DGzRS guards a comparatively short piece of coast from the Danish border to the border with **East Germany**, the German Democratic Republic. Here the SDDR, the East German sea rescue service, takes over and operates nine rescue stations with rescue cruisers, lifeboats, inflatables and rocket gear.

To remain in the Baltic, and going eastwards beyond East Germany, the **Polish Ship Salvage Company** assumes responsibility for rescue at sea. The word 'Salvage' may cause misgivings to some yachtsmen but this is not really justified. In fact, the opinion of the Warsaw Pact countries is that the best way to save lives is to save the ship and there is a good deal of common sense in this. The Polish coastline is in general flat and sandy and ships which ground are rarely in much danger. This might well not apply to a yacht or small vessel, of course. The PRO, to take the initial letters of the organisation's Polish title, has 12 rescue and salvage stations with salvage tugs and vessels of various types including ice breakers, also lifeboats of about 13.7m in length. All rescue operations are controlled by the rescue co-ordination centre Gdynia.

Along the south and eastern shores of the Baltic the **USSR** takes over sea rescue responsibility from Poland. The Soviet rescue service is controlled by the Ministry of the Maritime Fleet. In addition to the Baltic it has rescue sta-

Denmark: (below, left) A 15.2m self-righting lifeboat stationed on the west coast of Jutland. Finland: (below, right) The 20.5m steel Harmaja built to work in ice is one of the Finnish Lifeboat Society's largest rescue cruisers.





Democratic Republic of Germany: Poel is one of East Germany's 17.9m lifeboats; speed 10 knots. The service also has two rescue cruisers and inflatable inshore lifeboats.

tions on the shores of the Barents and Black Seas and on the Pacific coast. A wide variety of vessels is used including tugs, ice breakers, lifeboats and high-speed rescue craft. The USSR is a signatory to the International Convention for the safety of life at sea and has rescue agreements with countries whose waters adjoin its own—Sweden, Denmark and Finland in the Baltic; Norway in the Barents Sea and Japan in the Pacific. Agreements have also been signed with China, North Korea, East Germany and Poland.

The emergency rescue service of the USSR controls more than 200 motor lifeboats, 3,000 pulling boats and a number of rescue cruisers.

The Netherlands: There have always been very close ties between the RNLI and the Dutch organisations, of which there are two. These are the North and South Holland Lifeboat Institution (KNZHRM) and the South Holland Institution (KZHRM). Both services were granted the prefix 'Royal' in 1949 on the occasion of their 125th anniversary.

The KNZHRM guards the coast north of Scheveningen and the KZHRM the remainder of the Dutch coastline to the south. This division was made at the suggestion of the Dutch pilotage authority which took an active interest in the formation of the rescue service.

With a flat, nearly featureless coastline and many sandbanks offshore the dangers to mariners are many. The KNZHRM operates a number of different types of craft, depending on launching difficulties and the dangers in the vicinity. The KNZHRM controls 24 rescue stations with a fleet of six 20.37m self-righting lifeboats, five 14.88m flat-bottomed launches, a 12.52m fast lifeboat (28 knots), 13 10.32m beach boats, two 9.7m flat-bottomed launches and a 14.98m lifeboat. The KZHRM maintains a fleet of four twin screw 'all weather' motor lifeboats, three of them 21m LOA, the fourth 17.8m, three single screw 9.8m 'vlets' and three Atlantic 21s, as well as rocket apparatus. The two organisations

Spain: the rescue fleet of the Cruz Roja del Mar includes more than 320 inshore lifeboats.



are supported by voluntary contributions and as in Britain the crews are mostly volunteers with full-time men employed where necessary for boats which need constant maintenance. Again as with Britain the crews are drawn from men of all trades but all have a seafaring background and are completely familiar with their local waters.

Belgium has a very short coastline of only 35 miles. As with other nations involved in World War II the country suffered major losses of boats and equipment. Three 14m Watson type lifeboats were built at Cowes under RNLI supervision in 1948 and these are now being replaced. A 16.5m steel lifeboat is under construction. Rescue craft are stationed at Ostend, Zeebrugge and Nieuport. The rescue service is under the control of the Belgian government.

For many years **France** had two sea rescue organisations, the Central Society for Saving the Shipwrecked and the Breton Humane Society. In 1967 these two bodies were merged into one, named the National Society for Rescue at Sea (SNSM). In 1977 the fleet consisted of 52 'all-weather' lifeboats, 90 fast vedettes and 286 inflatables. Of the 274 lifeboat stations, seven are in the West Indies and ten in the Mediterranean. There is a considerable concentration of stations round the dangerous, rock-bound coast of Brittany.

In 1971 the **Spanish Society for Life Saving at Sea**, which was founded in 1880, was merged with a new organisation, the Spanish Red Cross of the Sea. The new society showed great interest in RNLI designs and two British lifeboats visited Spain in the autumn of 1971. These were a 14.8m Solent class and the 15.8m prototype of the Arun class. The Solent class boat, *The Royal British Legion Jubilee*, went to the assistance of a Spanish trawler during her visit.

The Spanish rescue fleet consists of three lifeboats, nine launches and 323 inshore lifeboats. More boats of all classes are under construction.

In **Portugal** the Institution for the Rescue of the Shipwrecked was formed in 1882 and throughout two world wars and right up to the present day the rescue service has continued its work and improved its fleet and equipment. With the whole of its shoreline open to the Atlantic, conditions are by no means easy but the Portuguese lifeboatmen splendidly maintain their long seafaring tradition. The fleet consists of 21 lifeboats and five inshore lifeboats. The Institution also operates 80 ILBs on inland waters. A 13.4m Waveney and two 11.4m Oakley lifeboats are under construction.

To return to the Mediterranean, details are lacking of the rescue arrangements over long stretches of coastline. **Italy** places the responsibility for sea rescue on the Ministry of Merchant Marine, with day to day control in the hands of the port authorities, the



France: Fast offshore rescue boat Anne de Bretagne stationed at Le Croisic.

Capitanerie de Porto. A number of duties are involved (other than sea rescue) and various types of craft are used including RNLi Barnett type lifeboats, rescue cruisers of the German pattern and USCG steel 44ft lifeboats, with many smaller craft and inflatables.

It may come as something of a surprise to learn that **Switzerland**, with no sea coast at all, has a flourishing rescue organisation with no less than 74 lifeboats. These are stationed at strategic points on the Swiss lakes

where storms of considerable intensity are liable to occur.

Apart from Spain, France and Italy there is little information available about the other coasts of the Mediterranean although it may be assumed that **Greece** maintains rescue services. **Turkey** has a sea rescue service controlled by the Turkish Maritime Bank but facilities appear to be concentrated in the Black Sea. In 1950 a 10.8m self-righter of RNLi design was built at Cowes for the Turkish organisation.

(To be continued)



The Netherlands: (above) Gebroeders Luden, one of six 20.37m self-righting lifeboats in the KNZHRM fleet. (below) President Jan Lels, the oldest twin screw 'all weather' lifeboat in the KZHRM fleet.



Lifeboat People

In the New Year Honours List, the BEM was awarded to Frank Moore, motor mechanic of Barrow lifeboat since 1954. He was assistant motor mechanic at Barrow from 1937 to 1953.

* * *

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

September

Colin Ross, a founder member of Rayners Lane branch and honorary treasurer from 1963 to 1968. When the branch was temporarily disbanded he acted as flag day organiser from 1968 to 1975 and then, the branch being reformed in that year, he once again became honorary treasurer. Mr Ross was awarded the silver badge in 1978. At the wish of his family, donations were made to the RNLi instead of floral tributes and £214 was given in his memory.

December

James Campbell, station honorary secretary of Portpatrick since 1965. He was awarded binoculars in 1974.

January

Wing-Cdr H. Alan Roxburgh, AFC, station honorary secretary of Lymington from 1974 to 1978, after which he had served as a deputy launching authority.

R. K. Sayer, MBE, station honorary secretary of Newhaven from 1936, before which he had served as assistant station honorary secretary for a few months. He was awarded the gold badge in 1964 and honorary life governorship of the Institution in 1975.

February

George L. Bates, station honorary secretary of Dungeness from 1965 to 1978. He was awarded binoculars in 1977.

William Shaw, a member of Stockport Auxiliary Lifeboat crew for 31 years and honorary treasurer at the time of his death.

March

Lady Qualtrough, a founder member of Castletown ladies' guild, Isle of Man, 60 years ago. She joined the committee in 1923, became honorary secretary in 1954 and president in 1973, only retiring due to ill health in 1978. Lady Qualtrough was presented with a record of thanks in 1950 and the silver badge in 1965.

Model Rally

A model lifeboat rally is being held by Crosby Model Club at Coronation Park Lake, Crosby, Liverpool, on Sunday June 17, with classes for scratch and kit built models, contests for working models and an annual award for the best all round model. Demonstrations by the club will include a lifeboat launch and rescue. Details from Des Newton, PRO Crosby Model Club, 29 Westminster Avenue, Bootle 10, Merseyside L30 5QY.

Lleyn Peninsula

ABERSOCH, CRICCIETH, PORTHDINLLAEN AND PWLLHELI

by Joan Davies

JUTTING OUT boldly into the Irish Sea, open to winter gales from most points of the compass, the beautiful Lleyn Peninsula of North Wales has its share of hazards to shipping. Over the years many vessels have been wrecked on its shores and its people have been called upon to play a gallant part in the annals of saving life at sea.

To read the lists of service of the Lleyn lifeboat stations is to trace a single thread through the pattern of social history. First there was trade under sail. The establishment of the four present lifeboat stations—Criccieth (first established at Porthmadog in 1853 but moved to the better launching site of Criccieth in 1854), Porthdinllaen (1864), Abersoch (1869) and Pwllheli (1891)—was a reflection of growing industry on shore and the resultant increase of trade at sea, both coastal and overseas. Porthmadog was one of the main ports from which slate from the Welsh mountain quarries was shipped to all parts of the British Isles and to Europe. Porthdinllaen was a lively port with its own shipbuilding yards. Pwllheli had been the main port for the area in earlier days and small craft traded in other havens along the coast.

For vessels entirely dependent on sail, onshore gales were the great danger. For boats on passage in the days before modern navigational aids, hugging the shore, a rising, shifting wind could change the coastline from a comforting help to pilotage into a treacherous lee. For vessels at anchor,

a change of wind direction during the passing of a storm could be equally disastrous. At that time the lifeboats, were, of course, pulling and sailing—Pwllheli's first lifeboat, incidentally, was one of the few steel tubular lifeboats—and to battle through those onshore gales to go to the help of ships in distress called for tremendous strength and determination.

The sailing coaster bound for Porthmadog, approaching through Cardigan Bay, would leave to starboard St Patrick's Causeway (Sarn Badrig), a shoal extending 11 miles offshore, while to her port lay the rocky south-west extremity of the peninsula, Bardsey Island lying off its tip. Banks, shoals and bays which have earned such names as Devil's Tail, Devil's Ridge or Hell's Mouth, tell their own story. If, making for the shelter of St Tudwal's in fog or bad weather, the master mistook his landfall he might find himself in Hell's Mouth in very truth; embayed by an onshore wind, with no escape, his only hope in the stoutness of his anchor and its cable. The reference in today's *Admiralty Pilot* reads:

'Porth Neigwl, or Hell's Mouth, is entered between Trwyn Cilan and Trwyn Talfarach, 4½ miles WNW. There is a strong indraught into the bay, which is open to the prevailing SW winds; the latter quickly cause a heavy sea . . .'

St Tudwal's Roads, off Abersoch, offered a safe anchorage in all but easterly gales. There the sailing vessel

could await a fair tide or wind, but the approach to Porthmadog itself was through a shoaling bay, across a bar subject to changes both in depth and position and along a channel with banks also liable to move.

Save for the port of refuge at Porthdinllaen, the north-west run of the peninsula along the southern shore of Caernarfon Bay presents an inhospitable coast to shipping bound for Menai Strait or Liverpool. From the *Pilot* once again:

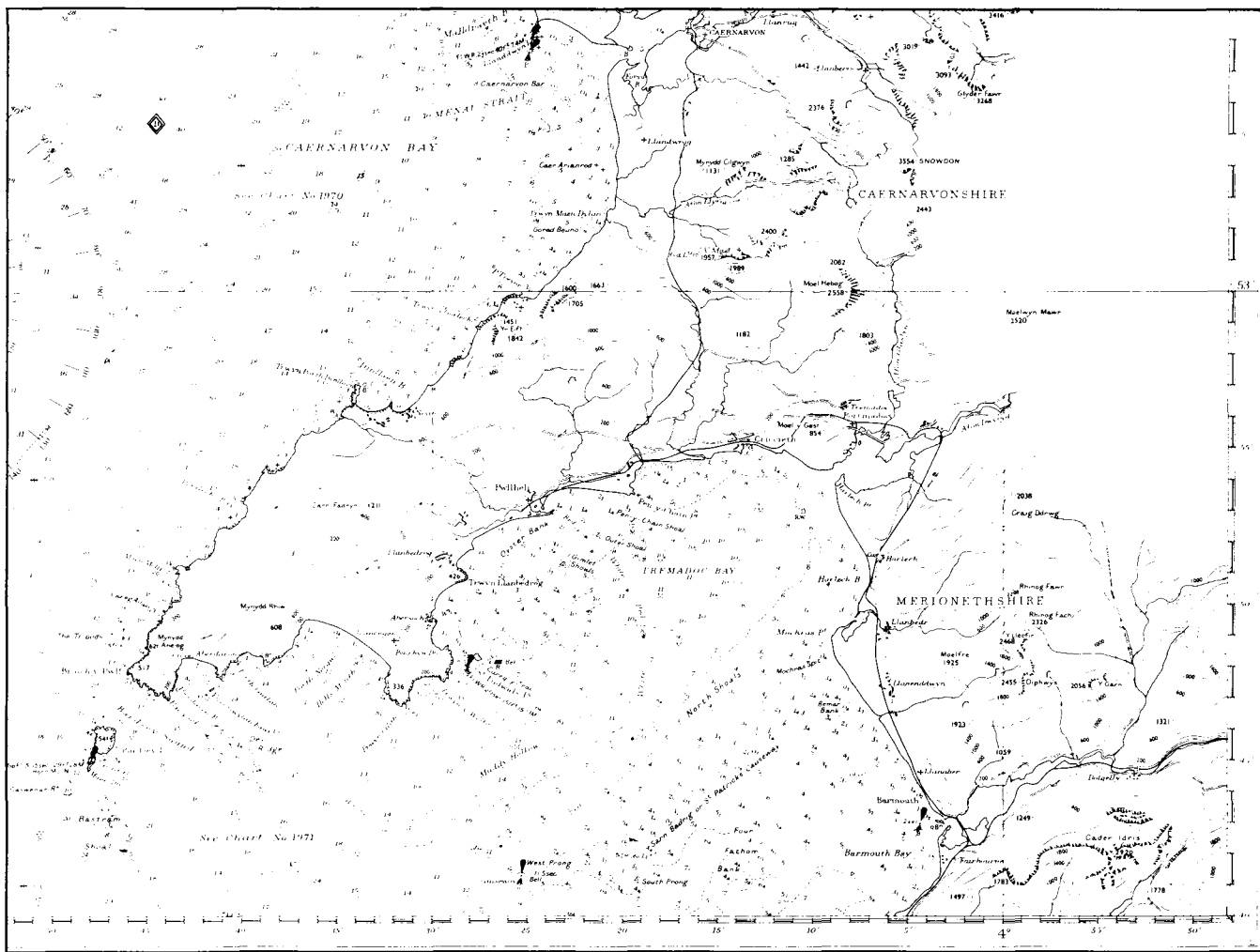
'Caernarfon Bay is entered between Bardsey Island . . . and Holy Island, 32 miles N. The SE side of the bay is formed by the NW coast of Lleyn Peninsula which is bold, rocky and mainly steep-to, rising inland to mountainous country of which Snowdon, the highest peak and sometimes covered by cloud, attains an elevation of 1,083m (3,555ft) 10 miles inland . . .'

A look at just some of the records of service of the last century fills in the picture a little: March, 1861: the ship *Danube*, laden with cotton from New Orleans bound to Liverpool, aground on St Patrick's Causeway in a westerly gale. December, 1863: the schooner *Economy*, from Middlesbrough to Barmouth with railway chairs, parted from her anchor and ran ashore south of Criccieth in a west-north-westerly gale. December, 1869: the ship *Castilian* bound from Quebec to Liverpool with timber, aground on the south side of Porthmadog Bar. February, 1875: the American ship *Edward O'Brien* on a voyage from Mobile to Liverpool, on Morpha Bychan Sand in fog. January, 1877: the schooner *Annie* bound from Dublin to Bristol flying distress signals while riding at anchor in St Tudwal's Roads, her master ill, her cable eventually parting. May, 1879: Off Porthdinllaen, the schooner *Jane Anne* dragging her anchor and a large barque embayed. April, 1886: the smack *Endeavour* bound from Newport for Abersoch with a cargo of coal, parted both chains; the schooner *Eliza Bell*, coal laden from Liverpool to Abersoch, parted one chain. October, 1889: the barque *Inveresk*, for Liverpool from Nova Scotia, running under bare poles direct for the east end of St Patrick's Causeway. January, 1895: the ketch *Peter Varkevisser*, Bound from Porthmadog for Cardiff with slate, foundered near Penrhyn Du Point. June, 1898: the schooner *Miss Hughes* from Caernarfon laden with slate for London, dragging her anchors and drifting towards the rocks at Trwyn Nefyn . . .

Those were just some of the calls

Porthdinllaen: Centenary celebrations August 12, 1964. photograph by courtesy of John Charles





Llyn Peninsula: Produced from portion of BA Chart No. 1411 with the sanction of the Controller HM Stationery Office and of the Hydrographer of the Navy.

made upon the lifeboatmen of the Llyn Peninsula. Many seamen were brought to safety; sometimes the master's wife and his children would be among the rescued. Sometimes a crew taken off a boat riding heavily to her anchor would be put back on board when the storm had abated and the danger was over.

The days of sail passed. With the coming of steam came the freedom for ships to choose their course regardless of wind direction, and more power to withstand its strength. Improved navigational equipment made it easier for them to stand off from the land. Although there were still calls on rough winter nights to ships on the main shipping routes, the pattern of rescue work was changing, too. The number of calls became fewer and, with the coming of a motor lifeboat at Pwllheli in 1931, the 43 ft Watson *William MacPherson*, Porthmadog/Criccieth and Abersoch lifeboat stations were closed. A motor lifeboat, the 45ft Watson *M.O.Y.E.*, had already been stationed at Porthdinllaen; she arrived in 1926 after having been exhibited at the British Empire Exhibition at Wembley.

The early harbingers of today's summer pleasure craft were appear-

ing before the second world war. There is mention of small private fishing boats as well as the occasional coaster. Porthdinllaen lifeboat launched to help a small sailing boat in 1933; Pwllheli lifeboat launched to a disabled yacht manned by three RAF officers in a moderate gale during the spring of 1939. And then war came.

Time and time again in the next few years Porthdinllaen or Pwllheli lifeboats launched to search with RAF rescue craft for an aircraft, often a trainer, reported crashed in the sea; but these were sad years and, even if sometimes wreckage was found, it was seldom possible to save the airmen.

Peace—and with more free time and better roads and motor cars, more and more people discovered what wonderful holidays awaited them on the Llyn Peninsula. The slate trade came to an end at Porthmadog, in the 1950's but by then there were yachts and motorboats to take the place of the coasters. (They say that you can still see stacks of slate under the water, standing intact, marking the sites of earlier wrecks though the boats have crumbled away. Stacking was a highly skilled job; if the slates were stacked too tightly they split, if they were stacked too loosely they moved.)

Families came to holiday at Criccieth, Pwllheli and all round the coast; there was bathing and boating and cliff climbing for them to enjoy. The need

for greater lifeboat cover became apparent in the early 1950s, and indeed, after a boating tragedy, urgent. Up to that time Pwllheli lifeboat had lain afloat in the outer harbour, but silting of the bar at the harbour entrance restricted launching at very low water. So, in 1953, the 46ft Watson *Manchester and Salford XXIX*, which had been on station since 1943, was replaced by a lighter, housed carriage lifeboat, the 35ft 6in Liverpool *Katherine and Virgoe Buckland*, which could be launched either into the river or direct into the sea over the beach. Pwllheli's present lifeboat is another Liverpool, *Anthony Robert Marshall*, which went on station in 1972 but the boathouse is now being converted ready to receive a 37ft Oakley.

In the same year, 1953, Criccieth lifeboat station was reopened, the old lifeboathouse being repurchased, a new slipway built, and the 35ft 6in Liverpool *Richard Silver Oliver* installed. Most of the launches in the next years were to sailing dinghies, small motor boats or bathers—services in shallow water where speed can be vital. So when inflatable lifeboats, quick to launch and fast on the water, were introduced into the RNLI fleet, one ILB was sent to Pwllheli in 1964 in support of the offshore boat, and another ILB was sent to Criccieth in 1967; she was to take over from the offshore lifeboat the following year.



(Above) Criccieth, reopened in 1953: Dedication and first launch of the 35ft 6in Liverpool Richard Silver Oliver. A D class ILB has been stationed at Criccieth since 1967.



(Left) Abersoch: The Atlantic 21 ILB, her tractor and boathouse were all provided by the people of Wolverhampton.

The value of offshore and inshore lifeboats working as a complementary team was well demonstrated when, in the early hours of September 1, 1977, a yacht with two adults and two children aboard ran aground inside the bar to Porthmadog Estuary in a south-westerly near gale. Pwllheli's lifeboat, *Anthony Robert Marshall*, was launched under the command of Coxswain William McGill but, with breaking seas on the bar reducing the depth of water in the troughs to inches, it was unsafe for her to enter the estuary. Criccieth inshore lifeboat was called out. She successfully negotiated the rough water over the bar and, in two runs, was able to take the yacht's four people safely ashore. During this hazardous operation, *Anthony Robert Marshall* stood by and lit the scene with her searchlight. For this service the thanks of the Institution inscribed on vellum were accorded to the crew of Criccieth ILB, Helmsman James Owen and Crew Members Kenneth Roberts and Robert D. Williams.

Some years earlier, on June 25, 1972, Pwllheli lifeboat and Abersoch ILB had combined in a fine rescue of two men stranded on rocks west of Trwyn Cilan after their dinghy outboard had failed. In a rising south-westerly wind and very rough seas the ILB had been veered down from the lifeboat, herself anchored and fully veered; a breeches buoy got across; and the casualties pulled aboard the ILB, then transferred to the lifeboat. For this service the thanks of the Institution inscribed on vellum were accorded to Acting Coxswain William McGill and Crew Member Roy Morris (who joined the ILB crew) of

Pwllheli, and Helmsman Barrie McGill and Crew Member Michael Bosley of Abersoch.

Moving on west, St Tudwal's Roads, once the refuge of sailing barque and schooner, now provide summer moorings for ocean racer and family cruiser, for Abersoch has become one of the finest sailing centres in the country, presided over by South Caernarfonshire Yacht Club. The RNLi station was reopened in 1965 with a D class ILB and now has an Atlantic 21. At the height of the summer there may be 200 to 300 yachts at anchor and 600 dinghies parked ashore. The club puts on races every weekend and Wednesday night throughout the season and in July and August there may be as many as ten starts each day of the week; dinghy races, round-the-buoys cruiser races, ocean races across to Ireland. The bay is a wonderful sailing water for dinghy championships and last year, for instance, it was chosen by the National Merlin/Rocket class for its principal meeting.

The yacht club, of course, has its own rescue boats and the ILB is not likely to be called on during the day. It is in the evening, between 1830 and 2100 that trouble usually comes. That is the time when families realise that lads who had set off round the shore, or fishing parties, have not returned. A sunny summer morning with a light northerly wind blowing offshore seems just the day to choose for a picnic on the islands; but with the heat of the day the wind will increase and there may be difficulty getting back. Hell's Mouth is still waiting for the unwary: small planing motor boats may go round the

corner on a quiet day, and when the wind gets up find that they have not the power to claw back through the rough water.

There is great community spirit at Abersoch and the bonds between the lifeboat station and the yacht club are close. All lifeboat crew members are honorary members of the club. The commodore of the club, H. C. Mounsey, is a member of the Institution's Committee of Management; Bert Owen, vice-commodore of the club, is the station administrative officer. The lifeboat crew members include boatmen, hoteliers, boatbuilders and the manager of a caravan site. The auxiliary coastguard who organises cliff rescue is on the lifeboat committee.

Visitors, too, have taken their part. Abersoch has become a favourite holiday resort for the people of Wolverhampton. They are so appreciative of the protective role of the ILB that, in 1977 and early 1978, they raised enough money to pay for the new Atlantic 21, her tractor and boathouse.

At Abersoch they run a crew rota; three members are on duty for 24 hours starting at noon each day, and three are on standby. When the maroons go, the duty crew goes afloat, the standby crew comes down to the boathouse and the chances are that all the rest of the crew will be there too.

The service boards of Abersoch's original lifeboat station have an honoured place in the new boathouse, and, going back, Abersoch had a very close link with Porthdinllaen in those earlier days. Both the stations had as their founding honorary secretary, for their first year, the Reverend Owen Lloyd Williams, son of the Reverend James Williams and his wife Frances who were instrumental in starting the earlier Anglesey Association for Preservation of Life from Shipwreck. Owen Williams was to be honorary secretary of both Abersoch and Porthdinllaen from 1871 to 1888; he himself went out in lifeboats both in Anglesey and on the mainland and was awarded the silver medal and bar for gallantry.

Last year saw the retirement of another outstanding member of Porthdinllaen station. Back in 1937 J. E. Roberts, MBE, a local farmer, was persuaded to take on the office of station honorary secretary and treasurer for a 12-month period; on his retirement at the end of 1977 Mr Roberts told the 'Cambrian News':

'That 12 months has extended to 40 years, and I have enjoyed every moment.'

Mr Roberts, who had also served his community in many other ways and who had been a Justice of the Peace for 12 years, was awarded binoculars for his lifeboat work in 1949, a gold badge in 1964, a bar to the gold badge in 1973 and honorary life governorship in 1978.

As mentioned above, Porthdinllaen, sheltered from all but north-easterly winds, offered the only refuge on an

otherwise havenless coastline and in the early part of the nineteenth century many vessels and their crews were lost in Caernarfon Bay, either on passage or caught out at anchor by a wind change. From the time of its establishment in 1864 Porthdinllaen was a busy lifeboat station. Today the only sailing boats which put in on passage are yachts, but there are motor fishing and commercial boats as well and every week tankers bound for Caernarfon, awaiting a suitable tide to cross the bar, may be seen anchored off.

The Irish Sea can be as wild as ever. On August 8, 1951, the 46ft 9in *Charles Henry Ashley* with Second Coxswain William Dop in command was called to help the yacht *Waterbell* and her crew of three, anchored close in to Porth Oer in a mass of breaking water. With the rising winds blowing athwart the tide and strong eddies off the coast, seas were washing over the lifeboat from every side. Unable to anchor and veer down because of the rocky sea bottom and knowing he probably would not have enough depth to turn the lifeboat inshore, Second Coxswain Dop drove in through the shallow water, bows first; came alongside the yacht's lee so that the three men could be taken off; and brought his boat out again stern first, the seas surging into her cockpit. For this fine and courageous piece of seamanship Second Coxswain Dop was awarded the silver medal for gallantry.

Ten years later, on October 23, 1961, *Charles Henry Ashley* was called out in a south-south-westerly gale, approaching storm force, to stand by a Panamanian steamer drifting 10 miles south west of Bardsey Island while making temporary repairs to her broken steering gear. By the time the lifeboat had escorted the steamer on her way to Holyhead and returned to station she had been at sea for twelve hours. So bad had been the seas washing over the lifeboat that her radio had been put out of action and, with no news, such was the anxiety ashore that Holyhead, Pwllheli and Criccieth lifeboats and a helicopter had all put out to search for her. A doctor living in London, who heard on the morning BBC news that the lifeboat was reported missing, made a substantial contribution as a thank offering for her safe return.

Porthdinllaen lifeboathouse, to which alterations have recently been made ready for the 47ft *Watson Kathleen Mary* soon to go on station, is within the bay's western arm and has one of the longest slipways in the country. The approach to the boathouse for the crew, first by road, and then a mile over the headland, must be among the longest, too. Nowadays the crew come by motor bicycle and the boat is launched within 12 or 15 minutes from the time the maroons are fired. Mr Roberts remembers well a war-time service when an injured officer was taken off a Dutch steamer bombed off Bardsey. He weighed 18 stone and had



Pwllheli: Lifeboat and ILB on exercise with a helicopter from RAF Valley, which works closely with all RNLI stations in the area.
 photograph by courtesy of J. Tulloch

to be carried on a stretcher up over the headland. As he convalesced he took great interest in the station and eventually himself joined the crew when the lifeboat went out to another casualty.

Porthdinllaen's boarding boat has played a prominent part in awards services. Back in 1925 T. A. Hooper, foreman in charge of constructing the new slipway ready for the first motor lifeboat, with three of his men, manned the boarding boat and rescued two men from a sinking punt. Mr Hooper also formed one of the crew the next Christmas Eve when the lifeboat launched to help *ss Matje*, dragging her anchor in a gale. In recognition of these two services the Institution presented him with an inscribed barometer.

Nearly 50 years later, on September 20, 1974, the lifeboat was launched in a south-west gale gusting to force 9 to search for two people lost from the tender of a yacht moored in the bay. Coxswain Griffith Jones, who was on leave, nevertheless went down to the cliffs. By the lights of a Coastguard Landrover turning on the cliff, Eric, his

14-year-old son, spotted one of the men clinging to a rock about a quarter of a mile north of the boathouse. Father and son ran down and, with one of the yacht's crew, launched the boarding boat, negotiated the rough, confused seas in the channels between the rocks and brought the man to safety. The bronze medal was awarded to Coxswain Jones and an inscribed wrist-watch to his son. In 1976 Crew Member Glyn Roberts was put ashore from the lifeboat in the boarding boat one August night to help a boy trapped in a cleft of rock at Porth y Nant. He had to climb 80ft up the almost vertical, loose-faced cliff to bring down the frightened boy and he was also awarded the bronze medal. The thanks of the institution inscribed on vellum were accorded to Second Coxswain John Scott, helmsman of the boarding boat.

More than 600 lives have been rescued in all by the stations of Lleyn Peninsula, Criccieth, Pwllheli, Abersoch, and Porthdinllaen, and between them they have been awarded seven silver medals and two bronze.

Seaham station closes

At about 1500 on Saturday February 24, the 37ft Oakley lifeboat *The Will and Fanny Kirby* launched down the slip for the last time, circled the harbour and headed out to sea escorted by Sunderland and Hartlepool lifeboats and with the added tribute of a flyover by an air sea rescue helicopter.

On the first bright, dry day of the year, about 300 people met to join in a service of thanksgiving conducted by the Vicar of Seaham; music was played by Peterlee Band. Among those present with lifeboat people to say farewell to Seaham lifeboat as the station closed after more than 100 years service were Mr and Mrs Kirby Welch, representatives of Easington Council, the Police, Coastguard and Clergy.

Seaham lifeboat launches for the last time.
 photograph by courtesy of the 'Echo'
 Sunderland



Shoreline Section

THE LONDON INTERNATIONAL BOAT SHOW at Earl's Court from January 4 to 14 was for us a memorable occasion because we were celebrating ten years of Shoreline. It was at the 1969 Boat Show that the first member of the original Yachtsmen's Lifeboat Supporters' Association, Sir Alec Rose, 'signed on', thus inaugurating the membership scheme; now, ten years later, our membership has grown to over 54,000. More than 1,000 visitors to the 1979 Boat Show joined Shoreline, a success which could not have been achieved without the stout work of our band of voluntary supporters: Jim Mead, Ewart Myer, John and Denora Galler, Roy Rudd, Harold Appleton, David Parker, Jeff Needham, Ian Taylor and Dick Wilson. They gave up their time to help



Morning: Harold Appleton, one of the Shoreline Boat Show team, talking to Crew Member Les Fay of Blyth.

Afternoon: Shoreline member No. 1, Sir Alec Rose (r.) hands over to Major-General Ralph Farrant, chairman of the Committee of Management, a Rother-shaped cheque for £101,000, the result of the Shoreline appeal which will go towards the funding of the 37ft 6in Rother to be stationed at Blyth. With them are Coxswain George Turner and other members of Blyth crew, Dr Reginald Carr, Blyth station honorary secretary (fourth from r.), and Peter Holness, RNLI membership secretary.

photographs by courtesy of Peter Hadfield



me throughout the show and I would like to thank them all for their enthusiasm and support in our work which enabled us to beat all previous records.

On Friday January 5 the order of the day was—celebrate. It was not only Shoreline's tenth anniversary, but the appeal to provide funds for a Shoreline lifeboat had topped £101,000 and Sir Alec Rose, member number one, was there to hand over a giant lifeboat-shaped cheque to Major-General Ralph Farrant, chairman of the Institution. The ceremony was watched by Dr Reginald Carr, honorary secretary, together with Coxswain George Turner and his crew who had travelled from Blyth, where the new Rother class lifeboat to be named Shoreline will be stationed.

In the evening the Midland Bank, long established friends of the RNLI at the show, hosted a birthday party for Shoreline. Among the guests were Sir Alec and Lady Rose, some of the original YLA members and representatives of the Yachting Press which has done so much to publicise Shoreline. Sir Alec said that joining Shoreline '... really is something which a yachtsman should do as part of his insurance ...' and of lifeboatmen, 'We, as yachtsmen, are very grateful for all they do. They are always on call, 24 hours a day, 365 days a year. They go to sea when everyone else is chasing for harbour.' Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee, then presented Sir Alec with a pair of cuff links and gave Lady Rose a silver marcasite RNLI flag brooch.

At the Boat Show we introduced for the first time a Shoreline Members Handbook, a book which is now available from Shoreline office at a cost of 30p. We have also re-introduced into our range of insignia cuff links of a very good quality; they cost £3.50 and also can be obtained through the usual sources.



Shoreline's youngest member, eight-week-old Helen Trotter, being 'signed on' by Lynn Powell, a member of Shoreline staff. The photograph was taken by Helen's father, David Trotter.

A report of the show is given by Harold Appleton, one of our helpers this year, and I would like to thank him for his contribution to our page.

* * *

The International Boat Show, 1979, proved a milestone for Shoreline. Last year we beat all previous records for new members by over 200, and reached a target of 900. This year we set our target at 1,000. I doubt if any of us seriously thought it possible, especially after the first three days of the show, which proved very slow. Then on the first Sunday, previously a very poor recruiting day, we surged ahead, finishing 20 up on last year.

From then on we rarely paused, even for meals. Roger Thompson, manager of our bank at the show, Midlands, promised to be the 1,000th member, so we were even more determined.

The last Sunday morning dawned with still 73 needed to reach our target. Up to midday the goal seemed impossible. The team due to start at 3.45 pm

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Evening: At Midland Bank's Shoreline tenth anniversary party, presentations were made to Sir Alec and Lady Rose by Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee (l.), watched by Peter Holness and (r.) Dennis R. West, regional director of Midland Bank London South West Region. Special guests included members of Blyth lifeboat crew.

photograph by courtesy of Photocall Features



Building a Rother Class Lifeboat

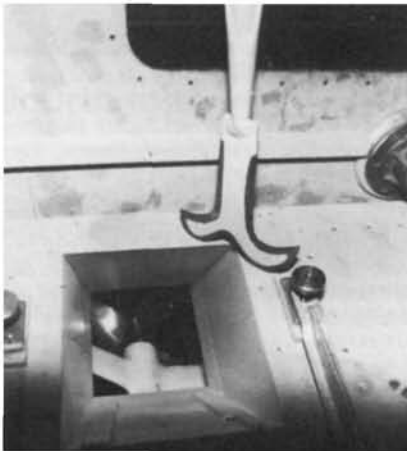
PART XI: FITTING OUT

BUILDING OF the 37ft 6in Rother class lifeboat which will be RNLB *Shoreline* is nearing completion at William Osborne's yard at Littlehampton; all will be ready for a spring launching. With principal members in place, work is now concentrated on deck and cabin fittings, pipework and electrics. Every piece of equipment will have its own individual stowage. But this is a stage best left to photographs . . .

(To be continued)

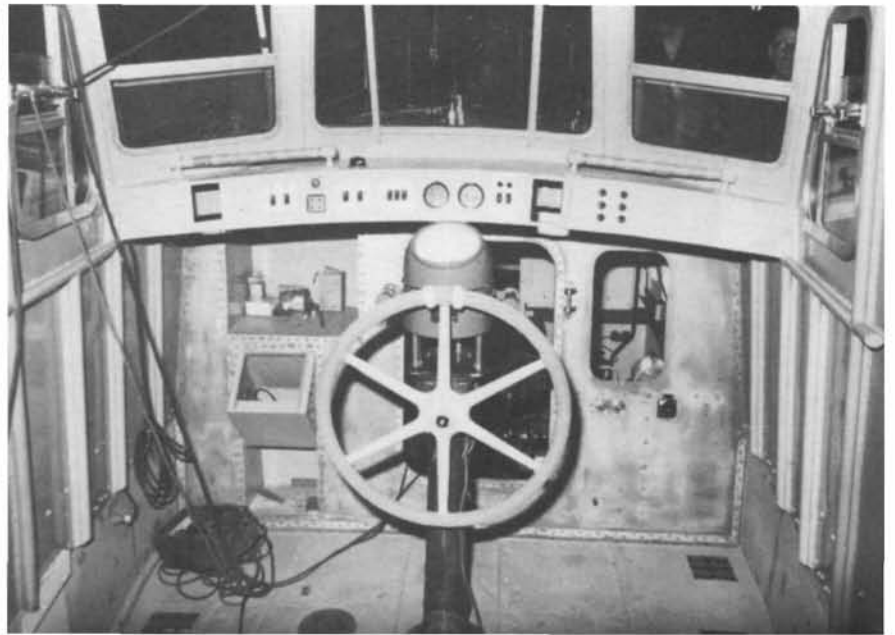
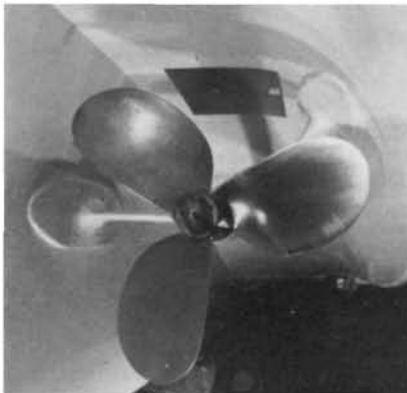


After deck stowage for drogue and, at stern (port), drogue fairlead. Rectangular bronze emergency tiller housing is mounted on steering gear box.



Looking down through freeing trunk in wheelhouse deck to propeller, with freeing tool standing by.

Propeller tunnel now complete with propeller in place.

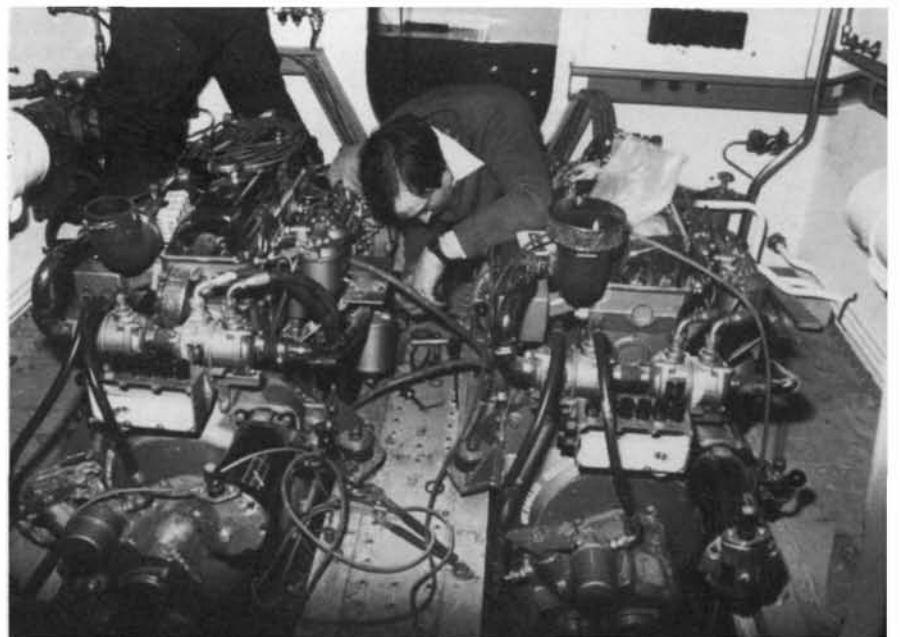


(Above) Wheelhouse, looking forward from steering position past wheel and compass in its binnacle to the engine room after bulkhead. Various control switches and the revolution counters are under the coxswain's eye. Housings for radio and radar can be seen to port and for engine instrument panel to starboard. Note grids over relieving scuppers in cockpit deck.



(Right) Forward cabin, looking aft to engine room bulkhead on which are sited electrical distribution board and first aid stowage. Battery box forms a step forward of hatch. A ventilation trunk runs below side deck and a flexible ventilation pipe to the battery box can be seen running down the side cabin.

(Below) Now that the twin Ford 2712E marine diesels have been installed, fitting is going ahead of all pipework, such as exhaust, closed water cooling and fuel systems, as well as electric wiring for controls.





Ilfracombe celebrated its 150th anniversary with an hour-long ceremony at the lifeboat station on the pier on Saturday September 23, 1978, when (left) a commemorative vellum was presented by Mrs Georgina Keen, a member of the Committee of Management, to L. Boyles, branch chairman. After a display by Ilfracombe Corps of Drums Cadet Band (above), the Vicar of Ilfracombe conducted a service of dedication.



(Right) HRH Princess Michael of Kent receives a bouquet from Arabella Romilly at the Lifeboat and Mermaid Ball last November. It is the first time Prince and Princess Michael of Kent have attended the ball, which is held at the Dorchester Hotel, London. More than £17,000 was raised.

photograph by courtesy of Desmond O'Neill Features



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

Lerwick's new 52ft Arun lifeboat Soldian with her crew and crew reserves. She was named by HRH The Duke of Kent, president of the Institution on September 12, 1978. Included in the report of the ceremony published in the winter issue of THE LIFEBOAT, was a photograph of the Duke disembarking from an Arun, wrongly said to be Soldian. She was in fact Broughty Ferry's 52ft. Arun Spirit of Tayside at whose naming ceremony on July 17 the photograph was taken. We apologise to both stations for the error.

Here and There

'A Queen's Gala' will be staged on Sunday June 10 in the beautiful grounds of Pitcapple Castle, Aberdeenshire, where Mary Queen of Scots was entertained in 1562. An afternoon of fun will include dancing scenes from the life of Mary, a costume contest, games, competitions and stalls as well as a chance to see through this fifteenth century castle which is still a family home. Further details from Captain P. C. Burges-Lumsden of Pitcapple Castle, Inverurie, Aberdeenshire, AB5 9HL.

* * *

A set of 16 RNLI lifeboat picture cards and album based on the old cigarette card format are now available. Information about each picture is printed both on the card and in the album. Each set of cards 60p, album 30p, p. and p. 15p. Full details from T. Stibbons, chairman of Spalding and District branch, 4 Rainton Court, Spalding, Lincolnshire PE12 6BD.



Fl Lt J. A. Cowan and Sergeant Dick Guy of RAF Brawdy were awarded the 1978 L. G. Groves Memorial Aircraft Safety Prize for their invention of the 'Brawdy Homer'. This instrument will enable ships to home on to any emergency locator transmitter used by people adrift in liferafts in the sea. Barry Dock's 52ft Arun helped with trials of the prototype and in this picture can be seen the twin aerials mounted one on each side of the radar platform.



With John Atterton, acting director, looking on, Harry H. Corbett hands Mrs Teresa Reiley of Urchfont, Wiltshire, the keys of the Saab 99 Combi Coupé car she won in the Southern District 1978 competition which raised £10,000 for Lymington's new ILB house. Standing behind the bonnet of the Saab, donated by Saab (Great Britain) Ltd, is W. Gilbert, regional sales manager for Saab South West.

photograph by courtesy of the 'Evening Echo', Bournemouth

London International Boat Show 1979

EARL'S COURT, JANUARY 4-14

THE COMBINATION OF BLIZZARDS and transport strikes at the beginning of January might have seemed enough to scupper any exhibition—but not the London Boat Show. In spite of these difficulties and a stand which was smaller and less central than usual, the RNLI had a record year for Shoreline enrolments (see Shoreline page) and good results on the sales of souvenirs and lottery tickets.

The battle for the 1,000th Shoreline member and the challenge of selling every coastal calendar turned the stand

into a market stall at times and it was the energy of the voluntary workers which brought success on these fronts.

During the show several presentations took place. The public relations awards (below, left) were presented by The Duke of Atholl to John Beattie (l.), assistant editor of the *Sunday Express* in Manchester who has written several series of lifeboat stories for his newspaper, and Robert Malster, a local historian and journalist from Ipswich who has written extensively on lifeboats in his area. The two other recipients,

Jimmy Savile and Harry Berry, could not attend and will receive their awards at other events. The Eastbourne branch and guild (below, right) jointly presented a cheque for £34,000 from the Eastbourne Lifeboat Appeal to Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee; Lt-Cdr and Mrs Bradford were able to announce that the appeal was approaching £50,000, a figure which has now been passed. Liptons presented a cheque for £10,000, the result of the nationwide foreign coin appeal held in their stores.

Lifeboat crews and supporters from all over the country called in to renew old friendships and once again the show was a happy and hard working one for all taking part.—R.K.



Fourth lottery

THE FOURTH NATIONAL LOTTERY of the RNLI was drawn by Ed (Stewpot) Stewart on Wednesday January 31 at RNLI headquarters, Poole. Supervising the draw were Major-General Ralph H. Farrant, chairman of the Committee of Management, John Atterton, acting director, and Cdr E. F. Pritchard, appeals secretary. As well as other visitors and members of staff, a party of schoolchildren from South Road Combined School, Poole, witnessed the draw, and when 'Stewpot' cried 'Crackerjack!' he got a tremendous

response. Each child went away with his autograph, and they all sent beautifully written letters of thanks to the RNLI. One little girl wrote:

'My dad is a fisherman and the lifeboat saved his life in 1970. He says if it was not for the lifeboat he would be dead by now...'

Ed Stewart was currently appearing in 'Dick Whittington' at the Pavilion Theatre, Bournemouth and in the children's TV show 'Crackerjack', as well as introducing 'Junior Choice' on BBC Radio 1 and 2 each Saturday and Sunday morning.

The prizewinners of the fourth lot-

tery, which raised approximately £24,000, were:

- £1,000: K. D. Murkin, HMS *Phoebe*.
- £500: B. A. Baker, Bristol.
- £250: Mr Puszet, Cyprus.
- £25: Miss B. Parr, London SW16; Miss Kyd, Coverack; Mrs L. Bartlett, London SE2; J. A. Nichol, Aberystwyth; Mrs M. D. Hardwick, Dorchester; S. W. Chitson, Godalming; Mrs S. Lewis, Bury; L. K. Wilkinson, Mill Hill; Doris Cummings, Warley; Miss J. E. S. Bunch, Sherborne.

The serious business of the lottery draw over, the chairman and acting director join Ed Stewart and the children in the fun of 'Crackerjack!'

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Some Ways of Raising Money

Aberdeen lifeboat ball, one of the main social events in the Scottish lifeboat year, raised over £2,300 this year. Held on February 2 the ball had, as its principal guests, Coxswain Albert Bird and the crew of Aberdeen lifeboat and their wives, Rear-Admiral J. R. D. Nunn, Port Admiral Rosyth, and Mrs Nunn, and the Reverend W. Geraint Edwards, Minister of the West Church of St Nicholas, and Mrs Edwards. Seaforth Maritime Ltd very generously met all expenses and, as well as gifts for the tombola, many firms donated items to be auctioned; three flights over the Forties oil field donated by BP were sold for a total of £250.

The Royal Naval College, Greenwich, was the splendid setting for a cheese and wine evening, held last November. The 400 guests sampled the delights of Dutch cheese, kindly provided by the Dutch Dairy Bureau; Martell donated a gross of miniatures and a gallon bottle of brandy and Messrs Saccone and Speed, with other sponsors, greatly helped to defray costs.

St Anne's luncheon club recently celebrated its tenth anniversary. A cheque for £800, which included a £100 donation from Dalmeny Hotel, venue of the club, was presented to Donald Redford, a Committee of Management member. Since the club was formed £4,500 has been raised. The honorary secretary, coxswain and mechanic of the Lytham lifeboat and their wives, and also the Mayor and Mayoress, were invited to the anniversary luncheon. Russell Braddon, the well known author and broadcaster, was guest speaker.

For one of the Royal Dart Yacht Club's regular winter lectures Edward Tuson was invited to talk on handmade jewellery. During the talk one of Mr Tuson's craftsmen was actually making a delightful pendant; a golden yacht with silver sails, sailing in a sea of green agate set in silver. After the talk Mr Tuson asked that the pendant be raffled in aid of the RNLI; it raised £58.

photograph by courtesy of Peter Hadfield



A raft race organised by Mr and Mrs C. Horton for Moelfre ladies' guild, was a highly successful event. It took place on August 26, flag day. £500 was raised.

A ten-mile sponsored walk was undertaken by regular customers of the Dewdrop Inn, Rainham, Gillingham, Kent, last September. A cheque for £435 was presented to John Darbyshire, ADOS South East, by Jane Terry, the reigning Miss Medway; the money was donated to Chatham and Rochester branch.

Also from Gillingham comes an excellent fund-raising idea; the suggestion of Helen Hicks, an SRN and Health Visitor. At meetings *non* smokers sponsor smokers for not smoking so much every 10 or 15 minutes, while smokers pay 5p for each cigarette smoked during the evening; all the money being put in a collecting box.

A barbecue and disco was held at the Old Dunstonians' Club, West Wickham, last September. The event, organised by Orpington and District branch, raised £229.58.

Broadstairs ladies' guild held a successful Autumn Fair in October which raised £829.41. During 1977/78 the branch raised a record amount of £2,750.

John Young of San Francisco is donating money each year to the RNLI to buy White Horse whisky for distribution to crews. Mr Young has also asked his lawyers to amend his will to ensure that the gifts continue. Richard Evans (r.), ex-coxswain of Moelfre lifeboat, receives the cheque for 1,000 dollars from Gordon McIntosh, Publicity Director of White Horse Distillers.



A junior branch has been formed in association with the Bare and Torrisholme ladies' guild. The three members, Helen Catchpole and Meg and Jo Wiseman, meet each Friday evening and among their activities are camping in their back gardens and cooking meals on the beach. Each is compiling an individual book; birds of prey, Ian Botham, the cricketer, and the RNLI, being the subjects. During October the girls worked hard making needle cases, dishcloths and candles for Mrs Wiseman's coffee evening; with help from Mrs Catchpole they raised £9.20.

West Wight ladies' guild have certainly had a tremendous year of fund raising. One of the many successful events organised was a coffee morning held at the home of Mrs Gilchrist. During the morning Christmas floral decorations, made by Mrs Gilchrist and Mrs S. Huggins, raised £157. In addition £51 worth of souvenirs were sold.

A collecting box sent by E. Burtonwood, assistant secretary of Warrington branch, to his friends Bill and Beryl Symons who own the Oliver Twist Bar in Gibraltar has, in just a few months, raised £64 for the RNLI.

Rutland ladies' guild held a wine, cheese and paté party at Rockingham Castle in December, by kind invitation of Commander and Mrs Michael Watson. Log fires blazed in the great hall and panel room and together with decorations and candles added to the atmosphere of Christmases of bygone years. More than 200 guests enjoyed the evening and £450 was raised for the lifeboat service.

Elstree and Borehamwood branch received an unexpected donation from the crew of *MV Dixcove*, the master of which is the husband of Mrs K. Smith, branch treasurer. While at anchor at Koko, Nigeria, three crew members walked round the promenade deck covering about 28 miles in four hours, raising £57.31 from sponsors. Later, at a bingo evening, several crew members donated part of their winnings, bringing the total up to £63.71.

North Lincolnshire Riding Club generously donated the proceeds from a recent gymkhana, over £379, to Grimsby ladies' guild. The guild raised more than £350 with a raffle and a blanket collection in the ring brought in a further £30.51.

During 1978 a group of sixth form boys of the Duke of York's Royal Military School in Dover organised a marathon five-a-side football match. The boys played for 62 hours, breaking the world record and playing their way into the Guinness Book of Records. The money raised from this event was split equally between the RNLI and one other organisation and as a result a cheque for £191.92 was sent to RNLI headquarters.

Matthew Clark and Sons, the UK agents for Martell brandy, who supply each lifeboat with a bottle of three-star brandy for the survival kit, donated a US gallon of Martell to Penlee branch. It was raffled and over £700 was raised.

With a population of only 2,002, Moffat, as far from the sea as you can get in Scotland, raised £1,066 last year.

The presentation of a cheque for £949.70 was the result of a sponsored run from RAF Scampton in Lincolnshire to Brighton, made by personnel from the RAF Base. The journey, made over two days last June, was run in relays of three. Hartford Motors of Lincoln kindly lent three transit vans as back up vehicles, used for eating, sleeping and relaxation respectively.

photograph by courtesy of
'Lincolnshire Echo'



Members of Adlington ladies' guild inspect items donated for their bi-annual Christmas Fair, held in Adlington Hall, a beautiful, privately owned Tudor mansion which is open only to the public on certain days of the year. In all, this event raised, £2,281. Second from right is Lady Johnston, at that time chairman of the guild.



A lifebelt cheque for £200 was paid into Banbury and District branch's bank account, the money being the profit from a Round Table dinner at Brackley at which Raymond Baxter, a member of the RNLI's Public Relations Committee was guest speaker. Mike Long, chairman of Brackley Round Table, and Jason Watkins, Banbury branch chairman, are holding up the lifebelt.

photograph by courtesy of
Betty Black



Vice-Admiral Sir Peter Compston (r.), chairman of the Fund Raising Committee, and Glyn Williams (l.), DOS Wales, visited members of Bridgend ladies' guild in October. During the visit, Sir Peter Compston was presented with a cheque for £1,725 for the RNLI from the guild.





In a New Year's Day's tug-of-war, Beaumaris lifeboat crew (left) beat the Royal Anglesey Yacht Club for the second year running. As the two teams got their breath back John Berry presented a cheque for £1,200 to Mrs Nancy Lomax, chairman of the ladies' guild; this was the amount the Royal Anglesey YC's team effort in the Jimmy Savile, OBE, sponsored walk for the local lifeboat. John Berry alone had raised £777. As a thank you (right) Coxswain William Pritchard presented Mr Berry with a tankard.



very successful carol service at St Matthias Church in December; about 360 local children took part, as well as The Elizabethan Singers; the choirs were conducted by Dr Malcolm Williamson, CBE, Master of the Queen's Music; the service was so well attended that even standing room was very quickly filled, and about £300 was raised. A carol service arranged by the Salvation Army and choirs of Beechgrove Church of Scotland and Torry United Free Church of Scotland raised £288 for Aberdeen branch. Thirteen-year-old Donna Simpkins of Weybridge, Surrey raised £5.31½ by carol singing.



An exhibition in the Arndale Centre, Luton, during October raised £1,626. An Atlantic 21 ILB and an Aran model were just two of the exhibits. Mr and Mrs W. J. Mobbs, the inspiration behind these annual exhibitions, are seen here with the Mayor of Luton, Councillor W. Copeland.



One of the most prolific fund raisers of the Ipswich and District branch is Marjorie Jackson. In the last five years Mrs Jackson has made over 500 soft toys, raising £300 for branch funds. In 1978 Mrs Jackson made souvenirs for the Cup Final appearance of Ipswich Town Football Club.

Regular customers of the Brewery Shades pub, Crawley, raised £89 by dropping coins and notes behind a glass screen in the bar. A competition to guess how much was behind the screen was won by Rufus, a dog. Shelagh A'Court, landlady of the Shades, Audrey, the barmaid, with Sid Layland and Reg Bray of Crawley branch are seen counting the money.

photograph by courtesy of 'Crawley Advertiser'



When Leeds ladies' luncheon club celebrated its 21st anniversary last October the oldest member, 92-year-old Mrs Rose Skelton, cut the birthday cake; it was later sold at 10p per portion, raising £5.50.

photograph by courtesy of Jill Mason

During a cocktail party, organised by Kidlington branch in November, a Solent class lifeboat cake made by Mr Franklin of La Patisserie, a local cake shop, was presented as a raffle prize. The party, attended by Sir Alec and Lady Rose, raised £248.



St Albans County Constitutional Club held a dinner dance in November and during the evening filmed horse races were shown with those present sponsoring horses in each race. A cheque for £600 resulting from this sponsorship was handed over by John Hillard, president of the club, to Betty Mariner, secretary of St Albans branch.

photograph by courtesy of the 'Herts Advertiser'



A splendid bonfire, representing the Houses of Parliament, was built by the crew of the Calshot lifeboat for their annual bonfire and firework party which this year raised £1,700.

A display at Barclays Bank, Liscard, by kind permission of the manager, was staged by Wallasey guild last autumn. A 'lifeboatman', the display model for which was generously loaned by Burtons, was the centrepiece of the display which also included photographs, souvenirs, and charts of Liverpool Bay showing launches and rescues of the New Brighton lifeboats. Altogether over £200 was raised from the display, the sale of souvenirs and Wallasey's house-to-house collection.

An auction held at the Cross Keys Inn raised £625 for Dinas Powis branch. Brian Williams, the auctioneer, keeping everyone laughing, refused to accept bids unless rounded to the nearest 50p. The lots included bottles of wine, selling for £5; whiskey went for £9, and three plates of faggots were sold for £7.50.

A garden party, organised by Camberley branch last July, raised £250, an increase of £90 on last year's total.

In the last issue of the journal mention was made of the Point Battery Art Exhibition held at Old Portsmouth from May to September each year. Unfortunately it was not made clear that the £975 raised for lifeboat funds in 1978 as well as the monies collected in previous years represents the voluntary 'commissions' the artists pay on any pictures sold together with collections made in boxes at either end of the exhibition area. In addition, the sale of souvenirs during the five summer months of 1978 made a profit approaching £250.

We regret that in reporting the harvest home at The Old Coastguard Hotel, Mousehole, in the last issue of the journal, an error was made in the names of the organisers. The event was arranged by Mrs Mary Williams who, in nearly 50 years service for the RNLI held the office of chairman and secretary of Penlee ladies' guild for many years and was awarded the silver badge in 1977. She was helped by Mrs Richards, the mother of the coxswain and Mrs Madron, wife of the motor mechanic.



Junior members of Wicklow Sailing Club, helped by Patrick Keogh, coxswain of Wicklow lifeboat, organised a 24-hour sponsored sail last August which raised £520. The money was donated to Wicklow branch funds.

A gift of gratitude was presented to Ryde station branch by members of 'Ten Mess', HMS Fife. Thirteen years ago Petty Officer Bridle was rescued from a fishing boat accident by the lifeboat and last year he and his shipmates collected over £400 for the RNLI. The 'treasure chest' was received for Ryde branch by Mrs Vicky Barnes (l.), chairman, and Mrs Olive Chalkley, a committee member.

photograph by courtesy of Portsmouth and Sunderland Newspapers Ltd



Members of Northampton ladies' guild man the refreshment stall at a market organised by the branch at the end of last year. Held in the town's Guildhall the event raised £535.

photograph by courtesy of 'Northampton Chronicle and Echo'



Over £241 was collected in a bottle at the Jersey Tavern in Weymouth. Commander Barney Morris, honorary secretary of Weymouth station, with Mr and Mrs John Woodrow, smashed open the bottle just before Christmas.

photograph by courtesy of Baker, Dewlish, Dorchester



Letters...

It is a comfort to know . . .

On Sunday October 22, I was a guest aboard Yarmouth lifeboat when she was required to answer the tragic call in Christchurch Bay. Although the sea was quiet at the time, I must say that I was deeply impressed by the sheer skill and professionalism displayed by the crew.

It is a comfort to know that, in these materialistic times, such men, all volunteers, do still exist and give of themselves freely to help those in trouble at sea.—PHILIP FINE, 5 Cannons Drive, Edgware, Middlesex.

While on exercise in the vicinity of the Needles Light on Sunday morning, October 22, 1978, Yarmouth, Isle of Wight, lifeboat, the 52ft Arun Joy and John Wade was asked to go to a position a quarter of a mile west south west of Christchurch Ledge Buoy where a fisherman had been trapped underwater by the anchor warp of his boat. The lifeboat's inflatable dinghy was launched, the body recovered and brought ashore.—EDITOR.

Boathouse concert

Of all the events held in aid of Sennen Cove station each year, the concert given by St Buryan Male Voice Choir is one of the most popular. About ten years ago the choir volunteered to give a concert in the boathouse and to the delight of both local residents and visitors alike has returned annually since then. Last year was no exception. The boathouse was filled to capacity with men, women and children anxious to sample the sound of Cornish voices singing in the unequalled atmosphere of a lifeboat house.

Our boathouse is very large and houses a lifeboat on a turntable. From the boathouse two slipways stretch out

to sea: the long slip for launching and the shorter one for recovery. The size of the house gives excellent acoustics and also plenty of room for an appreciative audience and that is what we get each year.

Even though the concert is looked forward to each year, the coxswain and most of the crew are always there to ensure a quick and safe launch of the lifeboat should the occasion arise. Fortunately the choir has not yet been launched into the Atlantic singing 'For those in peril on the sea' but there have been a couple of near misses. Once the choir arrived for rehearsal for a concert to find no boat on which to rehearse as she had been called out on service, and on another occasion the boat was called out about 15 minutes after the concert had ended.

The amount raised by the choir has increased each year; last year £75 was added to our funds and everyone associated with Sennen Cove branch is most grateful to the choir for its help.—VERONICA HUTCHINGS, 10 Sea View Terrace, Sennen, Land's End, Cornwall.

Helicopter rescues

I am currently engaged in research into the subject of helicopter rescue operations in, and around the coasts of, the United Kingdom between 1950 and the present day. I would be most grateful if any of your readers who had been rescued by a helicopter could write to me. As an amateur yachtsman myself I can assure them that I would not want to dwell too much upon any embarrassing circumstances leading up to such an event! I am, however, anxious to obtain as many first-hand accounts as possible and it would be especially valuable to talk to the rescued as well as to the rescuers.

It would also be particularly interesting for me to make contact with the lifeboat crews who had been involved in rescues in conjunction with Royal Air Force, Royal Navy or civilian helicopters.—JOHN CHARTRES, 5a Rivington Road, Hale, Altrincham, Cheshire.

RNLI of yesteryear

As an ardent supporter of the RNLI and also a keen deltiologist (collector of old postcards) what better than to combine both activities. My collection of postcards of yesteryear is devoted to maritime themes, those featuring the old lifeboats and their crews being my favourites. I have quite a comprehensive collection of such cards which now and again I put on display at local fund-raising events for the RNLI. I also



Lifeboat postcards of other days: (above) Launch of the lifeboat from Margate Pier, 1903 . . .

. . . and (right) South Shields coat of arms, 1850.



St Buryan Male Voice Choir on board Sennen Cove's 37ft 6in Rother class lifeboat Diana White. For a number of years now the boathouse concerts given by the choir have been among the most popular events in Sennen's calendar.



give talks about them and write about the service in various collectors' magazines. Here are just two of my lifeboat postcards.

My first introduction to the service was as a lad, when I lived for some 17 years at Cullercoats, a small fishing village between Tynemouth and Whitley Bay, Northumberland. Just across the Tyne is South Shields, the home of William Wouldhave, who first put forward the idea that lifeboats should be self righting, and Henry Greathead, who built the 'Original'. The South Shields coat of arms of 1850 is both interesting and appropriate, inset with 'always ready' and the motto 'courage—humanity—commerce', and featuring a picture of six men rowing a boat.

Now down to Margate, and the launch of the lifeboat in 1903. This is one of my earliest cards. The scene is rather nostalgic. The lifeboat was housed on the pier itself and launched down a steep ramp, and it was only in January of last year that Margate pier was so badly damaged by storm that the lifeboat crew had to be winched

down to the boathouse by helicopter to recover the lifeboat: another mission safely accomplished with the co-operation of two services.—GORDON CAMPBELL, 4 Bollinbarn, Macclesfield, Cheshire.

Forrest Hall

Reading with interest the article published in the spring 1978 issue of THE LIFEBOAT about the painting of the picture of Lynmouth lifeboat on service to *Forrest Hall* after the famous 'overland launch' I was reminded of further help given to *Forrest Hall* in 1906. Coming from South America, this three-masted schooner met with severe weather and spent months at sea, with the result that her sails were ruined, her steering gear fouled with barnacles and she drifted for the Irish coast.

Forrest Hall ran into severe weather off south west Kerry and it happened that some fishermen saw her. They made for the schooner and the captain explained his plight. The fishermen gave them water and provisions and piloted the vessel into the then Coast

Guard station at Ballinskelligs Bay, just where I live. She was kept for weeks in the harbour at Ballinskelligs for repair and her crew were cared for by local people.

I was 50 years in the Coast Life Saving Service at Waterville and also helped the RNLI; during the war we also helped crews of wrecked vessels that came ashore.—T. O'MALLEY, *Spunkane, Waterville, Co. Kerry.*

RNLI National lottery

Thank you so much for the cheque for £25. It is only the second raffle I have ever got anything back from in my life!

We are always thinking of the lifeboatmen whenever we are afloat; and if, by some extraordinary mishap, they do not manage to salvage us when needed, we have left them a little something in our wills.—MARGARET D. HARDWICK, *Eastfield, Cheselbourne, Dorchester, Dorset.*

Mrs Hardwick was one of the winners of the fourth lottery.—EDITOR.

Shoreline

from page 128

had already arrived, so joined their colleagues for a 'hard sell'. The excitement grew. We put up a notice telling the public of our aim. We wrote boldly the number now needed, periodically crossing it out and substituting the new lower number. At about 2.45 pm we sent a message to the bank. Just before 3 pm our 1,000th member arrived at the stand, and at 1505 ceremonially signed his name.

After that we experienced something of an anticlimax, though numbers still grew. When the show closed we had enrolled 1,015 new Shoreline members. Next year . . . well perhaps we'll wait until we get our breath back before we start thinking of new targets!

Last year I was interested to find that we enrolled several members from abroad, particularly from Belgium and The Netherlands. The trend continued this year, and we are spreading our

membership surprising widely. Two non-English speaking Italians asked for a Shoreline badge. We explained that they were for members only—so they joined! A yachtsman from Greece and also some Australians are now Shoreline members. In fairness we had to tell them that there was no RNLI boat near their own sailing waters, but thanks to our worthy membership secretary we overcame the problem. Peter has agreed to our suggestion that he should keep a dinghy moored at Poole, and that he should row out to far-flung waters should any of our members need help! It is rumoured that he is already planning to get in training by rowing round the harbour each morning. Whether or not this influenced our new members I do not know, but we are delighted to welcome them into our exclusive circle of enthusiasts.

We were the same team as last year, and we look on the show as a time of reunion. In addition to recruitment, we were kept busy selling insignia and

renewing membership. Some members make a point of coming to Earl's Court for that purpose. Indeed, it is a time of meeting old friends and scarcely a day passed without our greeting someone we knew. It was especially pleasing to see several small parties of lifeboat crew members, some from as far away as Scotland. With so many members wearing Shoreline badges and ties it meant that we could extend a welcome instead of eye-ing them hopefully and saying, 'Can we interest you in Shoreline membership?'

It was a tired but very happy party who went for a modest celebration after the show had closed.—HAROLD APPLETON.

* * *

In conclusion, may I wish you all a happy summer season, and good sailing.—PETER HOLNESS, *membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).*

Clacton

from page 119

raised £630 to pay for the radio in the ILB. Clacton Round Table presented £100. St Osyth Training College gave the proceeds of its annual rag week, £300. Clacton Operatic Society presented £150. Tollesbury Sailing Club £214; Clacton Swimming Club £113; York Road Bowls Club £55; Clacton Hotels and Guest Houses raised £50 and Clacton Golf Club £55. But it was not only local organisations that helped so generously. Wyboston Sailing Club, based at Hatfield, generously gave £1,200; Newport Pagnall Grammar School raised £330 and RNLI branches

at Stevenage, Harlow, Wembley and Cuffley also sent donations.

First day covers were sold over the year and the RNLI philatelic agents reported a sell out, resulting in nearly £400 to the RNLI. *A Century of Valour*, the history of Clacton's lifeboats, sold over 3,000 copies and the souvenir stand run by George Ellis in the boathouse also had a record year.

The result of this 'year of the lifeboat' at Clacton? It was a lot of hard work for the ladies' guild, committee, the crew themselves and helpers and the never-tiring honorary secretary, Ken Broad. It was also fun and in the final count out raised over £10,000. How proud the Clacton folk are of their lifeboats!

Now available . . .

For model makers: Model flag transfers (scale 1in to 12in) from headquarters price 40p per set of two, including p. and p. Please send order, with remittance, to APRO, RNLI, West Quay Road, Poole, Dorset, BH15 1HQ.

For stamp collectors: RNLI commemorative cover catalogue and reference book, giving details of every official cover and special postcard issued to the end of 1978 together with an up-to-date price list. There is also a section on other covers associated with lifeboats. Price £2, including p. and p., from RNLI Philatelic Agents, 13 Best Lane, Canterbury, Kent.

Awards

to Coxswains, Crews and Shore Helpers

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

Aldeburgh

M. Watson Assistant Mechanic 20 years.

R. W. Wood Coxswain 20 years
Second Coxswain 4 years
Bowman 1 year
Bronze medal 1972.

Arranmore

P. M. Boyle Assistant Motor Mechanic 9 years
Crew Member 15 years.

Ballycotton

M. C. Walsh Bowman 21¼ years
Crew Member 3½ years.

Barra Island

J. MacLeod Coxswain 14 years
Second Coxswain 5 years
Bowman 2 years
Crew Member 7 years.

Buckie

G. G. Wood Coxswain 4 years
Second Coxswain 4 years
Crew Member 7 years.

Campbeltown

W. Wareham Coxswain 4 years
Second Coxswain 2 years
Bowman 6 years
Crew Member 2 years.

Coverack

H. J. Martin Crew Member and Shore Helper 37 years.

Criccieth

R. E. Jones ILB Crew Member 11 years.

Cromer

D. F. Abbs ILB Crew Member 10½ years.
L. J. Harrison Assistant Motor Mechanic 30½ years.
(Posthumous)

Falmouth

C. Barnicoat Shore Signalman 20 years.

Flamborough

G. R. Pockley Coxswain 8 years
Second Coxswain 2 years
Bowman 1 year
Crew Member 8 years
Bronze medal 1971.

Fowey

J. Turpin, BEM Coxswain 19 years
Assistant Mechanic 11 years
Crew Member 10 years.

Girvan

G. Moffat Crew Member 20 years.

Humber

R. W. Major Crew Member 1²/₃ years
Motor Mechanic (Flamborough) 2²/₃ years
Assistant Motor Mechanic
(Flamborough) 4¼ years
Crew Member (Flamborough) 4 years.

Ilfracombe

A. B. Schiller Crew Member 21 years.
(Posthumous)

Lerwick

J. A. Mouat Assistant Motor Mechanic 18 years
Crew Member 2 years.

Littlestone-on-Sea

H. F. Slade ILB Crew Member 12 years.

Lowestoft

T. V. Knott Coxswain/Mechanic 10 years
Motor Mechanic 12 years
Bronze medal 1974
Bar to his bronze medal 1976.

Lytham-St Anne's

G. Harrison, BEM Motor Mechanic 39¾ years
Bronze medal 1940.

G. Holt

Shore Signalman 11 years.

Margate

F. T. M. Durrant Head Launcher 6 years
Crew Member 9 years.

Montrose

W. Sorbie Motor Mechanic 21¾ years
Assistant Motor Mechanic 3 years
Reserve Mechanic 1½ years.

Newcastle

D. Murphy Bowman 16 years.

Newquay

R. A. Eglington ILB Crew Member 13 years.

North Sunderland

R. Dawson Assistant Motor Mechanic 10 years
Assistant Tractor Driver 11½ years
ILB Crew Member 9 years.

Padstow

A. W. Warnock Coxswain 6¾ years
Motor Mechanic (Seaham) 4 years
Crew Member (Humber) 1¾ years
Reserve Mechanic 1¼ years
Silver medal 1977.

Plymouth

F. E. Jago Second Coxswain 6²/₃ years
Crew Member 3 years
ILB Crew Member 5½ years.

Port Isaac

D. G. Bolton ILB Crew Member 11 years.

D. B. Knight

ILB Crew Member 11 years.

R. W. T. Parsons

ILB Crew Member 10 years.

Portpatrick

A. A. Mitchell Coxswain/Mechanic 10¼ years
(Posthumous) Reserve Mechanic 18 years.

D. S. Tait

Second Coxswain 12²/₃ years.

Portrush

G. Chambers, BEM Second Coxswain/Mechanic 2¾ years
(Posthumous) Motor Mechanic 28½ years
Assistant Mechanic 2¾ years.

W. H. Lee

Bowman 14 years
Crew Member 12 years.

Pwllheli M. Faulkner	Assistant Mechanic 2¾ years Second Assistant Mechanic 3¼ years Crew Member 4 years ILB Crew Member 7½ years.
Ramsey J. E. Collister	Assistant Tractor Driver and Tractor Maintenance Mechanic 26 years.
Runswick J. Clark	Crew Member 12 years.
W. Cole	Motor Mechanic 26½ years.
G. C. Harrison	Coxswain 3¾ years Second Coxswain 4 years Crew Member 16 years.
N. Hinchley	Coxswain 1½ years Crew Member 18½ years.
S. H. Rowe	Tractor Driver 11 years Assistant Tractor Driver 8 years.
G. Theaker	Shore Helper and Head Launcher 11 years.
G. Verrill	Assistant Motor Mechanic 8¾ years Crew Member 22 years.
J. Wright	Second Coxswain 1½ years Crew Member 18½ years.
W. Wright	Crew Member 17 years.
St Peter Port R. Munson	Crew Member 21 years.
Scarborough T. W. Rowley	Second Coxswain 20 years Bowman 2¾ years Crew Member 3 years <i>Bronze medal 1973.</i>
W. Sheader, BEM	Coxswain 20 years Second Coxswain 3 years Bowman 3 years Second Assistant Motor Mechanic 4 years Crew Member 3 years <i>Silver medal 1970.</i>
Sennen Cove H. E. Pengilly (Posthumous)	Coxswain/Mechanic 9 years Coxswain 1¾ years Second Coxswain 3⅓ years Reserve Mechanic 2 years <i>Silver medal 1977.</i>
Sunderland J. Finn	Crew Member 21 years.
R. Finn	Crew Member 21 years and ILB Crew Member 7 years.
J. Todd	Crew Member 25 years and ILB Crew Member 3 years.
Swanage R. J. Hardy	Coxswain 12 years Second Coxswain 14 years <i>Bronze medal 1970</i> <i>Bar to his bronze medal 1976.</i>
Torbay G. E. Dyer	Coxswain 2½ years Second Coxswain 4 years Crew Member 19½ years <i>Bronze medal 1978.</i>
Wells G. Jay	Crew Member and Shore Helper 23 years Head Launcher 7 years.

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Lifeboat Services

from page 118

Auxiliary Coastguard Porlock set watch.

Minehead Zodiac Mark V ILB, with Helmsman D. James in command and K. Escott and S. Canning as crew, launched at 1955 into a choppy sea and headed west for Porlock Bay at full speed. There was a fresh to strong breeze blowing from the south south west and it was 2½ hours to high water.

The yacht was soon sighted, drifting. A rope had fouled her propeller, pulling the shaft from the coupling. She was close inshore and, with the tide flooding, was in danger of going on the rocks.

Crew Member Canning boarded the yacht and helped to get her anchor, the chain of which had fouled in the hawsepipe. She was then taken in tow, reaching Minehead Harbour safely at 2205. With a cross wind, which by then had risen to strong to near gale, and a rough and confused sea it had been a very difficult passage.

The ILB returned to station at 2210 and was rehousing and once again ready for service at 2245.

Eastern Division

Cut off by tide

CRIS FOR HELP heard at Stone Bay, 4½ miles west of Margate lifeboat station, were reported to HM Coastguard by telephone at 1843 on Tuesday October 10, 1978. Margate D class ILB launched six minutes later and set off at full speed.

It was high water, the sea was smooth and a gentle breeze was blowing from the south south east. Arriving on scene the ILB found two young girls who had been cut off by the tide. Two boys who had tried to rescue them were themselves in a dangerous position. All four were embarked in the ILB, landed at Broadstairs Harbour and taken home by Coastguard mobile.

The ILB returned to her station at 1941 and was rehousing and ready for service ten minutes later.

Services by Offshore Lifeboats, September, October and November, 1978

Amble, Northumberland
October 7
Angle, Dyfed
October 1, 7 and November 4
Anstruther, Fife
September 28
Arklow, Co. Wicklow
October 2

Arranmore, Co. Donegal
September 18, 20, October 4 and November 5
Ballycotton, Co. Cork
November 8
Baltimore, Co. Cork
November 7
Barmouth, Gwynedd
October 5 and November 22
Barrow, Cumbria
October 13
Barry Dock, South Glamorgan
September 6 and 13
Beaumaris, Gwynedd
November 21
Bridlington, Humberside
September 12, October 7, 10, November 1, 11, 12 and 15
Broughty Ferry, Angus
September 3, 16, 17, October 6 and November 23
Buckie, Banffshire
September 22
Calshot, Hampshire
November 4, 15 and 19
Campbeltown, Argyllshire
September 14
Clacton-on-Sea, Essex
September 26 and November 4
Clovelly, North Devon
October 8
Cromer, Norfolk
September 4 and 13
Dungeness, Kent
October 22
Dun Laoghaire, Co. Dublin
November 12
Exmouth, South Devon
October 10
Falmouth, Cornwall
November 27
Filey, North Yorkshire
September 16 (twice), 17, November 3, 26 and 30
Fishguard, Dyfed
October 4
Flamborough, Humberside
September 12 and November 1
Fleetwood, Lancashire
September 11, October 8, 24 and November 5
Fowey, Cornwall
September 19 and October 30
Galway Bay, Co. Galway
September 4 and October 8
Girvan, Ayrshire
November 8 and 20
Great Yarmouth and Gorleston, Norfolk
October 7
Hartlepool, Cleveland
September 3, November 3 and 28
Harwich, Essex
September 9, 24, October 10, November 22 and 25
Hastings, East Sussex
September 11, October 12 and 18
Holyhead, Gwynedd
September 1 and 5
Howth, Co. Dublin
September 10, 29, October 15 and November 6
Hoylake, Merseyside
October 31
Humber, Humberside
September 2, 13, 16, 18 (twice), 24, October 2, 4, 14, 27, November 19, 22, 25 and 26
Islay, Argyllshire
September 14
Kirkcudbright, Kirkcudbrightshire
October 6
Kirkwall, Orkney
September 16, October 14, November 18 and 19

Lerwick, Shetland
October 21 and 27
Llandudno, Gwynedd
September 10 and October 9
Lochinver, Sutherland
September 23 and 28
Lowestoft, Suffolk
October 1, 15 and November 15
Lytham-St Anne's, Lancashire
September 11, 18 and November 12
Margate, Kent
October 27
Moelfre, Gwynedd
October 12 and November 15
Newbiggin, Northumberland
November 19
North Sunderland, Northumberland
November 27
Oban, Argyllshire
September 10
Padstow, Cornwall
September 8 and November 5
Peterhead, Aberdeenshire
November 10
Poole, Dorset
November 2
Port Erin, Isle of Man
September 8
Pwllheli, Gwynedd
September 16
Ramsgate, Kent
September 24, October 3, 29, November 10 and 24
Redcar, Cleveland
October 30
Rhyl, Clwyd
October 22
Rosslare Harbour, Co. Wexford
October 13 and 28
St David's, Dyfed
October 12
St Helier, Jersey
September 26 and November 5
St Ives, Cornwall
October 6, 29 and November 5
St Peter Port, Guernsey
September 16, 17 and November 17
Salcombe, South Devon
September 8, 15, October 9, 11, November 6, 14 and 22
Scarborough, North Yorkshire
September 1, 16 and November 24 (twice)
Seaham, Co. Durham
November 3, 4 and 26
Selsey, Sussex
September 15, 16 and 22
Sheerness, Kent
September 19, 27, October 13, November 11 and 19
Sheringham, Norfolk
September 8
Shoreham Harbour, West Sussex
October 10
Skegness, Lincolnshire
September 11 and October 4
Stornoway, Ross-shire
November 20
Stromness, Orkney
October 14
Sunderland, Tyne and Wear
October 3
Swanage, Dorset
September 10
Teesmouth, Cleveland
September 3
Tenby, Dyfed
September 19
Thurso, Caithness
November 9
Torbay, South Devon
September 14, 15, 27, October 10, November 11 and 30
Tynemouth, Tyne and Wear
September 7 and 10

Walmer, Kent
September 3 and November 11
Walton and Frinton, Essex
September 16 and November 2
Weymouth, Dorset
September 10 (twice), 24, October 7,
December 12 and 14
Whitby, North Yorkshire
September 16 and November 24
Wicklow, Co. Wicklow
September 10
Workington, Cumbria
September 2 and November 12
Yarmouth, Isle of Wight
September 9, 10, October 22, 31 and
December 2
Lifeboat ON 1046 on trials
September 30
Lifeboat ON 912 on passage
November 20

Services by Inshore Lifeboats, September, October and November, 1978

Aberdovey, Gwynedd
September 8, November 12 and 30
Abersoch, Gwynedd
September 16 and 17
Aberystwyth, Dyfed
October 13
Aldeburgh, Suffolk
September 23
Atlantic College, South Glamorgan
September 2, 3 and October 15
Barmouth, Gwynedd
September 8 and 9
Beaumaris, Gwynedd
September 25, October 8, 17 and
November 10
Blackpool, Lancashire
September 9 (twice) and October 7
Borth, Dyfed
October 20 and 29
Bridlington, Humberside
September 5, 17, October 8 and 29
Brighton, East Sussex
September 9 (twice) and November 5
Broughty Ferry, Angus
October 8 and 15
Bude, Cornwall
October 16
Burry Port, Dyfed
September 20
Cardigan, Dyfed
September 6
Clacton-on-Sea, Essex
November 12 and 28
Conwy, Gwynedd
September 3 and 23
Craster, Northumberland
September 20
Criccieth, Gwynedd
September 16 and November 3

Cromer, Norfolk
September 9 and November 2
Cullercoats, Tyne and Wear
September 10
Dunbar, East Lothian
September 2 and 24
Eastbourne, East Sussex
September 8, 24, 30, November 12 and 25
Filey, North Yorkshire
September 17
Fleetwood, Lancashire
September 16
Flint, Clwyd
September 15
Great Yarmouth and Gorleston, Norfolk
September 3, 5, 19 and November 23
Happisburgh, Norfolk
September 10 and 16
Hartlepool, Cleveland
September 3, 7 and October 12
Harwich, Suffolk
September 6, 20, 23, October 1 and
November 26
Hastings, East Sussex
September 14 and October 18
Hayling Island, Hampshire
September 7, 9, November 10, 11 and 12
Helensburgh, Dunbartonshire
September 9, 15, 28 (twice) and November
25
Howth, Co. Dublin
October 7
Largs, Ayrshire
September 2, 14 and 16
Littlehampton, West Sussex
September 9, 12, 14, 23, October 8, 22 and
November 12
Llandudno, Gwynedd
September 7, 16, 17 and October 9
Lyme Regis, Dorset
September 3 and November 1
Lymington, Hampshire
October 18, November 4 and 5
Lytham-St Anne's, Lancashire
September 16, 18 and November 12
Margate, Kent
September 8 (twice), 10 and October 10
Minehead, Somerset
September 2, October 7 and 15 (twice)
Moelfre, Gwynedd
October 5 (twice)
Mudford, Dorset
September 10, October 15, 18 and
November 9
New Brighton, Merseyside
September 1, 5, 23, 24, October 7, 13 and
14
New Quay, Dyfed
October 31
Newquay, Cornwall
September 9
Oban, Argyllshire
September 2 and 10
Peel, Isle of Man
September 5, October 2, November 1, 24
and 25
Poole, Dorset
October 18 and November 18
Porthcawl, Mid Glamorgan
October 1

Port Isaac, Cornwall
September 4
**Portsmouth (Langstone Harbour),
Hampshire**
September 8 (twice), 10, 24, November 5, 6
and 12 (twice)
Queensferry, West Lothian
October 21, November 12 and 13
Ramsgate, Kent
September 15 and October 27
Redcar, Cleveland
September 13, October 8 and 22
Rhyl, Clwyd
September 8, 19 and October 5
Rye Harbour, East Sussex
October 1
St Bees, Cumbria
September 2 and 6
St Catherines, Jersey
September 10
St Ives, Cornwall
September 4, 15, October 11 and 14
Sheerness, Kent
September 2, 10, 18, October 1, November
1 and 10
Shoreham Harbour, West Sussex
September 22, October 10 and 22
Skegness, Lincolnshire
September 4, 9, 13, 21 and 24 (twice)
Southend-on-Sea, Essex
September 3 (twice), 4, 7, 10 (three times),
15, 17, 18, 19, 24 (twice), 26, October 1, 7
(three times) 19, November 5 and 26
Southwold, Suffolk
November 27
Staithe and Runswick, Cleveland
September 20 and October 30
Stonehaven, Kincardineshire
September 9 and 10
Stranraer, Wigtownshire
September 17 and October 26
Tenby, Dyfed
September 24
The Mumbles, West Glamorgan
October 14
Torbay, South Devon
September 11 (three times), 30, October 1
(twice), 13, 28 and 30
Tramore, Co. Waterford
October 31
Trearddur Bay, Gwynedd
September 22
Tynemouth, Tyne and Wear
November 23
Walmer, Kent
September 3 (twice)
West Kirby, Merseyside
September 17 and November 12
West Mersea, Essex
September 1, 3, 14, 16, 22, 24 (twice), 30,
October 1, 21, November 5 and 13
Weston-super-Mare, Avon
September 13, 16 (twice), 24 (twice), 26
(twice), October 27, November 7 (twice)
and 12 (twice)
Whitstable, Kent
September 7, 10, 16, 19, 24, October 22,
November 5 and 21
Withernsea, Humberside
September 9, October 4 and 8

SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1978 to December 31, 1978: Services 2,334; lives saved 911

THE STATION FLEET

(as at 31/12/78)

133 offshore lifeboats

125 inshore lifeboats operating in the summer

50 inshore lifeboats operating in the winter

LIVES RESCUED 104,191

from the Institution's foundation in 1824 to December 31, 1978

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Details of craft	Name	Class/Type
	Construction	Year Built
	Length	Beam
	Engines	H.P. Inboard/Outboard
Values	Hull, Machinery, Equipment £	Special Equipment £
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	Trailer £	TOTAL £
Use	In commission from	to (inclusive)
	Moored at	
	Laid up from	to Inclusive. Ashore/Afloat.
	Cruising Range	
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MISCELLANEOUS

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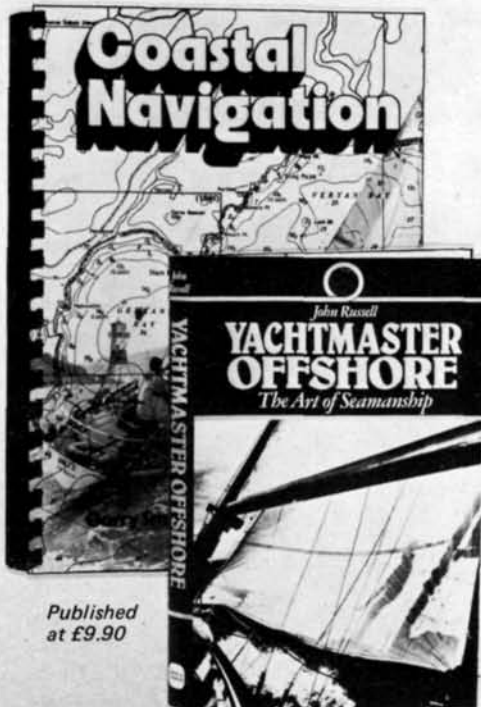


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