

# THE LIFEBOAT

THE JOURNAL OF THE RNLI



Volume XLVI Number 469 Autumn 1979

25p



"Airflow" JACKET & CONTOUR HOOD

# Functional protection

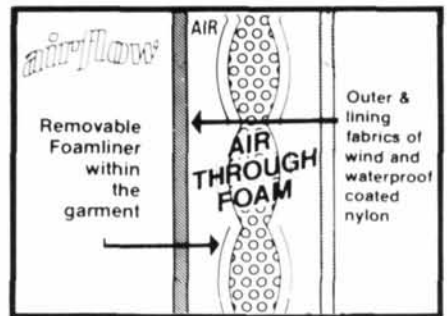
with the best weather clothing in the world ideal for work or leisure

'Airflow' coat and jackets are wind and water proof outer clothing and our claim of true all-weather comfort in them is made possible by Functional 'Airflow', a unique patented method of clothing construction

One Foamliner is fitted within coat and jackets but a second one maybe inserted for severe cold

The foam sandwich 'Airflow' principle forms three layers of air between the outer and lining fabrics insulating and ensuring warmth without weight or bulk

There is not likely to be condensation unless the foam is unduly compressed



SEAGOING OVERTROUSERS

Functional supplies the Weather Clothing of the UK television industry, the RNLI and overseas life-boat services, leading firms in construction and off-shore oil activity, Police Forces, Gas, Electricity and Water Boards. Functional sells identical clothing to many thousands of individuals at the same price

Coat and jackets are in six sizes and six shades available from stock

Accessory garments include seagoing and ventilated walking and working overtrousers

Direct from Manufacturer



Causeway Avenue Wilderspool Causeway WARRINGTON  
Cheshire WA4 6QQ Warrington 53111  
Also at 9 Alfred Place Store Street Tottenham Court Road  
London WC1E 7EB 01-580 4906

Write to Warrington for catalogue

Please send me a copy of your catalogue  
20p from personal enquirers

Name \_\_\_\_\_

Position \_\_\_\_\_

Company \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

FUNCTIONAL CLOTHING  
Dept 35 Causeway Avenue  
Wilderspool Causeway  
WARRINGTON Cheshire  
WA4 6QQ

# THE LIFEBOAT

Autumn 1979

## Contents

### Volume XLVI Number 469

*Chairman:*

THE DUKE OF ATHOLL

*Director and Secretary:*

REAR ADMIRAL W. J. GRAHAM, CB MNI

*Managing Editor:*

PATRICK HOWARTH

*Editor:*

JOAN DAVIES

*Headquarters:*

Royal National Life-boat Institution,  
West Quay Road, Poole, Dorset BH15  
1HZ (Telephone Poole 71133).  
Telex: 41328

*London Office:*

Royal National Life-boat Institution,  
21 Ebury Street, London SW1W 0LD  
(Telephone 01-730 0031).

Notes of the Quarter, by Patrick Howarth .....	183
To all lifeboat supporters: messages from His Grace the Duke of Atholl, Chairman of the Committee of Management, and Rear Admiral Wilfred J. Graham, CB MNI, Director of the Institution .....	184
Lifeboat Services .....	185
Annual General Meeting and Presentation of Awards .....	190
Fastnet Race Storm .....	195
Week's Good Cause, by Coxswain Derek Scott, BEM .....	195
Women's Work, by Ray Kipling .....	196
Channel Islands, by Joan Davies .....	198
Naming Ceremonies: Eastbourne and Islay .....	203
How selling souvenirs and gifts buys lifeboats .....	204
Some Ways of Raising Money .....	205
Shoreline .....	208
Book Reviews .....	209
Letters .....	210
Offshore Lifeboat Services, March, April and May 1979 .....	213
Inshore Lifeboat Services, March, April and May 1979 .....	214
Index to Advertisers .....	216

#### COVER PICTURE

*Superintendent Coxswain Brian Bevan of Humber lifeboat station, the first lifeboatman to receive the gold, silver and bronze medals for gallantry at the same annual presentations of awards meeting. He was awarded the gold medal, and his crew were awarded bronze medals, for the service to Revi on February 14, 1979; he was awarded the silver medal, and his crew were accorded the thanks of the Institution inscribed on vellum, for the service to Diana V on December 30, 1978; and he was awarded the bronze medal for the service to Savinesti on February 15, 1979, when the silver medal for gallantry was awarded to Coxswain David Cox of Wells lifeboat. The photograph was taken by Margaret Murray.*

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

**Next issue:** the winter issue of THE LIFEBOAT will appear in January and news items should be sent by the end of October. News items for the spring issue should be sent in by the end of January.

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

**Subscription:** A year's subscription of four issues costs £1.40, including postage, but those who are entitled to receive THE LIFEBOAT free of charge will continue to do so. Overseas subscriptions depend on the cost of postage to the country concerned.

**Printers:** The Friary Press, Dorchester, Dorset.

# Glanvill Enthoven

## INTERNATIONAL INSURANCE BROKERS

As specialists in marine insurance for over 75 years, we are extremely proud that our clients include the Royal National Life-boat Institution.

Glanvill's marine service covers both hull and cargo insurance as well as their attendant liabilities for shipowners and users of shipping throughout the world.

For more information please phone 01-283 4622 or write to Glanvill Enthoven & Co. Limited, 144 Leadenhall Street, London EC3P 3BJ.

### Marinax Compass Binoculars



For easy, accurate bearings.  
High quality—7 x 50 glasses,  
with an internal compass.



G & M POWER PLANT Company Limited  
Whitehouse Road, Ipswich, Suffolk IP1 5LX  
Telephone: Ipswich (0473) 41795  
Telex: 98216



**RNLI INSHORE CREWS  
USE**

our

**FOUL WEATHER GARMENTS  
BRITISH DESIGNED  
BRITISH MADE**

from

**BRITISH MATERIALS**

and

Manufactured in our own Factory

**EVETT SAILWEAR LTD.  
TIMBER HALL WORKS  
THE SQUARE**

**CATERHAM, SURREY, CR3 6QA  
Tel: Caterham (STD 0883) 44433 & 48704**





When Dr Donald Coggan, Archbishop of Canterbury, and his wife paid an informal visit to Whitstable ILB station on July 27, they went out in the Atlantic 21 and His Grace took the wheel. Since the founding of the Institution in 1824, each Archbishop of Canterbury in turn has been a vice president of the RNLI

photograph by courtesy of C. P. Nelson



## NOTES OF THE QUARTER

by Patrick Howarth

THREE LIFEBOAT STATIONS have recently been re-opened. One of these is Fraserburgh, the station which suffered two major disasters in less than 20 years and from which the lifeboat was withdrawn after the 1970 disaster. The boat which will be permanently allocated to Fraserburgh, *R. Hope Roberts*, is of the 48ft 6in Solent class and was formerly stationed at Rosslare Harbour.

Brighton now has an Atlantic 21 lifeboat on service. The station was closed temporarily until suitable berthing facilities were available in the new Brighton marina. A D class inflatable ILB is now in service at Hunstanton.

All three stations have long histories. Fraserburgh was established in 1831, and it is known that there were lifeboats at both Brighton and Hunstanton before 1825.

### New RNLI Chairman

After four highly successful years as Chairman of the RNLI Major-General

(Below) Members of The Mumbles crew meet Dan A. Colussy, President of Pan American World Airways which flew them to New York to take part (right) in the Harbor Festival. (l. to r.) Tony Lewis, Arthur Eynon, Carl Smith, Bob Garner and Gary Ridd.



Ralph Farrant has retired. His successor, the Duke of Atholl, has a wide knowledge of the work of the Institution, having served as a member of the Committee of Management for 20 years. He is particularly knowledgeable about fund raising in Scotland and public relations generally. He was Convener of the Scottish Lifeboat Council from 1965 to 1975 and has been chairman of the Public Relations Committee of the RNLI ever since it was founded.

Lt-Cdr P. E. C. Pickles, for many years chairman of Scarborough branch, remains one of the Deputy Chairmen. The other Deputy Chairman is Vice-Admiral Sir Peter Compston, the chairman of the Fund Raising Committee, whose many visits to branches and conduct of numerous district conferences has made him widely known to and warmly liked by large numbers of voluntary workers.

### National Lifeboat Museum

The RNLI has agreed to the establishment of a national lifeboat museum in Bristol provided the necessary funds

photographs by courtesy of PAN AM.

can be raised. The proposal is to house the museum in a building on the site of the old Patterson's shipyard where Brunel's *Great Western* was built. It is only a short distance from the dry dock where Brunel's *ss Great Britain* is already on display.

The chairman of the museum's trustees is Peter Elliot. Bristol City Council has given its support to the project.

The sum required to put the museum into full operation is £140,000 and it is intended to raise this without detriment to general fund raising for the RNLI. The RNLI's organising secretary for the South West, Cdr Peter Sturdee, has been associated with the project from the outset and when the museum is self supporting its profits will be donated to the RNLI.

### Lifeboatmen row in New York

Through the generosity of Pan American World Airways a crew from the Mumbles lifeboat station was able to take part in the New York Harbor Festival rowing races on July 1. The

continued on page 184



# To all lifeboat supporters . . .



. . . from His Grace The Duke of Atholl  
new Chairman of the Committee of Management

you are all aware, he has left the Institution in excellent shape and all I have to do is to keep up the momentum; I do, therefore, ask you to give me the same support that you have given General Farrant; this should enable us to raise the huge amount of money required each year to keep the Institution at its present high standard (about £10m is needed this year), to make sure that our crews have the best boats and equipment available, and to deploy them as efficiently as possible. This, plus knowing the vast amount of support they receive from you and all

members of the public, keeps their morale and enthusiasm at a very high level.

I look forward to visiting as many branches and guilds as possible during my term of office, and to thanking many of you personally for all your hard work.

IT GAVE ME great pleasure to be elected Chairman of the Institution at the meeting of the Committee of Management on June 28 in succession to Major-General Ralph Farrant. As I am sure



. . . from Rear Admiral Wilfred J. Graham, CB MNI  
new Director and Secretary of the Institution

have also learnt that there is still a great deal to learn.

First and foremost, my job must be to ensure that everything connected with putting the lifeboats to sea is in first class order—that includes the men, their training, health and welfare, the boats, their design, construction and equipment and all the support which is needed to keep the service in tip top condition.

Next is the vital question of money. And of course to carry out the first part of my job—putting the lifeboats to sea—we need a lot of money. Everything costs more every year. We are living in inflationary times and so we are always looking for more money. I am already quite delighted and amazed at the enthusiasm and dedication of all those who support the RNLI. Fund raising is one obvious form of support but there is also another 'support' in the form of good will and a helpful attitude. I have found a wealth of such support wherever I have been all over the country.

I am firmly convinced that the RNLI is a unique 'charity' in that it provides

an essential service to the community. No other charity is quite in this category. I hope it will stay that way and I am certain that we shall be able to continue to thrive as long as we go on getting the support we do from lifeboat people all over Great Britain and the Republic of Ireland. We are giving our countrymen very good value for money.

I am anxious that the Institution should not just move with the times but that it should continue to be the pace setter in the business of saving life at sea. This has been its hallmark since its earliest days. Today we have in the Arun, the Atlantic 21 and our other modern lifeboats superb craft to take us along towards the twenty-first century. But technology moves fast and we must make use of every worthwhile new idea so that we can continue to make sure that every pound we raise is really well spent.

I SHOULD LIKE to thank all those readers of THE LIFEBOAT who have written to me and sent me their good wishes as I start my new job as the Director and Secretary of the Royal National Lifeboat Institution. And I also thank all those of you at lifeboat stations, branches and guilds who came along to meet me when I paid my brief first visits around the country. Time prevented me from visiting many places.

I want to pay a special tribute to John Atterton, the Deputy Director, who has acted as Director for over six months this year and whose friendship, help and wise counsel have been invaluable to me.

In my very short time with the RNLI I have learnt a number of things—but I

## Notes of the Quarter

from page 183

crew acquitted themselves with distinction in spite of the fact that two of the members were in their 50s. Rowing an unfamiliar type of craft known as a Monamoy, they won their heat against a formidable crew representing the US National Maritime Union. In the final they came second, being beaten only by a highly trained young crew representing the Seafarers International

Union. A crew from *Queen Elizabeth II* came third.

The crew were accommodated by the festival authorities. The visit was designed to promote the efforts of the Association for the Rescue at Sea in raising funds towards the provision of a new lifeboat for the RNLI.

The day before they left for New York the Mumbles crew attended a reception held in aid of the American/British Lifeboat Appeal in the Tower of London, which raised more than £1,300.

## Exhibition Director retires

A man who has served the RNLI well in his capacity as Exhibition Director for National Boat Shows, Alan Jones, has retired. Ever since the first National Boat Show was held in London the organisers have given the RNLI free space for exhibiting either a lifeboat or putting up a stand, and Alan Jones himself has helped the RNLI in innumerable ways. In 1973 the RNLI awarded him a statuette for outstanding services in the field of public relations. We wish him well in his retirement.

# LIFEBOAT SERVICES

## South Eastern Division

### Twenty rescued

CAPE COAST, a 2,650 ton Panamanian cargo vessel, broadcast on Channel 16 VHF at 0327 on Wednesday January 10 that she was in distress and taking water in her engine room; she was 2.2 miles from Nab Tower on a bearing of 121°. HMS *Eskimo* was in the vicinity, heard the broadcast and reported that she was making for the casualty at best possible speed. *Cape Coast* then sent a second radio message saying that she had an increasing list to starboard and that there were 20 people on board.

A mayday relay was sent out at 0335 which was answered by a French vessel, *Monthéry*; she reported that she was 3.6 miles from the casualty and making for her. *Selsey* lifeboat was placed on stand by.

Twenty minutes later *Cape Coast* reported that, as her anchor was not holding in the southerly storm force 10 winds and she was drifting, she intended to put a liferaft over the side for her crew to abandon ship. In view of the extremely severe sea conditions and the darkness, however, HMS *Eskimo*, assigned the duties of on scene commander, advised her not to attempt either to launch a liferaft or to abandon ship.

At 0400 *Eskimo* reported that the sea conditions were so severe that she could not launch her sea boat and asked for the help of a lifeboat. Shoreham Coastguard telephoned the honorary secretary of *Selsey* lifeboat station and at 0410 *Selsey's* 48ft 6in Oakley *Charles Henry* launched down her slipway into a southerly wind recorded on the lifeboat station anemometer as 63 knots (violent storm, force 11) giving very rough seas and heavy swell. It was one hour after high water on a bitterly cold morning.

Coxswain Michael Grant cleared the slipway and reduced speed to allow the crew to ship the VHF and radar aerials. Once this task, made very difficult by the rough sea and strong wind, was completed Coxswain Grant ordered all his crew into the wheelhouse and set a course of 175° to clear the Mixon rocks at best possible speed. The Mixon, not sighted except by radar because of the severe weather, was cleared at 0425 and a course of 255° set to pass through

the Looe channel. At the west end of the shallow Looe the channel buoys were not sighted but a clearing bearing was obtained by radar from the shore.

Almost immediately after taking this fix the lifeboat was hit by three huge successive breaking seas, the first of which flung the lifeboat upwards clear of the water and then sent her crashing down into a great trough where she came up all standing. The height of the waves was judged to be some 30 to 35 feet. Speed was reduced but the lifeboat continued to be pitched and pounded heavily.

*Charles Henry*, reaching *Cape Coast* at about 0520, found that her decks were being swept continuously by huge waves and that she was dragging her anchor. Two liferafts which had been inflated were blowing around in the rigging like kites. At 0540 *Monthéry*, unable to offer further help, resumed her passage to Southampton. After discussions between the captain of HMS *Eskimo*, Coxswain Grant, the Coastguard, *Selsey* honorary secretary and the divisional inspector of lifeboats (SE) it was agreed that the crew of *Cape Coast* should be strongly advised to stay aboard until daylight and until the weather eased, as, according to the forecast, it would do. The lifeboat would stand by meanwhile.

By first light, at about 0720, the wind had gone round to the south south west and eased to strong gale force 9; the sea was still very rough. Coxswain Grant advised the master of *Cape Coast* that he intended taking off her crew a few at a time. At 0730, with the 4½ hour flood tide setting north easterly, the lifeboat was manoeuvred bows in to the starboard quarter of the heavily pitching *Cape Coast* which had a pilot ladder hung down her side; her freeboard was some 20 feet. She was pitching heavily and Coxswain Grant carefully brought the lifeboat in so that all but her heavily fendered port bow remained clear of *Cape Coast's* heaving stern.

With four of her crew on deck, *Charles Henry* was held bow in to the casualty while seven of *Cape Coast's* crew were in turn snatched from the snaking pilot ladder on to the foredeck of the lifeboat. Then the two boats were swept apart by a large sea.

On a second similar run in alongside a woman crew member mis-timed her jump from the pilot ladder, was caught on the guardrail and only prevented from falling between the ship and the lifeboat by the prompt action of three of the lifeboat crew. On the third, and last, run in the remainder of *Cape Coast's* crew of 20 were snatched from the ladder, but while the lifeboat's bow was held in position several large seas picked her up and drove her hard against the cargo vessel's plating, causing damage in way of the port belting, bow pudding and foredeck bulwark.

At 0751, some 20 minutes after starting to take off the crew, Coxswain Grant was able to report the entire



*Selsey*: Coxswain Michael J. Grant (r.), awarded the silver medal for the service to the Panamanian cargo vessel *Cape Coast* on January 10 and the thanks of the Institution inscribed on vellum for the service to the fishing vessel *New Venture* on the night of December 30/31, 1978. Second Coxswain George E. Woodland (l.), and other crew members have been presented with medal and vellum service certificates respectively for these two services.

photograph by courtesy of 'Chichester Observer'

crew of 20 safely aboard the lifeboat. The woman, who had hurt her back, was wrapped in blankets and watched over by a crew member. Course was then set for Portsmouth.

Portsmouth Harbour was reached at 0955 and the survivors landed at HMS *Vernon*. Hot soup was waiting and the Queen's Harbour Master's staff and personnel from HMS *Fife* took care of both lifeboat crew and survivors. The wind continued to fine away and had veered to the west. By 1030 it was westerly force 5 to 6 and with the lifeboat crew now warm and refreshed *Charles Henry* sailed from Portsmouth and was rehooused and ready again for service by 1410.

For this service the silver medal was awarded to Coxswain Michael J. Grant and medal service certificates were presented to Second Coxswain George E. Woodland, Motor Mechanic Francis R. Wells, Assistant Mechanic Terence A. P. Wood and Crew Members Paul G. Smeaton, Derek F. Allchurch and Richard S. Smith. Letters of thanks signed by John Atterton, acting director of the Institution, were sent to Captain P. A. Pinkster, the Queen's Harbour Master, Portsmouth, and to Captain R. G. Fry, RN, commanding officer of HMS *Fife*.

## South Eastern Division

### Sinking fishing boat

NITON RADIO advised Solent Coastguard at 2031 on Saturday December



30, 1978, that the 42ft fishing vessel *New Venture* reported to be midway between Nab Tower and Hayling Island had sent a message by VHF that she was sinking and needed immediate help.

Helicopter assistance was requested but, with a strong gale, force 9, blowing from the north east and violent snow storms giving at times almost nil visibility, no helicopter could take off. So, a few minutes later Shoreham Coastguard requested the launch of **Selsey** and **Bembridge** lifeboats and by 2100 both Selsey's 48ft 6in Oakley *Charles Henry* and Bembridge's 48ft 6in Solent *Jack Shayler and the Lees* had launched and were on their way through blinding snowstorms.

With Coxswain Michael Grant at the helm, *Charles Henry* was headed 215° for a mile to clear Selsey Bill and the surrounding shallows and then turned to starboard to 300° and at 2114 to 310° to enter and search Bracklesham Bay. *New Venture* had reported touching bottom close to a pole with a basket on it and Selsey lifeboat had been asked to search the bay and particularly the area around the East Pole Sands target beacons.

Visibility continued to be almost nil in the blinding snowstorms and the clearance of snow from outside and ice from inside the wheelhouse windows was a continuous task. On four occasions the radar ceased to operate and the scanner had to be cleared of snow and ice before it could function again.

Depending almost entirely on radar blind pilotage and the echo sounder, and with Assistant Mechanic Terence Wood continuously at the radar set, Coxswain Grant searched the shallow inshore area to no avail.

Following discussion between Shoreham Coastguard and Selsey honorary secretary it was agreed that *New Venture* had probably misjudged her position and that the pole with a basket that had been sighted had in fact been the Mixon Beacon, and so it was decided that *Charles Henry* should check the shoremarks eastwards towards the Mixon. The new search started at 2330.

At 0034 on Sunday December 31 *MV Esso Caernarvon*, which had been helping with the search, located *New Venture* 7.2 cables from Nab Tower on a bearing of 050°; she was in a semi sunken state and her crew were suffering from exposure. Neither *Esso Caernarvon* nor the outward bound ferry *Viking Venturer* could reach the casualty so they floodlit the area until the arrival of Selsey lifeboat. At this time Bembridge lifeboat was advised that she could stand down and, unable to rehouse on her own slipway, she made for Cowes for the night.

By 0120 *Charles Henry* had arrived on scene and Coxswain Grant, manoeuvring close up to *New Venture's* port quarter, took off the two very cold fishermen. The wind remained north

easterly force 9 with poor visibility in the snowstorms. The tide was two hours ebb.

An attempt was made, at the request of the owner, to take *New Venture* in tow, but she started to sink almost immediately the lifeboat got under way. The tow rope was axed through and the boat sank.

With *New Venture* lost, Coxswain Grant headed for Chichester Harbour where the lifeboat arrived and disembarked the two survivors at 0410. As the weather was far too severe either to rehouse or moor off the slipway at Selsey a Land Rover led two cars through the snow from Selsey to Chichester to pick up the exhausted lifeboat crew. *Charles Henry* returned to station the following forenoon, January 1, and at 1120 was again reported ready for service.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Michael J. Grant and vellum service certificates were presented to Second Coxswain George E. Woodland, Motor Mechanic Francis R. Wells, Assistant Mechanic Terence A. P. Wood, Crew Members Paul Davis, Martin J. Rudwick and David F. Munday and Fleet Mechanic David Crossley. Letters of thanks signed by John Atterton, acting director of the Institution, were sent to Coxswain Peter Smith, BEM, of Bembridge lifeboat and his crew, and to the master of *MV Esso Caernarvon*.

## Western Division

### Yacht on bar

THE AUXILIARY COASTGUARD on watch at Penrhyn on Tuesday April 17 saw, at 1155, a small yacht under outboard engine with her mainsail up making for the River Teifi. It was a fine day with a clear sky and the sea in the bay was calm with a long ground swell. However, the wind, although only light, was from north west, the spring tide had just started to ebb and on the bar the sea was rough with breaking waves about eight to ten feet high. An extract from Teifi Boating Club book notes:

'Cardigan Bar may become dangerous in west to north-west winds. It may also break when ground swell is present. This usually happens on the ebb tide about one hour after high water. The bigger the tide, the greater the risk. It may happen on a fine day with little or no wind.'

At 1200 the auxiliary coastguard telephoned the deputy launching authority of **Cardigan** ILB station, who lives by the beach at Poppit Sands, and it was agreed that the inshore lifeboat should launch. By this time the yacht had entered the rough water, broached, her outboard had been flooded and she had anchored. Her mainsail was still up.

The ILB launched at 1212, manned

by Helmsman Vernon Evans and Crew Member Robert Reynolds, and made for the yacht at full speed until reaching the rough water on the bar. She found that the yacht, *Snow Wych*, her bow pointing out to sea and her mainsail up, was being carried seaward by the ebb until the breaking seas forced her back on to her anchor, so that she was surging and yawing violently with no regular pattern.

Helmsman Evans circled the casualty noting the rough seas and the wildly yawing boat. He waited for a time when the sea was relatively quiet and then made his approach, driving the ILB in against the yacht's port side and holding her there while Crew Member Reynolds took the two younger members of her crew on board; they were landed safely at Poppit Sands.

The ILB was then taken back into the rough water and once again she circled the yacht awaiting the relatively quiet period when she could drive in alongside her port side. As the yacht yawed she was rolling and pitching so heavily that from the shore her keel was seen clear of the water. The ILB took off the two remaining men but, as she cleared the casualty, the yacht yawed again violently and the ILB propeller cut the yacht's anchor rope.

After landing the two men at Poppit Sands, the ILB launched again and went into the bay to recover the yacht, which had now drifted out to sea clear of the bar. She was taken in tow and secured at Cei Bach, the site of the old lifeboat house.

The ILB returned to station at 1310 and was rehouse and ready for service at 1320. The local police inspector, the auxiliary coastguard and the many people who had watched the rescue from the cliffs were most impressed with the skill with which the situation had been assessed, the excellence of the boathandling and the courage of the crew.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Vernon Evans and a vellum service certificate was presented to Crew Member Robert Reynolds.

## Scotland North Division

### Seven rescued

THE OIL SUPPLY VESSEL *Smit Lloyd 47*, dragging her anchor and grounded in a severe easterly gale and heavy swell on the west shore of Peterhead Harbour of Refuge, about five cables from the lifeboat slipway, was reported to the deputy launching authority of **Peterhead** lifeboat station by Moray Coastguard at 1950 on Friday January 19. The vessel was fully laden and had anchored awaiting an improvement in the weather before making the passage to the Argyll field.



The wind was east, gale force 8 gusting to strong gale, force 9, with very rough seas and a heavy swell in Peterhead Bay. Visibility was only moderate and the spring tide was at four hours ebb.

*Smit Lloyd 47*, heading about north north west, was lying four cables west by north of the South Breakwater Light. She had grounded astern and then been driven on to the bank broadside to wind and sea. It was thought that she was in danger of breaking up.

Peterhead lifeboat, the 48ft 6in Solent *James and Mariska Joicey*, launched at 2000 and on the short passage to the casualty experienced exceptionally heavy breaking seas, the severity of which increased as she made her approach through shallowing water. Coxswain Mechanic John Buchan found his visibility badly restricted by heavy spray from seas breaking over the deck and the motion of the lifeboat was extremely violent with angles of heel almost continually greater than 45 degrees on either side.

However, with superb seamanship and boat handling, Coxswain Buchan came up on the port quarter of the casualty, where the crew were mustered to disembark, and brought his starboard bow alongside just long enough for three crew members to be taken on board. With expert judgement he repeated this manoeuvre to take off the remaining four men and all *Smit Lloyd 47's* crew were safely on board *James and Mariska Joicey* by 2012.

As the lifeboat was working in shallow water on a lee shore with no room to turn, Coxswain Buchan decided to clear ahead and round the bow of the casualty where he judged there would be just enough water. The lifeboat pas-

sed clear of the bow of *Smit Lloyd 47* at 2015 and made the short but difficult passage across Peterhead Bay to enter South Harbour at 2020. The seven survivors were landed into the care of the Police and the Royal National Mission to Deep Sea Fishermen. As it was not possible to rehouse the lifeboat in the prevailing conditions, she was made ready for service from South Harbour where she remained until January 21.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain/Mechanic John Buchan. Vellum service certificates were presented to Second Coxswain Alec Auld, Emergency Mechanic Graham Bruce and Crew Members Ian Smith, Thomas Buchan, Ian Buchan and James Buchan.

## North Western Division Divers in trouble

FIVE PEOPLE in an inflatable dinghy in difficulty on the lee side of Dulas Island were reported to the honorary secretary of *Moelfre* lifeboat station by Holyhead Coastguard at 1408 on Monday August 21, 1978, and at 1417 the station's D class ILB launched on service crewed by Second Coxswain John Thomas, in command, and Crew Member Kenneth Roberts.

A strong breeze to near gale, force 6 to 7, was blowing from the south west with a slight to moderate sea and moderate swell. Visibility was good. It was 40 minutes after high water springs and the ebb stream was setting to the north.

The ILB was taken through *Moelfre* Sound and then course was set directly for Dulas Island 1<sup>3</sup>/<sub>4</sub> miles away. When

abeam of Lligwy Beach the boat began to meet rough breaking seas and heavy swell. The wind was now estimated to be a full force 7 and water was breaking over the ILB, but although experiencing difficulty in controlling the boat in the beam sea, Helmsman Thomas still maintained full speed. When half way across Dulas Bay it was found that the VHF radio was defective.

Shortly after reaching the southern end of Dulas Island, at 1425, Ken Roberts sighted the casualty about a quarter of a mile to the west. Heading for the casualty meant heading into the sea, and the ILB could only make very slow progress. As she worked her way up wind her crew could see six people wearing wet suits sitting in an inflatable boat which was very low in the water, and which was being driven by outboard engine slowly south towards Lligwy Beach. The ILB was taken round her stern and, at 1435, alongside her starboard side. The boat was found to be full of water with some of the crew trying to bail using face masks. Two people were transferred to the ILB along with a large amount of diving gear and then, with the ILB taking station astern of the casualty, both boats continued slowly towards Lligwy Beach and into quieter water. About quarter of an hour later, at 1450, both boats were beached at Lligwy. Before landing Ken Roberts had been able to get the radio working and had passed a situation report to *Moelfre* Coastguard.

Once the divers were safely ashore the ILB returned to her station keeping close in to the land in calmer water. She arrived off the slip at 1500 and was ready for service by 1536.

For this service framed letters of thanks signed by Major-General Ralph Farrant, chairman of the Institution, were sent to Second Coxswain John Thomas and Crew Member Kenneth Roberts.

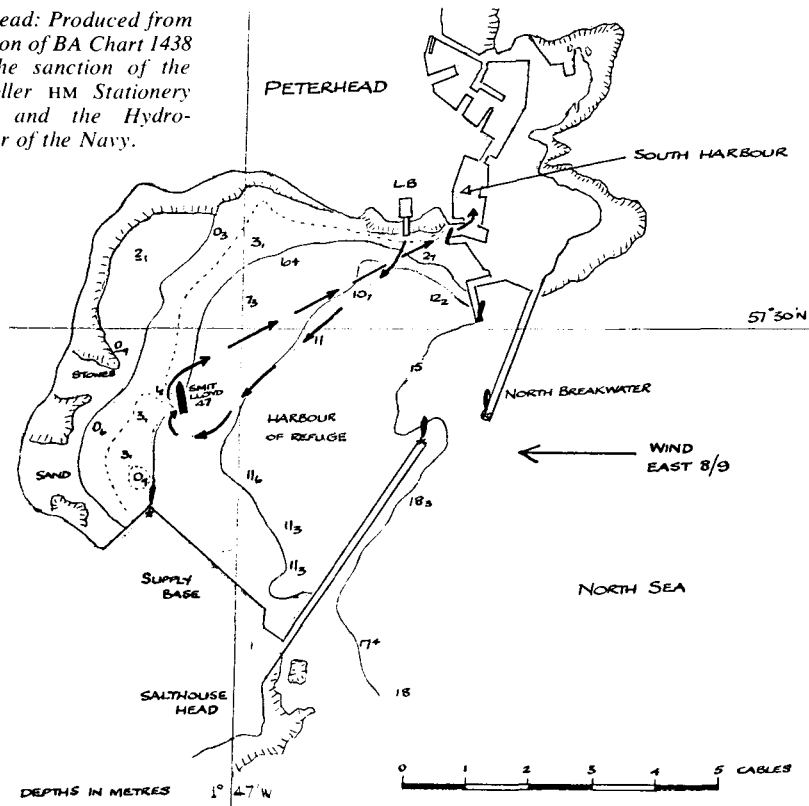
## Ireland Division Coaster on fire

A TELEPHONE CALL from Belfast Pilot Station to HM Coastguard at 1300 on Tuesday April 10 reported a fire aboard the Finnish coaster *Inio* of Helsinki about a mile and a half north east of Mew Island. A firefighting tug, *Cole-raine*, had been alerted and was on her way and *MV Boy James* was standing by. No radio contact could be made with the casualty.

It was established from Belfast harbour authorities that *Inio*, with a half cargo of timber and paper, was on passage from Belfast to Dublin. *Boy James* reported that the crew were fighting the fire with buckets of water, but it appeared to be spreading and *Inio* had complete power failure. *MV Curran* was now also standing by.

At 1335 *Donaghadee* lifeboat station

*Peterhead: Produced from a portion of BA Chart 1438 with the sanction of the Controller HM Stationery Office and the Hydrographer of the Navy.*



was alerted and the 46ft 9in Watson relief lifeboat *Lilla Marras, Douglas and Will*, on temporary duty at Donaghadee, slipped her moorings at 1345. The weather was fair with a north-easterly gentle breeze, a moderate to choppy sea and poor visibility.

The lifeboat arrived alongside *Inio* at 1415, took off 19 members of her crew, including three women, and returned to Donaghadee to put them ashore. She then returned to stand by the casualty. Five officers had remained on board *Inio*. A naval patrol had been asked to assume the duties of on scene commander, a helicopter was standing by and a naval firefighting crew was helping the civilian firemen to fight the fire.

At 1720 it was reported that the fire was out and tugs took *Inio* in tow to the shelter of Belfast Lough. Donaghadee lifeboat returned to her moorings and was once again ready for service at 1830.

For this service a letter of appreciation signed by John Atterton, acting director of the Institution, was sent to William Lennon, the skipper of MFV *Boy James*. The Institution's appreciation was also conveyed to Coxswain James Bunting of Donaghadee lifeboat and his crew and to Coastguard Officer P. Ridley who, at Donaghadee, met the rescued crew, none of whom could speak English, and being able to talk to them in German, explained to them that they would be taken to the Mission to Seamen in Belfast.

## Eastern Division

### Boy lost

A FOURTEEN-YEAR-OLD BOY ran about a mile long Cromer beach and up cliff steps to the Coastguard lookout on Monday afternoon, August 28, 1978, to raise the alarm that his small brother, aged seven, had disappeared in the sea. The young boy had been standing waist deep in the sea when a wave knocked him down and he had not been seen again. His mother, two brothers and a sister were still on the beach looking for him. It was 1455.

**Cromer** D class ILB was launched immediately, went to the area and searched close inshore to a mile down tide. A helicopter, also alerted, joined the search, the Coastguard mobile was taken to a point up on the cliff close to the scene and the Police organised search parties along the water's edge.

Two ILB crew members, Mark Windows and John Blackburn, wearing wet suits, went to the beach and with great courage made a detailed search in the very rough water round the groynes. By now six foot waves were breaking on the beach and inshore, making it impossible for the ILB to get close to the groynes; indeed her crew had to use all their skill to continue their search through the breaking seas.

There was, sadly no sign of the boy

and at 1648 the Police called off the search. His body was found next morning in the surf at Overstrand Beach.

For this service letters of appreciation signed by John Atterton, deputy director of the Institution, were sent to Crew Members Mark Windows and John Blackburn.

## Ireland Division

### Valiant attempt

HM COASTGUARD asked the deputy launching authority of **Bangor** ILB station to stand by at 1135 on Sunday May 20; a canoist had capsized half a mile north of the harbour and another canoist was trying to bring him in. The DLA called Crew Members James P. Ellesmere and William R. Killiner, who came to the boathouse at once.

After watching for a minute or two the three men realised that the task was too much for the rescuer and they launched the ILB at 1200.

It was a fine day. There was a moderate southerly breeze blowing and the sea was choppy. Visibility was very good. The tide was five hours ebb.

On reaching the canoists at 1210 the ILB crew found that the man in the water was unable to help himself at all. His companion, David Snale, had made a valiant effort to rescue his friend and had nearly succeeded, but he was now himself exhausted. The ILB brought the capsized canoist ashore and he was taken to a hotel where he was revived. An attempt was made to recover the canoe but it was found to be sunk.

The ILB returned to station and was rehoused and ready for service at 1330

For this service a letter of appreciation signed by John Atterton, acting director of the Institution, was sent to David Snale.

## Scotland South Division

### Stranded children

EDINBURGH CITY POLICE informed **Queensferry** ILB station at 1725 on Sunday February 4 that four children and their dog were stranded on Cramond Island. The children had tried to return to the mainland by the causeway but, cut off by the tide, had been forced back to the island and had had to wade ashore waist deep. It was a calm, clear evening but very cold.

The crew mustered immediately and the Atlantic 21 was launched at 1735, her engines responding immediately despite the  $-4^{\circ}\text{C}$  temperature. When the ILB arrived at Cramond Island at 1750 there was minimal water, but Helmsman Thomas Robertson raised the engine skegs while Crew Members Kenneth Burchell and Ross Watson went over the side to help the boat to beach. They found the children, all

aged between ten and twelve, suffering from cold and needing help to board and disembark.

The Atlantic 21 returned to station at 1820 and the children, together with their dog, were helped into the waiting Police patrol car. The boat, on recovery, was totally iced over above her waterline; she was rehoused and ready for service at 1900.

For this service a letter of appreciation to the crew signed by Cdr Bruce Cairns, chief of operations, was sent to the honorary secretary of Queensferry, Captain J. F. Kersley.

## Scotland South Division

### Two ILBs search

A SMALL INFLATABLE DINGHY in which it was thought there were two boys and which appeared to be in difficulty 600 yards off Southernness Light was reported to **Silloth** ILB station by Ramsey Coastguard at 1819 on Wednesday May 2; the ILB was asked to stand by while Portling Coastguard went to the scene. A request to launch came at 1838 and at 1847 the ILB set out with Senior Helmsman Colin Akitt in command and with Derek Wilson and Robert Litt as crew.

It was an overcast evening and very cold. There was a strong breeze, force 6, gusting to gale, force 8, blowing from north north west and, with the tide at two hours ebb, the sea was choppy with a heavy swell.

The ILB had only been at sea a few minutes when her transom carrying her twin outboard engines was damaged, splitting across horizontally, so that she had to reduce speed; she could only make four knots in safety. Kippford ILB was asked to help in the search and left her boathouse at 1855. To save time she was taken by road the 12 miles to Southernness and launched there.

Ramsey Coastguard then asked Silloth ILB to return to station, but radio contact was lost until 1922, when the ILB reported that she was four miles east south east of Southernness and that her transom was in no worse state. By now it was known that the casualty was a 12ft inflatable dinghy in which there were three men.

The two ILBs met at 2020 three miles south of Southernness. They were instructed to investigate an object two miles further south, but they could find nothing. A helicopter now joined in the search.

At 2047 Helmsman Akitt reported that Silloth ILB was in no difficulty as the transom and engines were being held by temporary lashings. At 2059 the coastguard 'on scene' asked Silloth ILB to search towards Maryport and then to return to station slowly as the helicopter might still sight the casualty. Nothing was seen, however, and at 2250 the search was abandoned because darkness made it impossible.

The helicopter returned to base; Kippford ILB reached her station at 2245 and Silloth ILB at 2307. The ILB crews dispersed to reassemble at first light, but in the meantime, at 0110, the inflatable dinghy with the three men on board drifted ashore near Flimby.

For this service a letter of appreciation signed by Cdr Bruce Cairns, chief of operations, was sent to Senior Helmsman Colin Akitt of Silloth.

## South Eastern Division

### Fishing party

DUNGENESS LIFEBOAT, the 37ft 6in Rother *Alice Upjohn*, had launched on exercise on Thursday March 8 and was close to her station when, at 1700, two local fishermen on shore were seen waving. Second Coxswain Peter Thomas, in command in the absence of the coxswain who was on leave, took the boat close inshore and the fishermen told him that they had seen a red flare approximately south by east, distance unknown.

Dungeness Coastguard was informed and, at 1705, the lifeboat set out at full speed. It was a fine evening with very good visibility but a near gale, force 7, was blowing from the south west. The sea was moderate, the tide flooding.

Four crew members were sent forward to act as lookouts and after ten minutes a small fishing boat was seen flying a distress signal. The lifeboat was alongside at 1730. The five passengers were taken on board the lifeboat, leaving the owner of the fishing boat at his own helm, and the boat was towed back to Dungeness. Arriving off the beach at 1805, in smooth water in the lee of the shore, Crew Member M. Isted was put on board the casualty to help in slipping the tow while the owner steered his boat ashore to his own winch.

Crew Member Isted was then picked up and the lifeboat returned to station where the five men were put ashore. A doctor was waiting to examine one of the fishing party who was not well; he was, however, found fit enough to return to his home.

The lifeboat was rehoused and ready for service at 1850.

## Ireland Division

### Three boats

TWO DINGHIES in difficulties were reported to the honorary secretary of Wicklow lifeboat station at 1655 on Monday April 16. The first dinghy, with two adults and five children on board, was a mile south of the lifeboat station and within yards of the rocks; the second dinghy, her outboard engine broken down, was a quarter of a mile further south.

Visibility was very good, there was

no wind and the sea was calm, but the tide was ebbing at about four to five knots.

The 41ft Watson relief lifeboat *St Andrew (Civil Service No. 10)*, on temporary duty at Wicklow, launched at 1700 and came up with the first dinghy at 1720. She took off the two adults and five children, towed the boat clear of the rocks and anchored her 100 yards off shore. She then went on to look for the second dinghy which by now was about a mile further south, just going on to a small beach. The lifeboat went in as close as she could, took two adults and a child on board and then took the dinghy in tow. On the way back the first dinghy was also taken in tow. Both boats were towed to Wicklow Harbour where the ten people were put ashore at 1830.

As the tide was low, the lifeboat remained at moorings.

At 1845 the Bailey Lighthouse keeper informed Coxswain Patrick Keogh that a distress call had been picked up from the yacht *Orinoco*, on passage from Cork to Wicklow. She was on the rocks just north of Mizen Head, nine miles south of the lifeboat station.

By now a light southerly breeze had sprung up, but the sea was still smooth and visibility was very good when the lifeboat slipped her moorings at 1850 and again put to sea. While under way she made radio contact with the cargo vessel *Isabel Mitchell*, also making for the yacht. *Isabel Mitchell* reached the casualty first and by the time the lifeboat arrived, at 1950, she had launched one of her boats and refloated the yacht. The two was taken over by the lifeboat, and, as the yacht was making water and was being sailed single-handed, a lifeboat crew member was put on board to help.

On reaching Wicklow Harbour at 2115 the lifeboat was once again moored, with the yacht alongside, until next day, when she was rehoused by 1230.

## Scotland North Division

### Wreck

FIRST SERVICE CALL for Fraserburgh lifeboat station, since it was reopened at the end of April, came at 1533 on Sunday June 3; it was to a Panamanian merchant vessel, *Antonio*, bound for Hamburg loaded with stone chips, which had run aground in dense fog about 100 yards from the Fishmeal Factory, Broadsea. The 48ft 6in Solent lifeboat *The Royal British Legion Jubilee* launched at 1600 in nil visibility and made for the position given.

Although the weather was clearing by the time the lifeboat reached *Antonio* at 1637 and the south-easterly wind was light, the seas were still rough alongside. The lifeboat took off eight of the crew that evening and put them ashore at Fraserburgh, but the master,



Great Yarmouth and Gorleston: ILB Crew Member H. E. "Dilly" Appleton with the youngest of 121 people taken off the pleasure cruiser *Queen of the Broads* which ran aground on Breydon Water in thick fog on Tuesday June 19. After being stranded for about ten hours she was located by the inshore lifeboat and Crew Members Dilly Appleton and Stanley Woods waded through mud with a portable radio to establish a communication link. As no other means of rescue was available, the 46ft 9in Watson relief lifeboat *Edian Courtauld*, on temporary duty at Great Yarmouth and Gorleston, launched at 2245. Helped across a plank bridge to the ILB, then ferried to *Edian Courtauld*, all 121 people, and one dog, were eventually landed at Yarmouth at 0530.

photograph by courtesy of Great Yarmouth Press Agency

his wife and dog and the chief engineer remained on board. The lifeboat returned to *Antonio* and, making fast on her lee side, stood by until, at 0300 the next morning, the captain considered that the position was hopeless and that it would be dangerous to remain on board any longer. The last three people and the dog were then taken off and put ashore at 0400 and the lifeboat was refuelled and ready for service at 0500.

A few weeks later, at 2130 on Saturday June 30, Fraserburgh lifeboat was launched again to go to the help of four salvage men whose dory had foundered in a near gale and rough seas and who were stranded on the wrecked *Antonio*. The men were taken off and landed at Fraserburgh at 2252. The lifeboat was once again ready for launching at 2310.

## North Eastern Division

### Two girls stranded

A DOCK POLICEMAN at Hartlepool saw two girls stranded on a sewer pipe near Seaton Beach on the afternoon of Sunday May 27. He informed the Dock Master's office immediately and, as the crew were in the vicinity of the boat-house, the Atlantic 21 ILB *Guide Friendship III* launched within five minutes; it was 1449. She was manned by Helmsman Michael Elwine and Crew Members J. Stephen Stoddart and Ronald Latcham.

A gentle breeze was blowing from

*continued on page 213*

# ANNUAL GENERAL MEETING

## and presentation of awards

SOUTH BANK, LONDON, TUESDAY MAY 22

### AN OUTSTANDING DAY: THE CROWN OF A MEMORABLE YEAR

LIFEBOAT PEOPLE from all parts of Great Britain and the Republic of Ireland, and, indeed, from many other parts of the world, came to the Royal Festival Hall on the afternoon of Tuesday May 22 for the 1979 annual presentation of awards by His Royal Highness the Duke of Kent. Remembering the 943 lives rescued during 1978 and that many of last winter's services had been undertaken in violent storm, wild seas, snow and bitter cold, the crowded hall was filled with heartfelt applause as lifeboatmen from Plymouth, St David's, Barmouth, Angle, Torbay, Rosslare Harbour, Sheerness, St Peter Port, Bridlington and Wells received their medals from the Duke. Then Superintendent Coxswain Brian Bevan of Humber came up to receive first the bronze medal for the service to *Savinesti*, next the silver medal for the service to *Diana V* and finally the gold medal for the service to *Revi*. It was the first time that, at the same meeting, any lifeboatman had received all three medals—gold, silver and bronze—and by now the whole audience had risen to its feet. When Coxswain Bevan's crew joined him on the platform to receive their bronze medals everyone rose again to give a second standing ovation.

Next came the presentation of awards by the Duke of Kent to honorary workers who had given long and distinguished service, and particular warmth and admiration was expressed in the applause which greeted Mrs Doris Tart and Mrs Joan Bates, the last two lady lifeboat launchers of Dungeness, as they received gold badges for their outstanding services.

There was good cause for satisfaction, too, in the splendid financial results achieved in 1978 by the Institution's voluntary fund raisers, members and other supporters. The year had ended with a small surplus of income over expenditure of some £200,000 and that despite the fact that, after a pause in the past few years, the boat-building programme was once again back in full swing.

Even on the day of the annual meeting donations were being received. That morning, Major-General Ralph Farrant, Chairman of the Institution, had been handed one cheque for £250,000 from Mrs M. H. Winstone for the building of a fast offshore boat in memory of her husband; he had also been given donations amounting to £155 in memory of a former staff

member of the Royal Festival Hall itself, William Austin, who had had close connections with St Peter Port lifeboat station. Another cheque, for £100, was presented to Coxswain Brian Bevan by the owners of *Diana V*, International Shipbrokers Ltd.

So it was a day of pride in past achievement; a day on which to look to the future with renewed inspiration and dedication; a day of friendship. It was a day, too, of welcome and remembrance. At the beginning of both the morning annual general meeting of the governors and the afternoon presentation of awards, silent tribute was paid to Captain Nigel Dixon, the late Director, whose sudden death last December meant such a great loss to the lifeboat service, and sympathy was expressed to his widow and family. Everyone was delighted that Jo Dixon was herself in the hall for the afternoon meeting.

Rear Admiral Wilfred Graham, who has been appointed as the RNLI's new Director and who took up his responsibilities in August, was also present. He was welcomed by all lifeboat people, whose good wishes go with him. At the same time the Institution's appreciation was recorded of the excellent way in which John Atterton had managed the RNLI's affairs as Acting Director.

It was the last time that Major-General Ralph Farrant would take the chair at the AGM as he was soon to retire from office, and as the day progressed he could have been left in no doubt that during his four years as Chairman he had won the respect, the thanks and the affection of the Institution to which he had given such unstinted and able service.

\* \* \*

The day had begun with a very well attended annual general meeting of the governors of the Institution, held during the morning at the National Film Theatre. After the minutes of the last meeting had been approved and signed, Major-General Ralph Farrant, Chairman of the Committee of Management, gave his report:

*'I am happy to be able to tell you, in this last of my reports to the governors, that the affairs of the RNLI are today in very good shape. The year 1978 was an extremely successful one, though it was marred for all of us by one very sad event. I refer, of course, to the sudden death of Captain Nigel Dixon, our very able and much liked Director . . .*

*'That the affairs of the RNLI are indeed in good shape is due of course to the whole team, to the gallantry and skill*

*of our crews, the devotion of our honorary workers and our full-time staff, and also, if I may be permitted to say so, to the wise planning by those responsible for policy.*

*'A few years ago we had to introduce what we described as a "pause" in our boat-building programme. We decided to do this because of a very real fear that we might otherwise be overwhelmed by inflation and other adverse factors. We intended it strictly as a pause, and I am glad to be able to confirm my report to you last year that the pause was coming to an end. Indeed, at this particular moment we have no fewer than 11 boats under construction compared with a figure of five a year ago. To put that in another way, our boat building expenditure last year, that is 1978, went up by no less than 51 per cent, whereas our total recurrent expenditure increased by only 16 per cent. As the principal task of those who support our lifeboat crews is to provide them with the best boats and equipment which skill can devise and money can provide, I am sure you will agree that this is a very satisfactory state of affairs, especially so because we have also been able to complete the second phase of fully establishing our depot at West Quay Road in Poole. We had an arrangement to be able to call on a £200,000 loan from the bank but we did not have to draw on it, so that was another measure of the successful year we have had.'*

General Farrant went on to speak of the justifiable pride the Institution could have in the quality of its boats, remembering how the Torbay and Broughty Ferry Arun class lifeboats and the Bridlington 37ft Oakley class lifeboat had, during the past year, all recovered successfully from knock-downs in tremendous seas. That it had been possible to step up the boat-building programme, without having to dig into financial reserves, was a tribute to the RNLI's wonderful army of fund raisers:

*'It also shows the respect and affection felt for the RNLI among the public at large. We did in fact have a small surplus of income over expenditure, amounting to some £200,000. For this we are indebted to many people, including those who remembered the RNLI in their wills. Indeed in 1978 our income from legacies exceeded the figure for 1977 by about a quarter of a million pounds.'*

Reference was made to the gratifying income now being produced by the trading company, a profit of almost £230,000, more than a quarter of a million, having been achieved in 1978.

*'Notice,' the General continued, 'I use the word "profit" and not "turn-over" . . . Our increased income has of*



*course been due partly to planning but, more important still, to the efforts of our voluntary branches and guilds who remain the backbone of all our fund raising.'*

General Farrant then returned to the first factor he had mentioned when speaking earlier of the sound state of the Institution: the quality of the lifeboat crews:

*'... during the afternoon... medals for gallantry will be presented by our President, HRH The Duke of Kent. However, this morning I would like to mention one point. In the whole of the RNLI's history, which now extends over a century and a half, there has never before been an occasion on which a lifeboat coxswain received the gold, the silver and the bronze medal for gallantry at the same meeting. This extraordinary distinction will be conferred this afternoon on the coxswain of the Humber lifeboat, Brian Bevan. This will not only be a tribute to his own gallantry and that of his crew but an indication of the exceptional demands which have been made on almost all our crews during the past year.'*

Looking to the future, the General said the Institution would of course have problems—it always did—but he was confident that in all aspects of its work its great traditions of service and public support would be maintained to the full. In the next year an extra £1½ million would probably have to be raised—*'a formidable task but I believe a possible one.'* The credit balance from 1978, which was partly due to late deliveries and late completion of work, would soon be absorbed in the current year's expenditure; there was the cost of the full boat-building programme to be met; and also the Institution was faced with urgent and expensive shore works because an appreciable number of its lifeboat stations, particularly those where the lifeboat has to be launched from a slipway, require huge capital sums for their maintenance and, for some, their complete rebuilding:

*'May we hope that, just as we have been provided in the past with so many of our lifeboats by people who have given large sums in their lifetime or bequeathed such sums in their wills, so perhaps we may find generous people who would like to meet the cost of a new lifeboat station, which would then, of course bear their name so long as the structure remained? This we hope would be at least twice as long as the life of a boat.'*

At the AGM in 1978 it had been agreed to raise the amounts payable annually by governors, and General Farrant now reported that the agreed wording of the resolution, carried unanimously, had been referred to the Institution's solicitors, approved and was now a part of the byelaws:

*'To those who feel obliged to continue on the old subscription, I would like to express our gratitude and to tell them that we shall continue to welcome them at the annual presentations of awards and that they will of course continue to*

*receive our lifeboat journal. To the others who have raised the subscription, I would say once again "Thank you" and I would ask you to give my successor the same support as you have given to me and to my predecessors.'*

Referring to his impending retirement from office, General Farrant said:

*'During the years in which I have held the office of Chairman I have been most admirably supported by my colleagues on the Committee of Management and by the Institution's staff, and I would now like to pay a warm tribute to them all. I have also been ably sustained by you as governors of the Institution, and I would like to express my very sincere thanks to you all.'*

The report and accounts were agreed without further discussion.

Elections followed of the President, HRH The Duke of Kent; the Vice-Presidents; the Treasurer, the Duke of Northumberland, and the Deputy Treasurer, David Acland; and members and ex-officio members of the Committee of Management.

In approving these elections, the Chairman asked for a show of hands, and later in the meeting Major Showell-Rogers, Poole, said that he considered this show of hands important and he would like to see it formally incorporated for future meetings.

Messrs Price, Waterhouse and Co. were then elected as auditors for the coming year.

Discussion followed on a proposal put forward and introduced by Councillor T. Jennings, chairman of Lewisham financial branch:

*'That honorary secretaries of RNLI station branches and properly constituted financial branches and ladies' guilds, should automatically be appointed as governors of the Institution while they are in office.'*

While no one rose to support the proposal, the intention of which was to strengthen the links between branches and guilds and the governing body, a number of governors opposed it. First to speak was Commander Ralph Swann, a former Chairman of the Committee of Management:

*'I am against this proposal for several reasons. The first is the financial one. We have a large number of governors who are paying £15 a head. If they find that other governors are admitted without paying anything ex-officio, they are likely to ask for their money back, or at any rate not to go on paying. The second objection is that the divisive nature of the proposal. Honorary secretaries work very hard for the Institution. So do a lot of other people, including members of the Committee of Management. Why should honorary secretaries be privileged to get in as governors without paying while other people are not? Thirdly, on the administrative side, the proposal suggests that honorary secretaries will only be governors while holding their posts. This would mean quite a strain on the organisation's head office keeping track of the movements of honorary secretaries. Finally, the implications are*

*very considerably because if you allow in one class of person without subscription, where do you draw the line?'*

Lt David Case, station honorary secretary, Wells, speaking as a subscribing life governor, also emphasised the increased administrative expense this proposition would entail if adopted:

*'It is one of our proud boasts that we only spend 15p (now 8p on fund raising and publicity, 8p on administration—editor) in the pound on administration and I know that goes a long way when I talk lifeboats to the general public. I have been concerned with lifeboats for 26 years as a helper, as a crew member and as an honorary secretary, and frankly I do not want it for myself. It is the first time I have been here. It is a delightful meeting. It goes along very happily and I have no complaints with the management. Speaking from the coast, if we want any help we have the most excellent help and I am sure all you very worthy people who raise funds get all the help you want...'*

Mr Threlfall, Wellington, said that, through the various district conferences, branches and guilds already had a perfectly adequate way of making their views known. After one or two other speakers had added their comments the proposal was withdrawn.

Coming to any other business, John Atterton, Acting Director, replying to a question from Mrs Birnett, Buckingham, on the nature of the links between the Mission for Seamen and the RNLI, confirmed that while the Mission did give help to some lifeboat crew members, it did not contribute financially in any way to the lifeboat service.

Mr Kirby, President of Seaham branch, then spoke of the closing of Seaham lifeboat station in February 1979. While not questioning the decision, he said that he thought that the three months notice given was rather short considering that the station had been in operation for 109 years and asked that the Committee of Management should bear in mind the effect, in human terms, of such a closure on the crews and on people who do voluntary work for the station. The Chairman assured Mr Kirby that the Committee did appreciate these other aspects just as much as the operational reasoning for changing a station designation or closure of a station. Vice-Admiral Sir Arthur Hezlet, chairman of the RNLI Search and Rescue Committee, pointed out that before any station is closed it does get its say. A Committee of Management delegation had visited Seaham and had been received very courteously. The delegation had listened to what the station had to say and had taken it into account, but the state of the lifeboat house and how much it would cost had also had to be taken into account. The stations on the north east coast were very close together and, with fast boats coming into service, consideration had to be given to whether the money could be used to save more lives elsewhere.

'Nobody,' said Admiral Hezlet, 'likes closing a station . . . We think all this over very carefully for a very long period . . .'

Lady Tollemache, Petersfield, spoke of 'the amazing brilliance and bravery' of the helicopters which help the RNLI, to which Admiral Hezlet added:

*'I would support Lady Tollemache. Both the Navy and RAF helicopters do a wonderful rescue job. We keep close contact with them in exercises and at the top again through the Government Search and Rescue Committee upon which the Services are represented . . . They do a wonderful job in the most appalling weather. Having said that, they have not replaced lifeboats. We are still saving 900 to 1,000 people a year and helicopter coverage round our waters is pretty well complete; it is pretty well everywhere and we work in the closest co-operation and I have great admiration for them, as you have, Lady Tollemache.'*

When Ben Dean, station honorary secretary, Whitby, asked whether the Acting Director could say when the revised green book of regulations could be expected, Mr Atterton replied:

*'Yes, I can. I am delighted to say that they were delivered yesterday!'*

*'I am so glad you asked the question!'*

added the Chairman amid laughter.

In moving a vote of thanks to the Chairman, the Duke of Atholl, a Deputy Chairman, spoke of the RNLI's financial and operational problems and successes during the General's period of office:

*'We have been very lucky to have General Farrant as our leader during four such tricky years and we thank you, sir, for all the guidance and inspiration you have given us.'*

After prolonged applause, the General had the last word:

*' . . . As I said before, it is a team effort and without the effort of the whole team we would not have come through so well as we have, but I thank you, sir, very much for your remarks. I hereby declare the meeting closed. Thank you, ladies and gentlemen.'*

\* \* \*

By early afternoon lifeboat people were already gathering for the presentation of awards, and there was much for them to see both outside and in the Royal Festival Hall. The latest Arun class lifeboat, soon to go on station at Falmouth, was moored off in the River Thames and an Atlantic 21 ILB was on show on the Embankment.

In the foyer of the Festival Hall, pride of place was taken by The Lifeboat Service Memorial Book\* in which are inscribed on vellum all the places where lives have been lost in lifesaving work, with the names of the dead, the date and the service. This most beautiful and precious volume is bound in boards cut from the oak knees used for the stems of lifeboats and each

page is illuminated with miniature paintings, arms and borders of flowers, birds and insects all characteristic of the seaboard towns and villages they illustrate.

There were also in the foyer displays of photographs and of the miniature model lifeboats made by Brian Williams. The RNLI Trading Company were showing (and selling) new items in the souvenir range and Shoreline were busy enrolling new members and selling insignia to members old and new.

\* \* \*

The Annual presentation of awards itself began at 3 o'clock. In his opening address, Major-General Ralph Farrant, Chairman of the Committee of Management, praised the work of both the lifeboatmen and the fund raisers:

*'We have had a winter in which many have suffered discomfort and even hardship, but there must be few sections of our community which have had to face rigours comparable with those experienced by our lifeboat crews. How they responded you will learn from the citations for medals . . .'*

*'In the past two or three winters there has been a recurring meteorological pattern with severe gales around Christmas, causing many of our lifeboat crews to spend Christmas Day or Christmas Eve at sea going to the help of others in distress. These have been followed by further gales in the early part of the New Year causing severe damage to lifeboat installations and involving us, as a result, in very heavy expenditure.'*

*'As always, the response to challenges by our lifeboat crews has been matched by that of our voluntary fund raisers. You will remember a few years ago we were obliged temporarily to slow down our boat-building programme because of inflation and other factors. As a result of the efforts of our supporters we are now back in full production . . .'*

Looking a little ahead, General Farrant spoke of the cheque for £250,000 he had been given that morning by Mrs Winstone:

*'We have been able, in this instance, to start building almost at once an Arun class boat. We are also developing new types of boats. We are making good progress with the model of the fast lifeboat to be launched down a slipway, a new project which we hope to bring into production in a few years. We have under construction the first experimental model of a new intermediate lifeboat, which is 35 feet in length. This prototype has been developed by the staff at our Cowes base in the Isle of Wight, under the direction of its superintendent, David Stogdon, and to recognise the work they have done we have named this class of boat the "RNLI Medina". These are only some of the developments for a future to which I look forward with confidence . . .'*

*'This, I am sorry to say, will be the last occasion on which I shall be addressing you at this meeting, as I shall be retiring before the end of the year. I would therefore like to take the opportunity of thanking the great army of supporters which we have in the RNLI, in particular the*

*members of the lifeboat crews and their families, the administrators of our lifeboat stations, our dedicated band of fund raisers, the members of our permanent staff and my colleagues on the Committee of Management. You have all served to make my period of office as Chairman personally highly enjoyable and you have all helped to make it one in which the Institution has, I am glad to say, prospered.'*

General Farrant's final duty was, as he said, the exceptionally pleasant one of introducing the principal speaker, the President, His Royal Highness The Duke of Kent, who then gave the following speech:

*'I regard it as a great privilege to address this meeting at which we assemble to present awards for conspicuously meritorious lifeboat service during the past year. Gathered here are people who represent so much of what is best in this nation and also in that neighbouring country, with whom we have had such a long association in the task of rescuing life at sea, namely the Republic of Ireland.'*

*'The standing of the Royal National Life-boat Institution is high not only in Britain and in Ireland but in many other parts of the world. Last month the thirteenth International Lifeboat Conference was held in the Netherlands. The RNLI was represented by a delegation, which, like other delegations, produced a number of valuable papers concerning the problems of saving life at sea. It was also represented by the splendid new lifeboat, later to be stationed at Falmouth, which is at this moment moored in the River Thames and which many of you will have seen.'*

*'As a nation we are, I sometimes think, inclined to undersell ourselves, to minimise our achievements and even to boast of our shortcomings. This is emphatically not the case of the lifeboat service of whose record of achievement we can all feel justifiably proud. In this sphere of activity we sit by right at the top table. At the request of all the other nations which have lifeboat services the RNLI provides the central secretariat for them all. At its headquarters in Poole, which I had the pleasure of opening a few years ago, there is a plaque on the front door with the words "Permanent Headquarters, International Lifeboat Conference".'*

*'This status which the world accords to the RNLI has not come about by accident. It is the consequence of a great tradition, which the modern generation is maintaining in a manner fully worthy of its predecessors. This is illustrated by some of the awards to be made this afternoon.'*

*'As your Chairman has said, the coxswain of the Humber lifeboat station, Brian Bevan, will be a unique recipient of awards for gallantry. It so happens that he and his crew have also demonstrated the truly international nature of our lifeboat service. One of their rescues for which awards have been made was from a Panamanian vessel, another from a Dutch vessel, another from a Romanian vessel.'*

*'Mr Bevan is a young man, only 32. Others who will be coming up on to this platform were serving the RNLI before he was born. Among them are two*

\*Described by The Lord Saltoun in the winter 1975/76 issue of THE LIFEBOAT.

ladies, Mrs Tart and Mrs Bates. They have been helping to launch the Dungeness lifeboat for 44 and for 37 years respectively. That I think must be a record combination for years of service.

'All over the United Kingdom and the Republic of Ireland people are to be found who give their services voluntarily to the RNLI, not only to serve in lifeboats or to raise money but to give expert help and advice. Anyone who studies the year book of the Institution and looks at the composition of its sub-committees must be impressed by the extraordinary wealth of talent given voluntarily to this great cause. Supporting all this expertise is a professional staff of high competence, of which the late Captain Dixon was an outstanding representative.

'Our Institution is immensely fortunate in the loyalty which it enjoys from all its many workers, helpers and supporters but from none more than that fine and dedicated body of lifeboat crewmen whose readiness to serve others is such an inspiring example. And as your Chairman said, this last winter has made unusually heavy demands upon them.

'In leading this formidable array of talent, you General Farrant, as Chairman of the RNLI's Committee of Management, have served the cause of saving life at sea with great distinction. We wish you all happiness in your retirement from this onerous duty and know that you will continue to help this great cause wherever you can. The thanks of everyone connected with the RNLI are due to you for all you have done, and as an expression of these thanks and as a tribute during the year of your retirement as Chairman, the organist will play the Royal Artillery Slow March at the end of our meeting. I have a feeling it will evoke happy memories so far as you are concerned.'

'And I shall now move the Resolution:

'That this meeting fully recognising the important services of the Royal National Life-boat Institution in its national work of lifesaving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's lifeboats, and its deep obligation to the local committees, honorary secretaries and honorary treasurers of all station branches; to all other voluntary committees and supporters and to the honorary officers and thousands of voluntary members of the financial branches and the ladies' lifeboat guilds in the work of raising funds to maintain the service.'

HRH The Duke of Kent then presented the awards for gallantry:

**Second Coxswain Patrick Marshall, Plymouth: bronze medal**  
**Motor Mechanic Cyril Alcock, Plymouth: bronze medal**

On February 15, 1978, Plymouth lifeboat, *Thomas Forehead* and *Mary Rowse II*, rescued two of the crew of the trawler *Elly Gerda* in a violent south-easterly storm with very heavy snow and a very rough sea. The lifeboat was manoeuvred close to the trawler which was aground on rocks and the motor mechanic pulled two of her crew to safety.



The Medallists (from front, l. to r.) Superintendent Coxswain Brian Bevan. (First row) Motor Mechanic Bill Sayers, Assistant Mechanic Ronald Sayers, Crew Member Michael Storey and Crew Member Peter Jordan, Humber. (Second row) Second Coxswain Dennis Bailey, Snr, Humber, Coxswain David Cox, Wells, Crew Member Sydney Rollison, Humber, Motor Mechanic Cyril Alcock, Plymouth and Crew Member Dennis Bailey, Jnr, Humber. (Third row) Coxswain William Morris, St David's, Coxswain Evan Jones, Barmouth, Coxswain/Mechanic William Rees Holmes, Angle and Second Coxswain Patrick Marshall, Plymouth. (Back row) Coxswain Arthur Curnow, Torbay, Acting Second Coxswain Seamus McCormack, Rosslare Harbour, Coxswain/Mechanic Charles Bowry, Sheerness, Coxswain John Petit, St Peter Port, and Coxswain Fred Walkington, Bridlington.

photograph by courtesy of Peter Hadfield

**Coxswain William Morris, St David's: bronze medal**

On March 11, 1978, St David's lifeboat, *Joseph Soar* (Civil Service No. 34), saved the Royal Naval tender *MFV 7* and her crew of seven in a moderate north-north-easterly wind and confused seas. The lifeboat went close to treacherous rocks to pass a tow line to the casualty which, her engine broken down, was being carried into danger by a strong spring tide.

**Coxswain Evan Jones, Barmouth: bronze medal**

On November 22, 1978, the relief lifeboat *BHMH*, on temporary duty at Barmouth, rescued the crew of *MFV Boy Nick* aground on North Bank in a westerly gale and a very rough sea. The lifeboat was driven through breaking seas close to the harbour bar, frequently grounding, to reach the two men who had abandoned the fishing vessel and taken to their liferaft.

**Coxswain/Mechanic William Rees Holmes, Angle: bar to his bronze medal**

On December 1, 1978, Angle lifeboat, *Richard Vernon* and *Mary Garforth of Leeds*, rescued the crew of three of the fishing vessel *Cairnsmore* in a south-easterly storm and heavy breaking seas. The lifeboat recovered one man from the water and with great difficulty, because of the rolling and pitching of the casualty, took off the remaining two crew members.

**Coxswain Arthur Curnow, Torbay: bronze medal**

On December 2, 1978, Torbay

lifeboat, *Edward Bridges* (Civil Service No. 37), rescued the crew of the fishing vessel *Fairway* being driven into shoaling water in a south-south-easterly storm and a very heavy sea. To take off the six men the coxswain had to manoeuvre the lifeboat twice alongside the fishing vessel, which was rolling and pitching violently in steep seas ranging to 25 feet.

**Acting Second Coxswain Seamus McCormack, Rosslare Harbour: bronze medal**

On December 7, 1978, the relief lifeboat *Sir Samuel Kelly*, on temporary duty at Rosslare Harbour, rescued two of the crew of the fishing boat *Notre Dame du Sacré Coeur* in a violent south-easterly storm and very heavy seas estimated at 30 feet high. The lifeboat went alongside the fishing boat twice in these mountainous seas, taking off one man each time.

**Coxswain/Mechanic Charles Bowry, Sheerness: bar to his bronze medal**

On December 30, 1978, Sheerness lifeboat, *Helen Turnbull*, rescued the crew of two of the motor cruiser *Ma Jolie II* in a strong north-easterly gale and a very rough, confused sea. To make the rescue the lifeboat had to be taken three times into shallow water where, because of many yacht moorings and a submerged wreck, there was very little sea room.

**Coxswain John Petit, St Peter Port: third bar to his bronze medal**

On the night of January 4/5, 1979, St Peter Port lifeboat, *Sir William Arnold*, took part in a search for survivors from

the Greek freighter *Cantonad* which sank in the English Channel in an east-north-easterly hurricane, and terrific seas. Visibility was reduced by snow. During the 12 hours and more she was at sea one huge wave rolled the lifeboat over 45 degrees, throwing the coxswain out of his seat and knocking him unconscious for a few moments.

**Coxswain Fred Walkington, Bridlington: bronze medal**

On February 15, 1979, Bridlington lifeboat, *William Henry and Mary King*, launched in a blizzard and a violent north-easterly storm to help the disabled German freighter, *Sunnanhav*. The freighter regained power and the lifeboat was on her return passage when, with visibility down to 50 yards in the snow and the radar out of action, she had to turn hard to port to avoid rocks. She was struck by a huge wave and knocked over to starboard, the engine cut-out operating. The 'capsize switches' were made and the engines fired first time.

**Coxswain David Cox, Wells: silver medal**

**Superintendent Coxswain Brian Bevan: bronze medal**

On February 15, 1979, Wells lifeboat, *Ernest Tom Neathercoat*, launched into a violent north-easterly storm and continuous blizzard to stand by the disabled Romanian freighter *Savinesti* which was in danger of running aground. In temperatures well below freezing and with huge seas washing right over her, this open lifeboat stood by until Humber Arun class lifeboat *City of Bradford IV* had made the 37 mile passage from Spurn Point and could take over the service. Wells lifeboat had to make the first part of her return passage at half speed with the drogue streamed and snow blowing directly into the after cockpit; then, turning into the breaking seas, it took her two hours to make good the last seven miles; she had been at sea for over 11 hours. Humber lifeboat eventually escorted *Savinesti* to the safety of the River Humber after more than 15 hours at sea.

**Superintendent Coxswain Brian Bevan, Humber: silver medal**

On the night of December 30/31, 1978, Humber lifeboat, *City of Bradford IV* rescued six of the crew of the Dutch coaster *Diana V*, in distress in a strong easterly gale and very heavy seas. After her mechanics had repaired an oil pipe which fractured under way, the lifeboat maintained full speed to the casualty despite the fact that she was receiving a terrific pounding. Reaching the casualty, the lifeboat made three runs in, being thrown against the heavily listing coaster by the breaking seas, before a 12-year-old girl, a woman and four men were all successfully taken off.

**Superintendent Coxswain Brian Bevan, Humber: gold medal**

**Second Coxswain Dennis Bailey, Humber: bronze medal**

**Motor Mechanic Barry 'Bill' Sayers, Humber: bronze medal**

**Assistant Mechanic Ronald Sayers, Humber: bronze medal**

**Crew Member Michael Storey, Humber: bronze medal**

**Crew Member Peter Jordan, Humber: bronze medal**

**Crew Member Sydney Rollinson, Humber: bronze medal**

**Crew Member Dennis Bailey, Jnr, Humber: bronze medal**

On February 14, 1979, Humber lifeboat, *City of Bradford IV*, rescued the four crew of the Panamanian freighter *Revi* in a north-easterly storm, very heavy seas and snow storms. The lifeboat was taken alongside about 35 times before the crew could be taken off. The last survivor, the captain, was still on board, clinging to the outside of the stern guardrails awaiting the chance to jump, when the freighter rose 20 feet above the lifeboat and began to crash down towards the crew on the foredeck. The coxswain, immediately putting his engines hard astern, managed to pull clear by inches. *Revi* was then completely covered by three successive waves but, when the water cleared, her captain, feared lost, was seen still hanging on the stern rails; the lifeboat drove in again in a trough between two waves and rescued him minutes before the freighter sank.

Since the last annual presentation of awards meeting the Committee of Management had awarded two honorary life governorships, two bars to the gold badge and 14 gold badges to voluntary workers for long and distinguished service. All but three of the recipients, T. Taylor, Mrs T. W. A. Swallow and T. Woodhouse, were present to receive their awards from The Duke of Kent.

#### **Honorary Life Governor**

**Mrs E. M. Walker**

*Committee member of Dundee ladies' guild from 1942, vice-president from 1962 to 1971 and president since 1971.*

**Alderman C. F. Baker, MBE JP FRICS**

*Joint honorary secretary of Eastbourne station branch from 1949 to 1953 and honorary secretary since 1953; awarded binoculars in 1960 and gold badge in 1975.*

#### **Bar to Gold Badge**

**Miss I. Davies**

*Committee member of South Caernarvonshire ladies' guild from 1945 and honorary secretary since 1958; awarded statuette in 1953 and gold badge in 1968.*

**T. Taylor**

*Honorary secretary of Llandudno station branch from 1948 to 1978; awarded binoculars in 1959 and gold badge in 1974.*

#### **Gold Badge**

**T. Woodhouse, OBE JP**

*Honorary secretary of Flamborough*

*station branch from 1954 to 1979; awarded binoculars in 1965.*

**Mrs J. B. Soutter**

*Founder member of Hamilton ladies' guild in 1938 and president from 1960 to 1979.*

**S. A. Chase**

*President and chairman of Thurrock branch since 1953; awarded silver badge in 1969.*

**Mrs B. Morris**

*A collector from 1947 to 1952, committee member of Woolwich branch from 1952 to 1965, acting chairman from 1965 to 1966 and chairman since 1966; awarded letter of thanks in 1973 and silver badge in 1974.*

**N. Wells**

*Honorary secretary of Kingston-on-Thames branch since 1956; awarded silver badge in 1967.*

**Mrs A. M. Bolton**

*Founder member of Adlington ladies' guild in 1940 and honorary secretary of Bramhall and Woodford ladies' guild since 1953; awarded silver badge in 1964.*

**R. W. Beasley, MBE**

*Honorary secretary of Isle of Wight lifeboat board from 1953 to 1979; awarded silver badge in 1964.*

**Mrs D. Tart**

*Launcher, Dungeness station branch, from 1935 to 1979.*

**Mrs J. Bates**

*Launcher, Dungeness station branch, from 1942 to 1979.*

**W. A. P. Cormack, JP**

*Honorary secretary of Peterhead station branch from 1954 to 1973, and administrative officer from 1973 to 1978; awarded binoculars 1965.*

**J. W. Eagle**

*Vice-chairman of Walton-on-the-Naze station branch from 1953 to 1956 and chairman since 1956.*

**J. T. Sutton**

*Honorary treasurer of Kilmore Quay station branch from 1951 to 1966 and honorary secretary and treasurer since 1966; awarded binoculars in 1968.*

**T. P. Nolan**

*Honorary treasurer of Howth station branch since 1957; awarded silver badge in 1969.*

**Mrs T. W. A. Swallow**

*Founder member of North Sunderland ladies' guild in 1932, assistant secretary from 1934 to 1940, vice-chairman from 1951 to 1962 and chairman since 1962; awarded silver badge in 1974.*

D. K. Redford, a member of the Committee of Management, moved a hearty vote of thanks to HRH The Duke of Kent for addressing the meeting and presenting the awards. Then, the business of the day concluded, tea was taken in the foyer during which there was the opportunity for His Royal Highness to meet informally some of those to whom awards had been given and their families.



# Fastnet Race Storm

DURING THE NIGHT of Monday August 13 and Tuesday August 14 south-westerly storm force winds, veering to west north west and gusting to hurricane force, struck the south-western approaches while the international Fastnet Race fleet of 306 yachts was strung out across the 150 mile stretch of the south Irish Sea between Land's End and the Fastnet Rock, off the south of Ireland. The race had started from Cowes on Saturday August 11; the finish would be at Plymouth. The seas, with a fetch right across the Atlantic funnelling into narrowing waters, were not only phenomenally high and breaking but they were also treacherously short. Although the majority of the yachts weathered the storm and came safe to harbour unaided, 85 of them in fact finishing the race, it was soon known that some were in serious trouble and grave anxiety was felt about the safety of the whole fleet.

A massive search and rescue operation was launched, co-ordinated by HM Coastguard at Land's End and the Marine Rescue Co-Ordination Centre at Shannon, and during the next 36 hours great gallantry and endurance was shown by lifeboatmen from both sides of the Irish Sea, by naval helicopter crews from HMS Culdrose, by RAF Nimrod crews, by the crews of naval and merchant ships and fishing boats of

difference nationalities in the area and indeed by the crews of the yachts themselves, some of whom went to the help of other boats even though it meant putting themselves in jeopardy.

Thirteen lifeboats from both sides of the Irish Sea took part in the operation, towing in or escorting at least 20 yachts and landing survivors. Several of the lifeboats made a number of missions and between them they spent a total of more than 170 hours at sea. At the height of the storm Baltimore lifeboat was at sea for about 24 hours, Court-macsherry lifeboat for about 22 hours and St Mary's lifeboat for nearly 21 hours. Ballycotton, Dunmore East, Lizard-Cadgwith, Padstow, St Ives and Sennen Cove lifeboats were all out on service in the storm for many hours. Angle, Clovelly and Penlee lifeboats also took part in the search and rescue operation. Falmouth's fast afloat Arun lifeboat, which on the night of August 14 was sent out of her district to operate in the main search area north of the Scillies, was away from station for 38 hours with only brief visits to St Mary's and Newlyn.

Despite all the efforts made, 15 yachtsmen were lost from yachts taking part in the Fastnet Race and four from a catamaran in the area. It was an unprecedented tragedy in the long history of ocean racing. Among those lost, the RNLi particularly mourns Peter Dorey, the owner and skipper of the Guernsey yacht *Cavale*. As well as being a member of the States of Guernsey and a prominent ship owner, Mr Dorey was for some years a reserve

As the journal was going to press we learned with great sorrow of the deaths of Admiral of the Fleet The Earl Mountbatten of Burma, on August 27, and of Lord Saltoun, on August 31. Appreciations of their work for the lifeboat service will appear in the winter issue.

crew member of St Peter Port lifeboat and went out on service a number of times.

Following the search and rescue operation the Prime Minister, Mrs Margaret Thatcher, sent a telegram to the Chairman of the Institution which read:

*'I should be glad if you could pass on to the lifeboat crews involved and all of those who work to support them my congratulations on their achievements in the Fastnet Race rescue operation this week. It has brought home to us once again how much we depend on the bravery and willingness to serve of those who man our lifeboats.'*

It was not only in the south west that lifeboats were launched on service during that 36 hours from 0001 on Tuesday August 14 to 1200 on Wednesday August 15. At least a further 13 offshore lifeboats in other parts of the country were called out as well, making some 26 lifeboats in all. A detailed report of what will surely be remembered as the Fastnet Storm will be published in the winter journal.

## Week's Good Cause

ON SUNDAY AUGUST 12 Derek Scott, BEM, COXSWAIN of The Mumbles lifeboat, made an appeal on behalf of the RNLi on BBC Radio 4. The text of the appeal, in response to which more than £11,200 has already been received, is given below:

*'All my life I've had to do with lifeboats. My first memory of a coxswain was of a local man called Billy Gammon who lost his life on our boat when I was young.*

*'I didn't know much about the RNLi then, and I certainly didn't know that it was run entirely on voluntary contributions. Once, when I was about 14, I sneaked out of the village with a pal to go fishing in a leaky old ship's lifeboat. It soon began to blow like mad and it was all we could do to get back in. We brought the boat up on the stones with an almighty thump, hardly in control. When I looked up, I saw Billy Gammon standing there, a stocky, big-shouldered man, and he said, "Son, if I ever see you handle a boat like that again, I'll tan your backside for you!"*

*'Handling boats sounds easier than it is, and I began to learn that day. Now, when the maroons go to call out the lifeboat crew, I stand as coxswain at the foot of the ladder by the lifeboat to pick my crew. On a bad night with the slates coming off the roofs, the telephone wires down and a big sea running, I know how they feel. I've felt it myself. But bad weather is what we've prepared and trained for.*

*'Some time ago, we had a call to go to a sand-dredger aground on a spur of rock near where Billy Gammon's boat was lost with all aboard her. When we got there, it was as black as pitch, and the crew had been washed away from the dredger on a raft. We picked them up at once. That was easy. But the raft had broken away from the ship, leaving the skipper on board. Now we had to go back for him, running over rocks this time with the dredger on its side and surf breaking over it.*

*'We saw the skipper hanging on to the wing of the bridge, dressed in everything he owned with an overcoat, suitcase and carrying the ship's papers. We had to put the bow of the lifeboat actually on the deck, but when the skipper jumped, the ship rolled and he almost went into the water, but one of the lads grabbed him and all his*

*gear. This is what we had come to do and we sang all the way home.*

*'Of course, all our jobs are not as dramatic as this. We go for yachtsmen, canoeists, swimmers, kids in bits of rubber boats, and once we even went for horses which had been stranded by the tide. They were exhausted and had to be strapped alongside. The important thing is that we do go, and are always ready to go, and are well equipped to do so.*

*'An old Irish coxswain once told me, "Drown you may but go you must," and there are sayings like this up and down our coasts, and the same traditions in all our 200 lifeboat stations. All our boys are volunteers. They don't cost much. But each boat costs at least £250,000 and we have to build ten new boats each year.*

*'I always say that a lifeboat rescue begins with the lady who stops you in the street with a tray of flags, and it's true. We are proud of them, proud of our boats and glad to belong to everything that has gone on before. If you can help us find a little of the ten million pounds we need a year to stay ready and prepared, please send your contribution to me: Derek Scott, RNLi, West Quay Road, Poole, Dorset . . . Thank you.'*

# Women's Work . . .

. . . IN THE RNLI IT IS NEVER DONE.

by Ray Kipling

DEPUTY PUBLIC RELATIONS OFFICER, RNLI

*'I don't know where we would have been sometimes without the ladies. No credit would be too high for what they did.'*

Ben Tart, former coxswain of Dungeness lifeboat, was talking about the ladies who used to launch his lifeboat. He could just as well have been referring to the overall rôle of women in the RNLI for there is hardly an aspect of lifeboat work in which they are not involved.

Ladies no longer help to launch the lifeboat across the beach at Dungeness or anywhere else in the country. Last year the woods (greased wooden skids) which for so many years they had hauled over the shingle and laid in a line so that the lifeboat could slide down to the sea were replaced with a tractor and carriage. It was the end of an era for the lifeboat service.

There used to be many small fishing communities where most of the male population was needed to crew the lifeboat, leaving only a few men and the women to launch her. Each station has its stories of courage; Holy Island, where the women turned out in the blinding snowstorm of a January night to launch the lifeboat, 60 helpers wading waist deep into the sea to get the boat afloat; Runswick, where the fishermen's wives used to launch the lifeboat which, when the fishing fleet was caught out in bad weather, would escort their husbands to safety; Cresswell, where Margaret Armstrong helped to drag the lifeboat half a mile to the sea and then ran five miles along the coast, waded across a storm swollen river and finally collapsed when she reached Newbiggin Coastguard station to tell the officers that the rocket apparatus was needed; Newbiggin itself, where the cry used to be: *'Every man to the boat and every woman to the rope'*.

The ladies of Dungeness brought the long and honourable tradition right up to the present day; ladies like Mrs Serena Fair, for instance, who served as a launcher for more than 50 years; like Doris Tart, Ben Tart's wife, who served for 44 years; and like Joan Bates, wife of the late honorary secretary, Mick Bates, who served for 37 years.

The worst launch Mrs Fair recalls was in 1929 when her husband, Edwin, was in the crew. The storm was so severe that a man in the stern of the lifeboat could not be seen from the

bow. In those days there was no radio so the launchers, cold, soaked and exhausted, used to huddle around a stove, awaiting the return of the lifeboat and the important job of recovery.

*'I never expected to see them again, sometimes,'* said Mrs Fair, *'but I never missed a launch.'*

To meet the returning lifeboat the heavy woods were laid across the beach and then the boat was hauled up with a capstan pushed around by men and women alike; there was no electric winch in those early days. It took two hours to heave the boat up.

*'It was never a woman's job,'* says Ben. *'It was too hard. But there was no one else to do it.'*

Launching can make great demands, too. When the lifeboat hits the sea the depth of water is critical.

*'If she meets a sea going in, she's all right,'* Doris Tart explains. *'If she meets a drawback (as the sea recedes), you're in trouble. But when the pin's gone, she's away.'*

On February 11, 1974, the 42ft beach lifeboat *Mabel E. Holland* met a 'drawback' when she launched into hurricane force winds to take a seriously injured man off *MV Merc Texco*. The conditions were the worst ever experienced at the station and the lifeboat was swept broadside on to the huge breakers. As the launchers dashed down the beach to haul her up for another attempt, Ben Tart gripped the wheel and made a snap decision. The lifeboat started lifting on the next wave and he drove her out stern first.

Somebody watching the launch thought that the lifeboat would overturn and had reported this to the press, so there was little rest for Joan Bates when she returned to the house and the telephone after helping to launch the lifeboat.

*'That night, Mick and I kept getting calls asking if the boat had capsized.'*

Doris Tart had been blown off her bicycle twice on her way to the lifeboat house.

*'The only time I was really worried,'* she said, *'was the night of the Merc Texco.'*

When the lifeboat returned, Doris thought it was too rough for the boat to come ashore. It was so bad that the men who waded into the sea to connect the winch wire were secured with a rope so that the other launchers could

hold on to them should they be swept off their feet.

The women of Dungeness all remember the terrible storms, the long run between the houses before roads were built, banging on doors to alert the crew and their wives, the dinners left on the table to go cold, the blizzards, the drenchings and then the sitting and waiting, making coffee or soup for their husbands' return.

Waiting. That is perhaps the hardest of all the contributions made to the lifeboat service by the wives of crew members. And they give, and they give, and they give again. The part they play is fully appreciated by their husbands. Keith Bower, second coxswain of Torbay lifeboat, said after the rescue which earned him a gold medal:

*'It was probably more difficult for my wife than for me. I had a job to do all the time, whereas she could only contemplate the hazards we were facing.'*

*'It's the women, waiting at home, that have the worst of it.'*

is the verdict of Matt Lethbridge, coxswain of St Mary's lifeboat and three times silver medallist.

All round the coast, lifeboatmen's wives are very actively involved in raising funds for their stations; and they are backed up by the members of ladies' lifeboat guilds in towns and villages throughout the land on whom the Institution puts such dependence.

The first organised ladies' committees were formed at the end of the last century. Following the tragic loss of 27 men from the St Anne's and Southport lifeboats in 1886, Sir Charles Macara, a Lancashire businessman, analysed the income of the RNLI and found that two-thirds of it was provided by about a hundred people. In 1891 he founded Lifeboat Saturday, the first-ever charity street collection, and a year later Lady Macara organised the first Ladies Auxiliary Committee, in Manchester and Salford. A network was soon established throughout the country and in 1921 a Ladies' Lifeboat Guild was formed, absorbing earlier organisations. The Duchess of Portland was president of the guild and Sir Godfrey Baring, chairman of the RNLI, announced at the Institution's annual meeting:

*'We, on the Committee of Management, anticipate great things from that guild. We hope we shall soon be able to rake in a good deal of money and it has led the Institution to take a step which I can only describe as being revolutionary in character. We have placed two ladies on our Organising Sub-Committee . . . may I say at once to those who may be, perhaps, a little nervous at such revolutionary proceedings, that this is not our old and esteemed friend the thin end of the wedge—it would be unchivalrous to compare a lady with anything so prosaic and dull as a wedge . . .'*

The 1921 Committee of Management can hardly have envisaged just what

*Dungeness: (right) The women launchers on the job, and (below) Mrs Joan Bates. (l.) and Mrs Doris Tart at the Royal Festival Hall after receiving gold badges awarded to them for their many years service as launchers.*

Photograph by courtesy of Peter Hadfield



'great things' the ladies' guilds would achieve in years to come, for the guilds have raised millions of pounds for the RNLI. Some individual members have, indeed, devoted almost their entire lives to ensuring that the money to build and maintain the boats would always be there. It was not, however, until 1975 that two ladies, Lady Norton and Mrs Georgina Keen, were elected to the Committee of Management.

Lady Norton and Mrs Keen had been active fund raisers for many years and both admit that the invitation to join the Committee came as a surprise—and an honour. They feel that, as well as taking their part in the normal work of the Committee itself, they have an important rôle in opening up better communications between the Committee and the branches, guilds, crews and their wives. Regularly attending RNLI functions, they welcome the opportunity of meeting and talking to lifeboat people. Also, as Mrs Keen says:

*'The ladies' rôle can be a little broader than fund raising. We try to learn more about the other aspects of the service on visits to the coast.'*

An expert on the operational, as well as the fund raising, side of the RNLI is Mrs Maire Hoy, honorary secretary of Clogher Head lifeboat station. Mrs Hoy's husband was the honorary secretary for eight years and, when he died suddenly, the district inspector of lifeboats, Cdr Acworth, asked Mrs Hoy if she would take over as a temporary measure. That was 18 years ago and Mrs Hoy now regards it as an everyday job.

*'I didn't find any difficulty taking over. I was in contact with the job as my husband was the honorary secretary. I just take it in my stride.'*

Mrs Hoy's deputy launching authority is the harbourmaster and they usually consult about lifeboat launches. She finds no difficulty working with the men of the crew and, as she is also responsible for the station's fund raising, she enlists their help as collectors.

Sally Parker, the wife of Crew Member Michael Parker, is also actively and deeply concerned in the running of a station branch. She is sta-



*(Right) Borth: ILB Crew Member Anna Hubbard out on exercise with Crew Member Ieuan Griffiths and Helmsman Ronnie Davies.*

*(Below) Dr Margaret Shimmin, honorary medical adviser, with (l.) Coxswain Kenneth Henry and (r.) Second Coxswain William Anderson.*

photograph by courtesy of Aberdeen Journals



tion administrative officer at Mudeford and, living near the boathouse, is close at hand to fire the maroons and help launch the D class ILB. A strong swimmer, Sally did not hesitate when, one November day in 1974, a man fell into the Run and was carried into turbulent water near Bass Rock. While the ILB was being launched, she jumped in, swam to the man and brought him back to the quayside. For her prompt and courageous action she was awarded the Royal Humane Society's testimonial on parchment.

Another lady at the 'sharp end' of the service is Dr Margaret Shimmin, honorary medical adviser of Aith lifeboat. She is the GP for the Bixter area of Shetland and her two predecessors, both local men, were lifeboat doctors. Dr Shimmin was a little apprehensive about being the only woman on the lifeboat and also thought the crew might feel inhibited. Her first call came in 1974 when a steel hawser snapped on the factory trawler *Schütting* and wrapped around the first and second mates. Dr Shimmin remembers the incident well.

*'There was a bit of lumpy water, as the Shetlanders say. There was no rope ladder long enough to reach the lifeboat so*

*the trawlermen threw down a rope. The second coxswain tied a knot around my waist and they hauled me up the side of the trawler. I gave first aid but the men needed a hospital so we sailed to Scaloway . . . I wasn't sick on the lifeboat which gained approval.'*

Dr Shimmin is also chairman of the station branch and was proposed for the office by Coxswain Ken Henry, so the rope trick must have worked! She was president of the ladies' guild for some years and held all three jobs concurrently. Aith lifeboat does not get a large number of calls but, as Dr Shimmin says,

*' . . . When they come, they are fairly nasty.'*

Aith lifeboat has the extra rôle of ferrying a doctor to offshore islands when aeroplanes cannot go in and also acts as an ambulance. On exercise Dr Shimmin has had practice lifts from the lifeboat to a British Airways search and rescue helicopter.

Latest on the list of women's jobs in the RNLI is ILB crew member. There was a reserve crew of women for the offshore lifeboat at Coverack in the first world war, when many men were away fighting, but they never launched on service. The first female ILB helmsman, who qualified in 1970, was Elisabeth Hostveldt, an 18-year-old student at Atlantic College where the ILB is crewed by students. There are now over a dozen women in ILB crews throughout the country and their reasons for joining are much the same as those of their male colleagues.

Kim Edwards at Gorleston became involved as her father was in the crew.

*continued on page 202*

# Channel Islands

## OUR MOST SOUTHERLY LIFEBOAT STATIONS

by Joan Davies

SOME OF THE MOST BEAUTIFUL sailing waters in the world; a cruising man's dream in themselves and the gateway to Brittany. Such are the seas which surround Alderney, Guernsey, Herm, Sark and Jersey and the many other smaller islets and rocks which together make up the Channel Islands. Yet these are waters which demand not only skilled pilotage but also the utmost respect. The very names of such off-lying hazards as the Casquets, Roches Douvres and the Plateau des Minquiers are at once evocative of that yearning 'sea fever' recognised by every sailor and of the wariness and vigilance which must be at the heart of all good seamanship.

In his 'Channel Harbours and Anchorages', Adlard Coles speaks of:

*'... the varied coastlines, the strange rock formations, the sandy bays, the clear water and the constantly changing scene which results from a tremendous rise and fall of the tides ...'*

Here right away, is the key to the nature of these waters: the tide. The range can be as much as 40ft and, of course, the tidal streams run particularly strongly in the Race of Alderney. They also run like a recurrent theme through the notes in the Admiralty 'Channel Pilot'.

*'The Channel Islands are encompassed by numerous rocks and shoals rendered doubly formidable by the great rise and fall of the tides and the great rates attained by the tidal streams.'*

*'Gales from between south west and north west send in the heaviest seas amongst the islands and this is accentuated by the strength of the tidal streams ...'*

*'Overfalls and ripples form over submerged rocks and outlying banks when the tidal stream is running strongly; in poor visibility such indications can be used to advantage ...'*

*'Owing to the great range of the tide, rocks and islets have a marked difference in appearance at high and low water ...'*

Indeed in some places, what at high tide may appear to be an unobstructed sheet of water will be revealed by the ebbing tide as an obstacle course of sharp-toothed rocks waiting for the unwary.

Such a coastline presents dangers to shipping in fog as well as in gales, and it presents a great challenge to lifeboat crews. It is inevitable that, sooner or later, in the worst possible conditions for inshore work, they will be called upon to pick their way among these rocks. It is a challenge met by plain good seamanship; by the local know-

ledge which comes from lifetimes of experience of pilotage in these exacting waters; by an up-to-the-minute approach which enthusiastically embraces every available technical facility in the lifeboats themselves and in the professional back-up ashore; and by the lively co-operation which flourishes between the RNLI and all the other island services.

In fact the sparkle, the energy and the sheer vitality of the sea is reflected in everything to do with lifeboat work on the Channel Islands, be it operational or fund raising; and there is a special extra element—a wonderful community spirit.

### Station branches

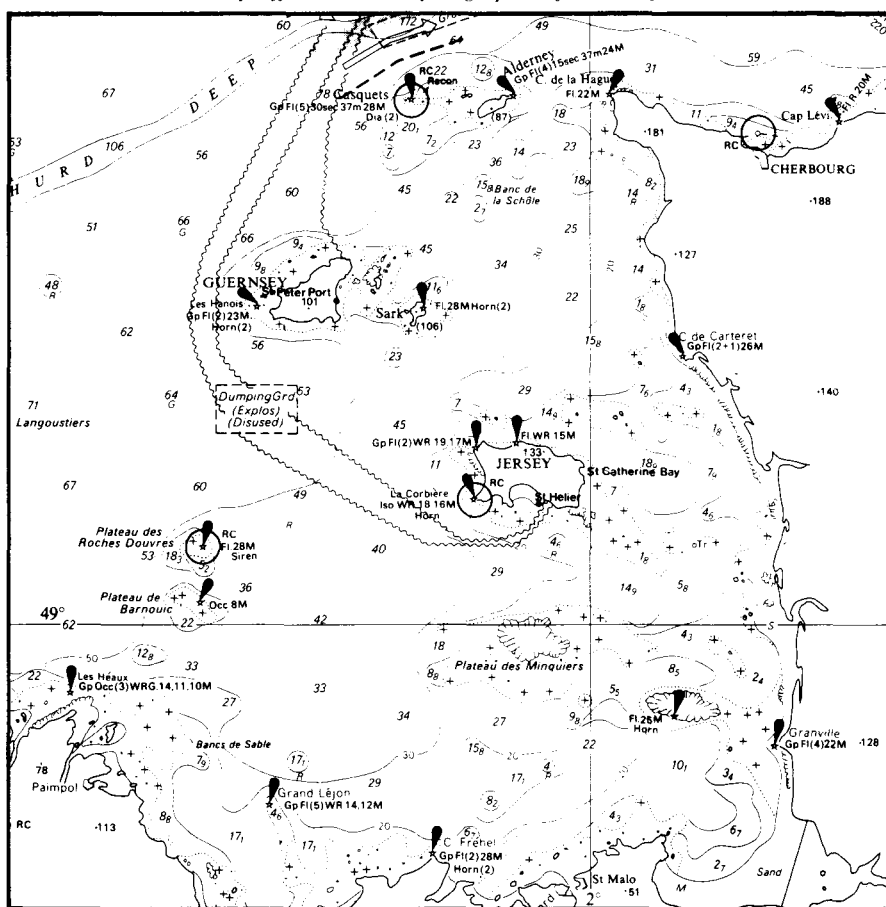
Guernsey lifeboat station at St Peter Port, established in 1803, and Jersey lifeboat station at St Helier, established in 1884, both have fast afloat lifeboats, and speed in itself can play a vital part in an area of strong, fast tidal streams. *Sir William Arnold*, a 52ft Arun (max-

imum speed about 19 knots), is stationed at St Peter Port, a station which has been closely involved with the development of the Arun class from its earliest days. *Thomas James King*, a 44ft Waveney (maximum speed about 16 knots) is stationed at St Helier. Since 1969 Jersey has also had a D class inshore lifeboat (capable of some 20 knots) stationed at St Catherine Bay, on the east coast.

Both John Petit, coxswain of St Peter Port lifeboat, and Michael Berry, coxswain of St Helier lifeboat, are pilots. So is Jersey's second coxswain, Frank Lawrence. All three of Guernsey's deputy coxswains—Lloyd de Mouillie, Peter Bougourd and Michael Scales—are professional seamen. All other members of both crews are seamen of long and tried experience, be they professional or amateur.

Both station honorary secretaries are harbour masters: Captain H. L. Wolley at St Peter Port and at St Helier Captain R. S. Taylor, who is also the launching authority for St Catherine's ILB station. Each is responsible for the co-ordination of search and rescue in his area, for there is no Coastguard on the islands. Both harbour offices are continually manned and here, at the hub, duty officers are always on hand to take control of rescue operations which may demand the active help of a number of people and other organisations both within and without the islands themselves. Like a stone drop-

*The Channel Islands: Produced from a portion of BA Chart 5053 with the sanction of the Controller HM Stationery Office and the Hydrographer of the Navy.*





in a pool, when a call comes the ripples of activity spread out to encompass not only the island people and island organisations, but also, perhaps, SAR organisations on the mainlands of England or France.

The immediate circle of ripples, of course, brings in the lifeboat crews. When a call comes the maroons are fired by the harbour officers, who will themselves be in direct radio contact with at least some of the crew members working within the confines of the port. The local telephone exchanges are alerted and, from carefully prepared crew lists which they hold, they know exactly who to call. Jersey has found from experience that most of its calls come at the weekend and two crew members are on stand by from Friday evening until Monday morning.

One member of Guernsey lifeboat



Fast afloat lifeboats at Jersey and Guernsey: (above) 44ft Waveney Thomas James King, stationed at St Helier, and (left) 52ft Arun Sir William Arnold, stationed at St Peter Port.

photograph by courtesy of 'Guernsey Evening Press'

with portable searchlight and, of great importance, a mobile radar unit which can be taken to any part of the coast and which is an invaluable aid in combined search and rescue operations at sea.

Combined. That is the heart of the matter. On each island the lifeboat station knows that it will have unstinted help from everyone: the States departments, the Police, the Fire Service, the Ambulance Service and also the Airport, from which VHF DF bearings are immediately available. A great deal of thought has gone into planning, with particular attention being given to arranging direct and immediate communication between all the services. When, in February 1978, the oil rig *Orion* ran aground on Guernsey's west coast and a major incident developed, everyone knew what had to be done; each service played its part with confident authority; and every islander who could help ashore—taxi drivers, for instance, and hoteliers—pulled their weight. The success of the operation proved the value of all the preparatory work. For his part in this service, Coxswain John Petit was awarded the silver medal for gallantry.

The ripples may well widen out to include SAR services across the sea. The Channel Islands lifeboat stations are in close communication with Brixham Coastguard and also with search and rescue services in France: the *Centre Régional Operational de Surveillance et de Sauvetage, Secteur Manche* (CROSSMa), established at Jobourg near Cap de la Hague; French coast radio stations; and the French Coastguard. To the north, search helicopters from the English mainland may well work with Guernsey lifeboat going to the help of a ship in the Chan-

station who is always at hand in an emergency is the branch chairman, Jurat Guy Blampied. As soon as the lifeboat is called out he goes down to the port signal station and remains there until the boat is on her way in; by the time she reaches harbour he is down on the jetty ready to work the diesel pump and look after the landward side of refuelling; and by the time the crew have moored the boat and come ashore he will have hot tea waiting for them.

The circles spread out next to local services. St Helier lifeboat station works closely with the States of Jersey Fire Service, which itself has two inflatable rescue boats permanently manned and ready to be trailed to any part of the island to deal with bathing and holiday incidents ('We beat them on the east coast, with our own ILB!' claim the crew.) The RNLI's ILB is stationed in St Catherine Bay and is closely linked with St Helier Yacht Club. She was donated by the club and is manned by club members and, once again, a crew is on stand by throughout the weekend. As well as watching over

holidaymakers and sea anglers, she can back up the club's own guardboat in an emergency; St Catherine Bay is a favourite sailing water for dinghy racing and off the breakwater the tide can at times prove too strong to allow cap-sized dinghies to be righted.

Guernsey lifeboat station works closely with the St John Ambulance, which not only runs the land ambulance service but also a high speed marine ambulance, *Flying Christine II*. *Flying Christine* may well be made available to help with sea searches under the RNLI direction; equally, the lifeboat may bring a sick or injured person from one of the smaller islands or from a ship when the weather is too extreme for *Flying Christine*. Among many other services which it performs with supreme efficiency for Guernsey residents and visitors, the St John Ambulance also has inflatable inshore rescue boats on trailers housed at the ambulance station ready for round-the-clock immediate use, and also inshore boats moored in St Peter Port Harbour. It also maintains a fully equipped cliff rescue trailer complete



Coxswain Michael Berry of St Helier (l.), who was awarded the silver medal for gallantry for the service to the yacht *Bacchus* in 1973, with the late Coxswain Thomas James King, who was awarded the gold medal for the service to the yacht *Maurice Georges* in 1949. photograph by courtesy of 'Jersey Evening Post'

(Below) Hubert Petit, coxswain of St Peter Port from 1948 to 1964, was awarded both the RNLI's gold medal and the gold medal of the Norwegian Lifeboat Institution for the service to Johan Collett in 1963. With deep regret we announce his death last July at the age of 79.



Coxswain John Petit of St Peter Port receives from HRH The Duke of Kent a third bar to his bronze medal; it was for the service to the Greek freighter *Cantonad* in last January's storms. John Petit has also been awarded the silver medal, for the service to the oil rig *Orion* in 1979. photograph by courtesy of Peter Hadfield

nel, while further south it may be a *Protection Civile* helicopter from France which joins a search and rescue operation. Liaison is also good with lifeboat stations along the neighbouring French coast.

The speed of the two modern Channel Islands offshore lifeboats has meant a great saving of time in reaching a casualty. Equally, by the use of all direction finding aids available, a casualty can usually be located with the minimum delay; with DF bearings from civil airports and from CROSSMa, and with radar signals received by the lifeboats' own radars and, round Guernsey, by the St John Ambulance mobile radar, a good working 'fix' can, on most occasions, quickly be obtained. All lifeboats and all shore establishments, French and British, carry a chart of the area on which a grid has been superimposed to help in co-ordinated searches.

On the spot information about a casualty can, perhaps be obtained from other responsible people in outlying parts of the islands; like, for instance, the port officer of Alderney Harbour. In fact, a few sentences from the journal report of Guernsey lifeboat's service in 1975 to the tanker *Point Law*, aground in a south-westerly gale on the extreme south-west tip of Alderney, illustrate well the sort of co-operation that can be expected:

... Sir William Arnold then stood by, being held by her engines stern to the sea within 100 yards of Point Law. At about 0300 MFV Christmas arrived and lay off astern of the lifeboat. She carried Alderney pilots on board who were able to advise Coxswain Petit when he enquired regarding rock hazards nearby. Meanwhile, Alderney Fire Brigade and Cliff Rescue Team arrived at the top of the 300ft cliffs and helped in illuminating the area with searchlights . . .

This was the service for which Coxswain Petit was awarded a bar to his bronze medal (he has since been awarded two further bars). A bronze

medal was also awarded to Emergency Mechanic John Robilliard, who ferried six of *Point Law's* crew across to the lifeboat, rowing an inflatable dinghy secured on a veering line.

They are busy lifeboat stations, in the Channel Islands. Throughout the sailing season the waters are alive with yachts and motor cruisers, small motorboats and dinghies. With so many small boats at sea there is, of course, a good deal of self help and lifeboat crew members speak highly of the seamanship displayed in bad weather by yachtsmen from the islands themselves and from Britain or France. The pleasure boats most at risk are perhaps yachts chartered on the French coast by people with little experience (when Jersey lifeboat goes alongside a French yacht, Derek Seymour, a crew member of many years standing and a good linguist, can give invaluable help as interpreter). There are calls to fishing vessels and commercial ships, particularly for Guernsey lifeboat, stationed as she is some 15 miles south of the English Channel shipping lanes. With ferries large and small, with hydrofoil ferries and with aircraft daily plying to and from the mainlands and between the islands the lifeboats are in fact watching over the safety of many thousands of travellers by air and sea.

#### Gold medals

Since the end of the last war, the gold medal for conspicuous gallantry has been awarded to a coxswain of both St Helier and St Peter Port lifeboats. The gold medal of the Institution and the gold medal of the Norwegian Lifeboat Institution were awarded to the late Coxswain Hubert Petit of St Peter Port (father of the present coxswain) for the service on February 5, 1963, to the Norwegian vessel *Johan Collett*, listing heavily 14 miles west north west of Les Hanois Lighthouse. In winds rising to

storm force, very rough seas, snow and bitter cold, nine men were successfully taken off the listing ship, the last six when she was on her beam ends. For this service the bronze medal was also awarded to John Petit, then a crew member, and to Motor Mechanic Eric Pattimore, both of whom received the Norwegian Lifeboat Institution's silver cup with a diploma.

The gold medal was awarded to the late Coxswain Thomas James King of Jersey for the service in a single screw reserve lifeboat on September 13, 1949, to the yacht *Maurice Georges* with four people on board. The lifeboat was returning to station after a long search for a missing French aircraft through rain and fog in very rough seas, when a light flashing SOS was seen; despite the fact that the lifeboat was running short of fuel, Coxswain King without hesitation took her inshore, found the yacht, which had been driven in among rocks near La Sambue after her anchor cable had parted, and, in the face of severe hazards, towed her clear and back to port. Jersey's present lifeboat is named after Coxswain King who, in his ninetieth year, was present to see *Thomas James King* named by HM Queen Elizabeth The Queen Mother in 1975.

It was for a service to another yacht, *Bacchus*, driven in among the rocks near La Sambue by west-south-westerly gales that Coxswain Michael Berry was awarded the silver medal in 1973. Despite grounding on submerged rocks, Coxswain Berry felt his way slowly in and took off the yacht's crew of six. The Fire Service Zodiac rescue boat had also launched to help, but, as it was considered too dangerous for her to make the return passage, her crew were taken aboard the lifeboat and she herself was taken in tow. Jersey harbour launch, *Duchess of Normandy*, manned by Captain Taylor and lifeboat crew members, was standing by and helped to guide the lifeboat out from

among the rocks. Co-operation yet again.

### Lifeboat appeals

The Channel Islands not only have an impressive operational record; their fund raising record is also quite remarkable. When, for instance, in the early 1970s new fast afloat lifeboats were needed to replace more traditional boats, both Jersey and Guernsey rose to the occasion magnificently.

The chairman of Jersey branch, Jurat R. E. Bailhache, opened an appeal in 1972 to fund a new lifeboat, the future *Thomas James King*, and in less than two years he was able to present to the Institution a cheque for £100,000, the cost in those days of a 44ft Waveney; £3,500 came from a sponsored boarding boat row by six members of the lifeboat crew from St Peter Port to St Helier but most of the remaining money was built up with donations from individuals and organisations within the island, which has a population of some 72,000.

At just about the same time, an appeal was under way in Guernsey for the future *Sir William Arnold*, and the island people, some 52,000, managed to raise £55,212, more than half the cost, then, of an Arum. £40,000 had been the target set, but money kept coming in. There were very few large donations. It was a community effort representing a cross section of the island's activities with contributions coming from clubs of all kinds, from schools, from church collections, from flower shows, from people who opened their gardens . . . There was another sponsored row, this time by the Police from Salcombe to Guernsey, when well over £1,000 was raised.

These results are even more impressive when it is remembered that these appeals were quite separate from ordinary annual fund raising. During those years Jersey, for instance, collected over £13,000 for general funds in 1972 and over £10,000 in 1973. It helps of course, that a great many people will be coming to the islands on holiday but the residents are remarkably generous, not only in what they give at the present but also in the thought they give to the future so that bequests play an appreciable part in branch income. The islands have a very good record, too, for Shoreline recruitment.

In Jersey a flag day is only permitted once in three years. The total revenue for those years is phenomenal: 1975, £20,355; 1978, £31,980. But the intermediary years are not all that far behind! It is the ladies' guild, with its long history reaching back to the 1920s, which organises the flag day. The men help, of course. The guild honorary treasurer is in fact a man, P. E. F. Newbald, and the crew members make sure that boxes are distributed to all pubs. There is one hotel just across the road from the harbour office, the Pomme d'Or, very sympathetic to the lifeboat service; George, the barman,

always has a box at the ready and with money thus collected and raffles of woolly animals provided by the ladies' guild, he has raised more than £9,000 since 1967.

Jersey ladies' guild has a committee of 35 to 40 members and each of the 12 parishes on the island is represented. As well as receiving many regular subscriptions, between them they plan all kinds of other ways of raising money: coffee mornings, bridge parties, collections of used stamps and coins, perhaps a sponsored slim or a house opened in conjunction with the Flower Club. A bring and buy sale at Church House in 1978 proved a great success; it was a beautiful day, banners were streamed across the street in St Helier and holidaymakers came pouring in. More than £1,100 was raised between 10 o'clock and 1230. Two open days have been held at the lifeboat station and souvenir stalls are run at a number of events, such as race meetings.

### Boat shows

Very often Jersey fund raising events are local efforts but the second Channel Islands Boat Show (the first was held in Guernsey last year) brought everyone together. The show, from May 1 to 5 was the first to be held in St Helier's new Exhibition Centre at Fort Regent—and very bright and attractive it was too; the RNLI stand was the first visitors saw as they entered the hall. Many of the ladies' guild members helped with manning including the chairman, Lady Thompstone, vice-chairman, Mrs Eileen Moore, and honorary secretary, Mrs. S. D. Felkin. Eileen Moore had arranged for three local celebrities—ex-boxer Billy Walker, the singer Stuart Gillies and the Irish comedian Pat Mooney—to visit the stand and autograph programmes. The yacht basin, where boats were also on show, was visited by *Thomas James King* on the Thursday and Saturday and one way and another, with souvenirs, raffles and boxes, £1,173 was raised.

The occasion was also taken for the ladies of the guild to meet together in other ways. Lady Fitzpatrick, wife of His Excellency the Lieutenant Governor and the guild president, held a reception for the guild at Government House on the evening of the opening day of the Boat Show, and the next day Mrs Betty Simms-Hilditch arranged a luncheon party at her home. Two delightful occasions in themselves and a wonderful opportunity to review guild affairs informally.

In Guernsey, fund raising is shared between the branch and the ladies' guild, which was formed after the appeal for the Arun lifeboat was closed in 1973. Between them, in 1977 they raised £16,075 and in 1978 £23,574. The branch's sphere is in the main subscriptions and collecting boxes. Lt Cdr J. R. Thompson is the box secretary and manages to keep an amazing 200 'in

play'; it takes three visits a day, seven days a week, to keep them emptied and in 1978 alone, between them, they collected £3,600. He has boxes housed in pubs, in hotels, in jewellers shops; there are boxes on ferries, at Herm—even as far afield as Spain. Top collections in 1977 and 1978 (£196 and £575 respectively) were both achieved by Bob Roberts, mine host at Houmet Tavern up in the north of the island.

The branch also has an RNLI room in the museum in Castle Cornet. It is a small room, but bright and well arranged. For instance, the Arun model made by Robert W. Brown, set in a 'sea' and giving a fine impression of speed, is flanked by plans of the boat—a profile and general arrangement. The case for this and models of earlier lifeboats were made by the College of Further Education, and a services board has particular impact because the position of each incident is marked on a map. Money collected at the museum by July this year, £283, was three times as much as had been taken by the same time last year.

Guernsey ladies' guild has steadily increased its totals from £1,664 in 1974 to £5,574 in 1978—and it has done it with a spirit of great exuberance. A lot of laughter accompanies the hard work in Guernsey and, with Mrs Alberta Ashton as chairman, overflowing with energy, enthusiasm and fun, that is really no surprise. The year starts with a fund-raising luncheon, goes on to an Easter dance and then settles in to vigorous souvenir selling; assistant honorary secretary Mrs Joan Bagley, wife of the author Desmond Bagley, is the hardworking souvenir secretary. Between May and August the guild's 'Lady Goodwill' model lifeboat stall is set up each week in St Peter Port's Old Market; in October Creasey's, a departmental store, allows the guild to set up a stall within its precincts for a day and a half to sell Christmas cards; then for three weekends before Christmas the stall is set up in the Fish Market. That means a very early start and is one of the occasions when the ladies are most grateful for the help received from their husbands. As Alberta Ashton writes in one of her cheerful poems, thanking the men:

'300 women in the guild,  
600 hands are always filled  
With work, for raising lots of cash.  
While doing it with much panache  
They sometimes need a kindly man  
To help them to complete a plan . . .'

A great deal of money raised comes in coin, and, with £1,404.26 taken last year at the Fish Market, this has meant a great deal of hard work just at the festive season for the honorary treasurer, the Hon. Mrs Nicola Renny. Manning is planned by Mrs Leslie Foss, the honorary secretary, who is particularly skilled at matching friends to work together.

Of course, there are other, more



individual, events during the year such as coffee mornings and bring and buy sales (at one held in February there is a special stall for unwanted Christmas gifts). One member not only collects stamps, but she sorts them into sets.

Each year Guernsey guild tries to arrange one very special event, a 'red letter day' which everyone will enjoy and remember. This year it was two first class demonstrations on one day in Beau Sejour, the same venue as the dance. In the afternoon there was a demonstration of flower arranging by Fred Wilkinson who, coming from Winkfield, the school started by Constance Spry, has arranged the flowers at Windsor Castle and Buckingham Palace for a number of Royal wedding or birthday celebrations. In the evening Sarah Nops of the London Cordon Bleu School of Cookery prepared a splendid four-course dinner while everyone watched. This year, in fact,

with the Easter dance, the demonstrations at Beau Sejour and a gift of £500, the guild raised £1,314.44 in just 28 days.

Sark takes part in Guernsey's flag day each year, and so does Alderney.

#### Alderney

Alderney: now there's another remarkable island. It has a population of only 1,800 and yet, in 1978, it sent to Guernsey for lifeboat funds some £3,187.29—and it is just as generous to many other charities. Everyone knows each other so that there is a family feeling about the island's fund raising. And at the heart of the 'family' is Mrs Joyce Allen, who, an untiring worker herself, has the gift of getting the best out of everybody. Perhaps someone will hold a cocktail party, or go carol singing, or sell vegetables from the garden—very popular with the many yachtsmen who visit Alderney Harbour in the summer.

### Long distance walker

When 21-year-old Guy Pain arrived at Poole headquarters at 5 pm one August afternoon the office was closing but a special celebration in his honour was ready to begin. For Guy, who suffers the handicap of diabetes, had reached his destination after a 515 mile walk round the South West Peninsular Coast Path which had begun at Minehead lifeboat station 28 days earlier.

Calling at other lifeboat stations *en route*, where he was greeted by lifeboat crews and supporters, Guy was sponsored for every ten miles walked and raised over £3,000 for the lifeboat service.

Guy, whose home is in Solihull, is studying accountancy and he planned his walk months in advance encour-



aged and supported throughout by members of the Lions Club of Great Britain.

Among those waiting to welcome him and photographed with him above, were Rear Admiral Wilfred Graham, director of the RNLI, who presented Guy with a plaque, and Des Chaplin of Poole Lions Club.

### Women's Work

*from page 197*

Debbie Stewart, now in the Aberystwyth ILB crew, originally trained at Atlantic College where there are six girls on the crew. Jeanne O'Gorman is an instructor at the Outward Bound School at Aberdovey where the village and school each provide crew members. Anna Hubbard, who is married with three children, has lived in Borth for most of her life and has always been at sea in various boats.

Of course there is nothing new about girls rescuing people at sea. The most famous of all, Grace Darling, had a lot in common with today's girl crew members. Like them, she was used to boats and the sea—her father was a lighthouse keeper. She regarded it as natural to help the shipwrecked survivors of *Forfarshire* and her father took it so much for granted that he made no mention of Grace's part in the rescue when he wrote a brief account of it in his log.

The main problem today's girls face is one which Grace Darling found far more wearing than her rescue: the publicity. Some people have even suggested that the tremendous attention that Grace received from the newspapers, well-wishers and even showmen, who wanted her to appear in a circus and on the stage, may have contributed to her early death. The pressures on today's girls are nothing like as great but they would still prefer to be left alone to get on with the job of fitting into a crew. As Anna Hubbard says:

*'Why focus attention on women crew members when the men have done so much without receiving any recognition? It seemed a natural thing to me to join the crew as I have always been interested in the sea. My husband and family were not particularly surprised.'*

At Borth, all crew members have to know how to handle the ILB and all take turns at the helm. Like any other new crew member, Anna felt she had to prove herself, '*... perhaps more than the others, as I'm a woman*'. Jeanne O'Gorman also joined because it seemed '*... a natural thing to do. You*

One gift of £100 was the percentage of an antique dealer's sales; and raffles can be of anything from chocolates to a brandy cake made by an ex professor of surgery at St Thomas's Hospital! There is 'something' going on all through the year, but the main events are centred around flag day in July, when Guernsey crew are welcome guests. As well as the flag and souvenir selling on the day itself, a cocktail party is arranged for the previous evening. Friendship with Guernsey crew is close and much prized. If ever *Sir William Arnold* should have occasion to come into Alderney Harbour at the end of a service, the crew will be very well looked after; and when the Alderney lifeboat people visit Guernsey they are equally well entertained by the crew.

Holiday islands? Perhaps, but how hard the Channel Island volunteers work for the lifeboat service, at sea and on land.

### Obituaries

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

*November, 1978*

James Henry Brown, who joined Caister lifeboat crew in 1914, was second coxswain from 1941 to 1949 and coxswain from 1950 to 1956.

*July, 1979*

Richard Harris, motor mechanic of Shoreham lifeboat from 1930 to 1938 and of Torbay lifeboat from 1938 to 1966. He was awarded four bronze medals, in 1939, 1944, 1959 and 1964.

Eustace Williams, motor mechanic of Newburgh lifeboat from 1941 to 1965.

Reginald Hawthornthwaite, a member of Newbiggin-by-the-Sea branch for 17 years and at one time vice-president.

*are doing something to help people.'*

Once the girls have proved they are capable of handling an ILB they seem to have been readily accepted by the men, and treated like any other crew member. The criteria for joining crews apply to anybody, regardless of sex. Fitness is essential, for ILBs can give the crew quite a pounding. The ability to form part of an efficient team is vital as in emergencies there is no time for delay or argument. Crew members must also be trainable—the sea is no place for the arrogant or the foolish.

It would be impossible to relate all the stories of the bravery, devotion and self sacrifice that women have shown in their work for the RNLI. Each could form the chapter of a giant book whose foreword would surely be the words of Coxswain Derek Scott of The Mumbles:

*'From the time the lady sold her flag or arranged her coffee morning to raise funds—that is when the rescue started and not when the maroons were fired. Anybody who works for or supports this Institution in some way is responsible for the preservation of life at sea.'*





## Naming Ceremonies

EASTBOURNE, JULY 3

and

ISLAY, JULY 28



### Eastbourne

IT SEEMED AS IF the whole population of Eastbourne, together with its holidaymakers, had assembled round the lifeboat museum on the afternoon of Tuesday July 3. The occasion was the naming of Eastbourne's first new offshore lifeboat in 30 years, and it was appropriate that it should be a perfect summer's day.

The 37ft 6in Rother class lifeboat *The Duke of Kent* had been provided as the result of a special Jubilee year appeal by branches and guilds to honour their President, with Eastbourne itself raising over £75,000 towards the cost of the lifeboat. HRH The Duke of Kent had accepted an invitation to name the lifeboat, and his arrival by bright red helicopter was the signal for loud cheers of welcome.

L. A. Lelliot, chairman of Eastbourne station branch, opened the proceedings, greeting the Duke of Kent, the station's guests and everyone present at the ceremony.

Rother 37-37 was handed over to the care of Eastbourne station by the Duke of Atholl, carrying out his first formal duty as newly elected chairman of the RNLI. Accepting the lifeboat on behalf of the branch, Alderman Cecil F. Baker, station honorary secretary, assured His Grace that

*'... with such a wonderful boat, the crew will be able to carry on the long-standing tradition which has been established in Eastbourne'*.

The service of dedication which followed was conducted by the Lord Bishop of Lewes, the Right Reverend



Peter Ball, assisted by the Vicar of Eastbourne, Canon C. Best, and by the Vicar of Langney and Lifeboat Chaplain, the Reverend R. Butler. Music for the ceremony was by the Rhine Staff Band, Royal Tank Regiment, under the direction of Major C. V. Wright.

Before naming the lifeboat and breaking the bottle of champagne, the Duke of Kent expressed his gratitude that his name had been chosen by the RNLI, and noted that the occasion was unique because he had never named a boat on dry land before:

*'I have been assured by those who should know, that this lifeboat can float! and I look forward to returning to Eastbourne in the not too distant future, to take a trip in her.'*

The Duke then went aboard with Cdr B. Cairns, chief of operations, and Coxswain/Mechanic Derek Huggett. The inspection over, a miniature replica of *The Duke of Kent* was presented to His Royal Highness by Lisa Buckland, daughter of Winchman E. Buckland, as a fitting reminder of the happy occasion.—H.D.

Eastbourne: (top) All the world and his wife came to wish the new Rother lifeboat well. (above) The moment of naming. (left) Lisa Buckland presents a model of *The Duke of Kent* to His Royal Highness.

photographs by courtesy of Peter Hadfield

### Islay

CLOSE ON A THOUSAND islanders, visitors and their guests crowded the pier and harbour at Port Askaig, Isle of Islay, on Saturday July 28 for the naming of the new Islay lifeboat, the third to be stationed there since the branch opened 45 years ago in 1934.

To welcome the guests, Mr and Mrs Frank Spears, branch committee and ladies' guild workers, entertained 200 people to tea in a marquee on the lawn of their hotel overlooking the station.

At 5.20 pm, three maroons were fired and immediately Coxswain Alastair Campbell and his crew brought their 50ft Thames class lifeboat smartly into position just off the ramp of the newly finished vehicle ferry pier and the Islay Pipers led the branch chairman, Alastair Macrae, and his party to the naming platform. A welcome touch of colour was added by the fishing boats *Ranger* and *Windy Isle* representing the fishing fleets at Port Ellen and Port Askaig. Western Ferries' *Isle of Gigha*, which provides the link with the adjoining Island of Jura, was gaily dressed overall and crowded with spectators.

The combined Bowmore and Port Ellen Gaelic Choirs opened proceedings, singing the National Anthem in Gaelic, and there followed a service of dedication conducted by the Parish



*Islay: (above) The 50ft Thames class lifeboat Helmut Schroder of Dunlossit arriving on station. (left) More than 200 guests flanked the dais to which the Islay Pipers had led the branch chairman, Alistair Macrae, and his party. Others watched from the pier parapet or the high ground surrounding the tiny bay that forms Port Askaig.*

Minister, the Reverend Ian R. Munro. Catriona Campbell, daughter of Motor Mechanic Archibald Campbell, then presented a magnificent bouquet to Mrs George Mallinckrodt, who was to name the lifeboat, and Neil Macmillan, the branch honorary secretary, read messages of congratulation from the Duke of Atholl, Chairman of the Institution, and good wishes from the branch president and vice-president Lord and Lady Margadale and their

son, the Hon. James I. Morrison. On behalf of Islay branch, Mr Macrae thanked the Schroder Family Trust for their generosity in making the building of the new lifeboat possible and asked Bruno L. Schroder formally to hand over the new lifeboat to the Institution. In an amusing speech, Mr Schroder referred to his own enthusiasm and support for Islay lifeboat and told how he had inherited it from his late father.

## HOW SELLING souvenirs and gifts BUYS LIFEBOATS

THE RNLI has been selling souvenirs for well over half a century. The word 'souvenir' indicates what the main purpose originally was.

Small items which were expected to appeal to visitors to lifeboat houses were put on sale, and these served to remind visitors of the work of the lifeboat service. Souvenirs were also sold by branches and at various functions.

The range of items sold as souvenirs grew steadily over the years, and in time an appreciable income was derived. Indeed the point was reached when it was thought advisable to establish a special department whose task would be to market goods for sale.

An important step was taken when it was decided to establish a trading company. This came into being in 1972 and

Douglas Brown was appointed trading manager. Over the years the scope of the trading company has been extended greatly.

In 1976 an illustrated catalogue was produced showing the items available. At the same time we formed a small selection committee representing a cross section of lifeboat people to improve the range of souvenirs. We had to bear in mind that sales would be directed not only to lifeboat stations catering for casual holidaymakers but also to serious buyers who were looking for something for their own homes or, indeed, for presents to take back to their families.

There is now a range of 94 items varying in cost from a few pence to several pounds, as well as eight Christmas cards. The next logical step was to offer a mail order system to supporters who are not necessarily members of our branches and guilds.

It could well be argued that a commercial mail order firm could take over this business and offer a much wider range of items without the RNLI pro-

Their business had always been banking, but their family originated from an important European seaport and they had always had a close affinity with those who go to sea in ships. While it was sad that it was now ten years since his father had died, it was a matter of great satisfaction and pleasure to himself and his family that all the Schroder grandchildren were present, making it very much a family affair. The bond with the Institution was further strengthened by the presence of Robert Hollond, a director of Schroders and also a member of the RNLI Committee of Management.

Sir Charles McGrigor, Convenor of the Scottish Lifeboat Council, accepted the lifeboat on behalf of the RNLI and, in turn, gave her into the care of the branch, on whose behalf she was accepted by Neil Macmillan. Mrs W. C. Wood, president of Islay ladies' guild, then proposed a vote of thanks.

Mrs George Mallinckrodt, the daughter of the late Helmut Schroder, named the lifeboat *Helmut Schroder of Dunlossit* in memory of her father and, as soon as the bottle of champagne was broken, the crew brought the boat alongside the pier to embark some of the guests. They were taken for a short cruise up and down the Sound of Islay.

Among a large party from Dunlossit House one particularly welcome guest was Mrs Helmut Schroder, the late Mr Schroder's widow.

### COMING EVENTS

**November 21:** Naming of Margate lifeboat by HRH Princess Alexandra.

**January 3 to 13:** London International Boat Show, Earls Court.

**May 22:** RNLI annual meeting and presentation of awards 1980.

viding the capital costs. You have only to look at the various catalogues available to see that other charities offer for sale a large variety of goods from dusters to decorated table ware. But with our system all the profit goes to the lifeboatmen and not to financing a commercial firm. In addition our small staff gives a personal service and our supporters are not greeted with a shower of computerised invoices with which it is virtually impossible to argue.

This year we shall be selling £1m worth of goods and, even after deducting every conceivable expense, souvenir and gift trading will provide the cost of a new lifeboat.

Our aim now is to increase the value of, say, 20 per cent of the goods available so that with the same numerical turnover and without additional handling and warehousing the financial return will be greater. At the same time we must retain a range of smaller items wide enough to satisfy the visitor to fund-raising events and the holiday-maker.—E.F.P.

# Some Ways of Raising Money

'A Queen's Gala' at Pitcaple Castle, Inverurie, on Sunday June 10 raised £1,600 for the lifeboat service. During the afternoon six scenes from the life of Mary Queen of Scots were danced on the lawn by pupils of the Anne Taylor School of Dancing (see below). Mary had visited Pitcaple in 1562 and had herself danced on the castle green. The

(Right) 'Queen's Gala', Pitcaple Castle (see above): In the second of six dance scenes portraying the life of Mary Queen of Scots, the young Mary (Julia Moir), in 1548, is rowed out to her ship for France by George Douglas (William Lumsden).

(Below, right), Grace Darling, led by Philip and Annette Rydin, pulls Grace Darling on stage during Kiddlington branch's second old tyme music hall, held at Exeter Hall in May. On board is Miss Oxford 1979, Debbie Risk. The event made £900 profit for the RNLI.

photograph by courtesy of Bob Wheeler

(Below) There's many a slip on the way to the horse's head! Just one of the games, some old, some new, thought up by Happisburgh branch to test the skills of those attending its fête in May. At the end of the day £218.16 had been raised.



audience was brought right back to the present, however, when a Bristow helicopter, named *Pitcaple*, arrived overhead!

Crew Member Colin Burden organised a sponsored swim in aid of Eastbourne lifeboat appeal in which over 80 swimmers took part, raising £2,581.72. Colin himself raised £900; 14-year-old Paul Davies raised £244 and John Delauney, a lifeboat launcher, raised £187.

A weekend at the Anchorage Hotel, Instow, includes a programme of films made by the hosts, Steven and Sylvia Whitaker, on their own adventurous holidays—diving beneath the Caribbean, for instance, or climbing Stromboli. The show is free, but when the lights come on a lifeboat collecting box is passed round. In this way Mr and Mrs Whitaker have raised £229.41½ for the RNLI since August 1976.

The RNLI ladies' darts league of Romney Marsh has this year nearly trebled its efforts, raising £1,412.07. Sir Alec Rose was guest of honour on 'prize-giving' night, presenting the league awards. That night there was a special raffle the proceeds of which, £700, was divided equally between the amenities funds of Littlestone ILB and Dungeness lifeboat stations. To show its appreciation for the work of the league, Littlestone crew, as a personal gift, has presented a silver shield which will be the award for the association's new summer league.

By kind permission of the National Trust, a cheese and wine party organised by the recently re-formed Crewkerne branch was held in the magnificent setting of Montacute House great hall, beautifully lit by firelight and huge candelabra on the centre table. More than 200 guests attended the party and over £325 was raised.

When Ilford branch holds its annual flag week it gets marvellous support from the pupils of Fairlop Junior School. This year the children raised £314.29 with a sponsored swim, sold £97.08 worth of souvenirs and collected £6.75 in flag week boxes plus another £1.63½ in a permanent box, making a grand total of £419.75½.

The Heron Public House, Luton, of which W. Rooke is licensee, raised £500 for the RNLI in 1978 and by July this year had already raised a further £500. A pram race on June 10 alone brought in £211.

Camberley branch raised £1,900 last June with its second sponsored walk which started at The Jolly Farmer and made its way via The Foresters, The Bird in Hand, Fighting Cocks, King's Arms, White Hart, Three Mariners, The Bee, Windmill and The Cricketers Hotel in Bagshot Cricket Club for a 'bangers and mash' supper; among the 111 walkers was a former radio officer who had been among those rescued by Newcastle lifeboat from *Browning* of







Acker Bilk and his Jazzmen were the big attraction at the grand ball organised by the recently re-formed Brightlingsea and District branch. Held in the spring at a holiday camp owned by the branch chairman, D. L. Hammerton, the ball raised £1,800 and the tombola a further £1,000. Fenland Growhouses Ltd kindly gave a greenhouse to be auctioned. (l. to r.) Bowman Bobby Kemp, Walton and Frinton lifeboat, D. L. Hammerton, Acker Bilk, Captain R. Coolen, Harwich station honorary secretary, and Crew Member David Wells from Clacton.



One event to which people in and around Narbeth look forward each year is Narbeth branch's fork supper. The Queen's Hall is decorated with flowers in RNLI colours, flags, silhouette ships and lighthouses and even seagulls, and the supper, prepared by members, is both a delight to the eye and delicious. With dancing, a souvenir stall, raffles and tombola, it is a very happy evening. On May 12 this year, although numbers were limited to 300 a profit of £870.14 was made for the RNLI. (Front row, l. to r.) Mrs Joan Marshall, Mrs June Harding-Jones, Mrs Rosemary Jones (honorary treasurer), Mrs Pam Langrishe, Mrs Janet Thomas, Mrs Dilys Hanmer (who was in charge of catering), Joan Davies (RNLI editor), Mrs Sandra Wood (chairman) and Mrs Mercia Thomas.



Martyn Joyce, the young son of Loughborough and the District branch's publicity officer, David Joyce, raised £28 in five weeks selling RNLI souvenirs at his school, Rothley Primary School. Martyn presented the money to Loughborough branch honorary treasurer at a charity fayre on Mountsorrel village green last May.



Members of the top form of Kensington High School visit Whitstable ILB station. The school had just raised £1,000 from its summer carnival, the proceeds being shared between Kensington branch and its station 'twin', Whitstable. Also among the visitors were top walkers from Kensington's annual sponsored walk which last year raised over £400 and which was strongly supported by pupils from the High School.



Liverpool after her convoy ran aground off Co. Down in February 1942, a service for which Coxswain Patrick Murphy was awarded the gold medal. A little later in June, 150 people enjoyed a traditional garden party organized by Camberley at the home of the branch's press officer, Joan Collings, and her sister, Margaret, when £270 was raised for the lifeboat service.

Dulwich Hamlet Junior School has contributed £758.11 to the ASA RNLI international sponsored swim appeal.

Falmouth ladies' guild held a highly successful coffee morning in May which raised £508. Howard Lang, Captain Baines of 'The Onedin Line', very kindly went along to draw the raffle.

Fancy dress costumes brightened up a dull and rainy May 28, the day of Weymouth Trawler Race. Weymouth lifeboat, the Arun class Tony Vanderwell, led out the trawlers to the line and fired a maroon to start the race. The proceeds of the day, £500, were given to the RNLI.

On Saturday, March 17, Orpington branch set up a display in Wallnuts shopping centre and in a nine-hour stint raised £192. On duty when the photograph was taken were Mike Reynolds, chairman, and Ray Hemings, committee member.

The boys of Eton College chose the RNLI as a charity to which they would like to donate a Chapel collection and a cheque for £90.67 was sent to help the lifeboat service.

'Newly-weds' Mr and Mrs Noel Leaf, son and daughter-in-law of Coventry ladies' guild's chairman, greeted guests for the second time in their 11 years of marriage at a mock wedding reception held at the home of Mr and Mrs Cecil Gay last June to raise money for the lifeboat service. Invitations were £1 each and guests brought gifts which were left wrapped and sold 'sight unseen'. In all, the event raised £90.

When Shoreline member G. Reeve broke his leg last spring he charged his friends and colleagues at Westminster College, Oxford, 10p to sign the plaster. More than £15 was raised for the lifeboat service by this novel idea.





Eastbourne crew and shorehelpers, who have already raised nearly £3,000 towards the cost of their new lifeboat, present two cheques for the Eastbourne appeal to Alderman Cecil Baker, station honorary secretary. (l. to r.) R. Andrews, shorehelper; T. Walker, ILB crew member; G. Cole, crew member; D. Hendy, ILB crew member; Alderman Baker; J. Delawny, shorehelper; J. Buckland, assistant mechanic; V. Cooley, shorehelper; F. Tyhurst, head launcher; E. Buckland, winchman; B. Hamilton, shore signals; M. Charlton and F. Wakefield, shorehelpers.

photograph by courtesy of Eastbourne Gazette and Herald

At a very successful coffee morning organised by Bridlington ladies' guild in the spring the Mayor and Mayoress, Councillor and Mrs Ken O'Brien, presented the prizes for the grand draw and Lady Mary Macdonald of Sleat, the president, handed over to the RNLI a cheque for £750, bringing Bridlington guild's total to date for 1979 to £1,750.

Seaton Sluice branch's cheese and wine party, organised by Mr and Mrs W. Midgley and held in the banqueting hall of Seaton Delaval on Tuesday June 12, was attended by Rear Admiral Wilfred Graham, then director designate, and Ken Thirlwell, DOS (NE). The evening's entertainment included a film of Blyth lifeboat made by Mr Hartshone and music by the 'Canny Lassies', who sang and played the Northumberland pipes. There was a tombola and the raffles included a special prize of two tickets to a mediaeval banquet at Seaton Delaval Hall. A profit of £180 was made for the RNLI.

For the second year, Droitwich ladies' guild held a coffee morning at Ombersley Court, home of the guild president, Lady Sandys, and her husband, Lord Sandys. A grand total of £203 was raised.

Colne ladies' guild successfully reached its target for 1978, raising £1,150. Committee members and their children taking part in their final event of the year, Colne Carnival, found that in their oilskins and sou'westers, they were dressed for the occasion—it was an inclement day!

During the past six years Hadleigh and District branch has raised more than £3,800, of which over £1,000 has come from special events including wine and cheese parties, at one of which Olympic yachtsman Reg White was guest of honour, a bridge drive, a coffee morning and a dance.

Swindon's flag week collections, lottery and souvenir sales raised £1,036.81. During the week, in April, a Mercantile Credit Co window display featured a scale model lifeboat made by the late Ken Hemmings, who had been a branch committee member. The model now belongs to his young son, Robert, seen here admiring his father's handiwork.

photograph by courtesy of Wiltshire Newspapers

For Newport (Gwent) branch, 1977/78 was its most successful year so far, £3,588 being raised. Despite appalling weather a cocktail party on February 14, for which the Mayor and Mayoress of Newport were hosts, raised more than £1,050.

D. E. Marchant of Beckenham was, until 4 o'clock one Friday afternoon, the proud owner of a beautiful 6in moustache. Then, at a farewell party to colleagues at work who were transferring to another branch, the moustache was threatened. 'Pay me', he said, 'a £1 each for my chosen charity and you can do what you like with it'. Now Mr Marchant has a smooth upper lip, and the RNLI is the better off by £17.

A raft race, discos and a barbecue accounted for the bulk of the £1,000 raised by Wood Green Rotoract Club for the lifeboat service. The club's president, Jim Dinsey, presented this grand amount to Wood Green branch chairman, Stan Brigg, last May on an outside cheque.

A sponsored walk on Sunday April 1 proved to be Holworthy and District's 'best ever' result since the branch was formed three years ago; £861.05 was raised.



A 24-hour darts marathon was staged last March by the darts team of the Royal William, Camber, in aid of Rye Harbour ILB and Dungeness lifeboat stations. Although only 200 people live in Camber there was no shortage of helpers and in the 24 hours 281 games were played, £400 being raised. The team were (back row l. to r.) Michael Aggis, Ronald Davies and James Harkin; (front row) Ian Frazer, Harry Glover, landlord and skipper, and Terry Owen.



In recognition of Ramsgate Sea Cadet Corp's continued help and support, T. Brown, station honorary secretary, Ramsgate, last spring presented an RNLI pennant to the commanding officer of TS Bulldog, Lt J. Willis, RNR.

photograph by courtesy of 'East Kent Times'

More than £7,000 was raised on Birmingham flag day. Two collectors each raised over £200 and Robert Morris collected £40.61 in coins only in one box.

Ashford and Staines branch, entirely run by men, has excellent support from The Three Crowns and its customers at Stanwell. In the past year alone it has raised nearly £200 for the RNLI; more than £110 was collected in boxes at the bars and £86.50 came from a sponsored tug-of-war between the public and

saloon bars across the Longford River, a canalised river running along the southern perimeter of Heathrow Airport. Needless to say, one of the teams ended up getting very wet, with victory going to the public bar. As well as many other stunts, every time a box is forwarded for emptying there is a guess-how-much competition, with all monies going into the box.

Kidderminster ladies' guild held its nearly new shop in May and raised a magnificent £2,257.51, a record for this annual effort.

Customers at the Bedford Hotel, Leicester, raised £102 for the RNLI with darts tournaments and raffles, but the landlord, J. Powell, collected the lion's share of the money when, under sponsorship, he shaved off half his beard and moustache and stayed that way for a week.

West Wight ladies' guild held a dinner dance at the Savoy Country Club, Yarmouth, Isle of Wight, last February and raised £240. The annual wine and cheese party at the Royal Solent Yacht Club this year raised £183 and a sherry

morning held at the home of Mr and Mrs Postma raised a further £132.

Palm Line ships collect regularly for the RNLI. On a recent 'count' *Lobito Palm* had collected £148.55, *Kano Palm* £88, *Ibadan Palm* £10.04 and *Ilorin Palm* £34.

*Black Watch*, one of the ships in the Fred Olsen fleet, regularly displays a large RNLI collecting bottle in the bar. People cruising give generously and more than £100 is collected on each trip.

## Shoreline Section

SHORELINE IS GOING THROUGH one of the most exciting periods of its life. At the end of August the new Shoreline 37ft 6in Rother lifeboat will be setting out on her delivery trip to Blyth and I am hoping to join her at Spurn Point for the last stages of her passage to station. Her naming will be on Saturday October 20, when the ceremony will be performed by Sir Alec Rose, Shoreline member No. 1. Reports of both events will appear in the winter issue of THE LIFEBOAT.

A first day cover to commemorate the naming ceremony will be available from Pilgrim Philatelics Ltd, 13 Best Lane, Canterbury, Kent (Tel. 61859).

\* \* \*

Two new items have been introduced into our range of insignia and both are available from the Shoreline office at Poole. The first is a green Shoreline tie, price £2.50, and the second is a Shoreline sweat shirt, price £5.25 plus 25p for postage.

\* \* \*

Portsmouth Shoreline Club has been running for nearly a year now and enthusiasm is high. One evening last July a group of more than 50 members went on an outing to Selsey lifeboat station, where (see above) they were



welcomed by the honorary secretary, Des Cockayne, and Coxswain Mike Grant, recently awarded the Institution's silver medal (see page 185).

Anyone living in the Portsmouth area who would like to join this club, which meets on the fourth Wednesday of each month at Tudor S.C., should write to the honorary secretary, Ray Doram, 5 The Close, Cosham, Portsmouth. New members will be made very welcome.

We have heard that two similar clubs are being planned in other parts of the country and we shall be only too pleased to help anyone else interested in forming such a club.

\* \* \*

Miss Ann Baldwin, a Shoreline member from South Croydon, has been raising funds with a delightful range of handmade lifeboat bears; some are 7

inches high and some, 14 inches, are dressed with great attention to detail as lifeboatmen. Miss Baldwin and her family often spend their holidays at Brixham, staying opposite to the lifeboat station, and she has much appreciated the interest in her bears and the help shown to her by Torbay crew members. She makes coxswain bears (shown in the photograph below), mechanic bears and crew bears, and, with sales and a raffle, in two years has raised £90.50.

\* \* \*

Thank you again for your continuing support, and with best wishes from everyone in the Shoreline office.—PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).

To: The Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.  
I enclose subscription to join Shoreline as a:

Member	£3.00 (minimum)	<input type="checkbox"/>
Family Membership	£5.00 (minimum)	<input type="checkbox"/>
Member and Governor	£15.00 (minimum)	<input type="checkbox"/>
Life member and Governor	£150.00 (minimum)	<input type="checkbox"/>
Send me details of how I can help with a Legacy.		<input type="checkbox"/>

Name \_\_\_\_\_

Address \_\_\_\_\_

Over 104,000 people would have been lost without the lifeboat service.



# BOOK REVIEWS

● Sir William Hillary, founder of the RNLI, was a man of considerable vision who always pursued his ideas relentlessly, though some of his schemes were not realised until after his death. He proposed the formation of an international association for shipwreck (the International Life-boat Conference was founded in 1924) and the use of steam lifeboats (the first was built in 1888) but the finest memorial to his work is the RNLI itself.

The story of his life, with its great public achievements and constant personal difficulties, is related with interest and sympathy by Robert Kelly in *For Those In Peril* (Shearwater Press, Church Road, Onchan, Isle of Man, £4.75). By careful research Mr Kelly has produced a fascinating biography. His tendency to dramatise the sea stories is justified in the way that he brings them alive.

Hillary became involved in sea rescue in 1822 when a severe gale battered ships in Douglas Bay. He was one of the volunteers who put out in rowing boats to the aid of the naval cutter *Vigilant* and when other vessels got into difficulties he encouraged more men to help. Over 200 sailors were saved. Just ten days later three boatmen from Castletown were drowned while rescuing men from a Royal Navy brig. It was Hillary who persuaded the Admiralty to grant pensions to their widows but he was not satisfied with these haphazard rescue arrangements where men put out in their own boats with no reward and no security for their dependents. Hillary prepared his famous *Appeal to the British Nation on the Humanity and Policy of forming a National Institution for the Preservation of Lives and Property from Shipwreck* and printed 700 copies at his own expense. The Admiralty sympathised with his aims but refused to give any practical support. Then a meeting with an MP led to a number of influential men being called together to plan the new body. They arranged a meeting in the City of London Tavern, attended by leading politicians, churchmen and philanthropists, and the Institution was founded.

Hillary's whole career was dogged by financial troubles, which began at the height of the Napoleonic wars when invasion seemed imminent. He raised the largest private army in the country,

the 'Essex Legion', which earned him a baronetcy but cost him his marriage, for he ran up huge debts using his wife's property as security. He moved to the Isle of Man and, having founded the new Life-boat Institution, continued to put to sea on rescues until he was 63, though he could not swim. The accounts of these rescues show Hillary's personal bravery for which he received three gold medals. He died a sad, lonely figure, still much respected but virtually bankrupt after his financial affairs became hopelessly entangled with a fraudulent bank.

Following one of his most famous rescues, when he was swept out of the lifeboat and broke six ribs, Lord Exmouth wrote to him:

*'You, my dear friend, acted up fully to your professed principles . . . How truly gratifying it must be to have set your friends in the world so noble an example. It is and will be admired by generations yet unborn . . .'*

This, then, is the story of a man of courage and conviction, a piece of social history and a valuable addition to any library of lifeboat books.—R.K.

● Published after his death, *Fighting Sail* (Cassell, £9.95) is the last work of the distinguished naval historian, Oliver Warner, who was also the author of the official history of the RNLI, *The Lifeboat Service*, written as part of the Institution's 150th anniversary celebrations in 1974. This finely produced new book, liberally illustrated with pictures of both the ships and the famous seamen who sailed in them, was completed after Mr Warner's death by Victoria Howard-Vyse. Mrs Howard-Vyse had helped him as his researcher for some years and she is herself a great-great-niece of Vice-Admiral Lord Collingwood, Nelson's second-in-command at the battle of Trafalgar in 1805.

An introductory chapter brings the story of warfare at sea from the oar-propelled galley up to the preparations for the Spanish Armada in the late sixteenth century. The book, then getting under way, follows the story in greater detail until the coming of steam three centuries later. The first steam-propelled ship to take part in an action was, in fact, *HMS Diana*; the date was 1824, the year in which the RNLI was founded.

Going back to the mid seventeenth century, Mr Warner pays tribute to Samuel Pepys' exceptional mastery of naval business while he was Secretary to the Admiralty:

*'He established the officer structure; the ratings of ships; the contractual side of provisioning; the surveying of home waters, during the course of which Captain Grenville Collins's charts set a high standard of accuracy. He was no mere office man, for he went on voyages, once to Tangiers. He took pains to understand the entire business of shipbuilding . . .'*

Pepys later became Master of Trinity House, a Baron of the Cinque Ports and President of the Royal Society.

Warfare at sea is far removed from the work of the lifeboat service, but Mr Warner records one or two instances of what must in fact have been a frequent occurrence: the efforts made by the fighting men, even at the risk of their own lives, to rescue their fellows and their enemies from the water. It is well to remember, too, the debt all seafarers owe to those early naval officers who so meticulously charted the seas.—J.D.

● *Maritime Wales* is now well established as an authoritative publication eagerly awaited by all those interested in the history of commercial shipping and fishing around our coasts. Volume No 4 has just been published and among the varied and interesting contents are an article on herring fishing in Wales by J. Geraint Jenkins, curator of the Welsh Industrial and Maritime Museum, Cardiff, and an article, 'Discharging the Vessel', in which Basil Greenhill, CMG, director of the National Maritime Museum, considers the crafts and skills involved in getting the cargo out of *Ade*, a pretty ketch of 79 tons gross, and into a shed on Appledore Quay one early summer day in the late 1920s.

Well worth its cost of £2, *Maritime Wales No 4*, edited by Aled Eames, Lewis Lloyd, Bryn Parry and John Stubbs, is published by the Archives Service of Gwynedd County Council, Caernarfon, LL55 1SH.—J.D.

● With the use of good similes *The Yachtsman's Weather Guide* by Ingrid Holford (Ward Lock, £1.95) employs technical language to deal with a very technical subject as simply as possible. It explains the working of the weather machine and gives practical advice to yachtsmen.

To the non-meteorologist (usually yachtsmen) this subject often presents incomprehensible problems and this small book suitable for the saloon or chart table book compartment could be very useful in bridging the gap and helping yachtsmen and dinghy sailors to get more practical help from the various forecasts and visual signs.—E.J.

When you have read your copy of  
THE LIFEBOAT  
PLEASE PASS IT ON



# Letters...

## Welcome home

Your autumn issue of the journal will, I am sure, give full coverage of the AGM in May and subsequent medal and award presentations, and I should like to follow that up by telling you of the wonderful night we all had on the homecoming from London of Coxswain Brian Bevan and the crew of Humber lifeboat.

Humber, at the tip of Spurn Point, must be one of the most isolated of lifeboat stations and we, the local people of Easington (some seven miles away) and the surrounding district, do not get the chance to meet the lifeboatmen and their wives in a friendly or social way as often as we should like. When, therefore, the whole crew was 'off station', a situation which again practically never happens, we set to, determined to grasp the opportunity to show our local appreciation, in the best possible manner, for the proud honours brought to the area.

So a committee was formed and a dance organised for May 23, the day after the AGM, all the proceeds of which would go to Humber lifeboat crew amenities fund. Dr J. D. Busfield, the honorary medical adviser, was invited and transport was arranged to bring everyone from Spurn.

A champagne reception greeted them; the medals—gold, silver and bronze—were put on display; and from then on the night was theirs to enjoy and unwind from all the formalities. 'Santana County', a group from Withernsea, supplied the music, together with a disco, and for the raffle numerous fine prizes had been given by local pubs, clubs and shops, by BP Petroleum Development, Amoco, Humber and Grimsby Pilots, Humber Coastguard and many individual people.

A cheque for £412.64 was presented to Brian and his crew, which we hope will make their life down at the point a little easier. Also during the evening Humber Pilots presented the crew with a plaque for their recreation room in recognition of the gold medal service to *Revi*, and, to go to RNLI funds, Mrs Mary Hart of Hull presented a cheque for £65, the result of a sponsored walk.

To sum it all up, from the fantastic response and turn out to the dance I hope all the crew feel that they are a part of the community and know how proud we all are of them. In the words of the banner above the stage that night: 'Well done lads!'—MICHAEL A. WELTON, *Sun House, Main Street, Easington, Nr Hull, East Yorkshire, Humberside.*

## A memorable day

I would very much like to thank all those people who made my day at the Royal Festival Hall on May 22 such a memorable one; one that I shall never forget. I felt very proud and honoured to meet HRH The Duke of Kent and also Coxswain Brian Bevan. What brave men he and his crew are; indeed I felt quite small standing near him waiting to receive my gold badge, which I will treasure all my life.

My one regret was that my dear husband was not there with me, although I felt his presence. He died not knowing that I had been awarded such an honour.

I miss our former lifeboat, *Mable E. Holland*, very much but I am sure *Alice Upjohn* will do her duty. Once again, many thanks.—JOAN BATES, *Mrs, Spion Kop, Dungeness, Romney Marsh, Kent.*

*The late George L. 'Mick' Bates was station honorary secretary at Dungeness from 1965 to 1978.—EDITOR.*

## Understatement of great magnitude

As a Shoreline member I read your journal with great interest and appreci-

*A beautifully written letter from Susan Crook brought the news that the children of Beach Road Country Primary School, Litherland, Liverpool, seen here with Brian Stevenson, ADOS(NW), had beaten the target they had set themselves to reach by July: £100. In fact the magnificent total was £106.24. £11 came as the result of a treasure hunt.*

*Abersoch breakwater was 'opened' in 1927 by the then Lord Howe who arrived for the ceremony by lifeboat.*

ation of the various mission reports. To my mind these latter are examples of understatement of great magnitude. The simple, unvarnished descriptions of the most hair raising feats of seamanship cannot be beaten by any professional drama writer.

Having read each issue I pass it on to a friend in Texas, USA, whom I met during the 1939-45 war in South East Asia when we were both prisoners of war under the Japanese. His younger son, despite a polio lameness, has become an offshore small craft skipper operating in the Gulf area. I have just received a letter from my friend, Lt-Col I. B. Hard (Rtd.), and believe you will be interested in an extract:

'... The RNLI journal is thoroughly enjoyed here. I read it from cover to cover before forwarding it on to Jim! It is truly exhilarating to read of a group so dedicated to their task.'

L. J. ROBERTSON, *23 Glen Court, Riverside Road, Staines, TW18 2LG.*

## Lleyn Peninsula

Your feature article on the Lleyn Peninsula in the spring 1979 issue of the LIFEBOAT prompts me to write, particularly in connection with Abersoch, as I feel that my grandfather virtually discovered the place as a holiday resort, having first taken his family there, including my father, for summer holiday from Birmingham in 1885.

My grandfather died in 1912 but my





father visited every summer for a month, as well as some Easters, Whitsun holidays and at Christmas until 1939 when he died, a total of 54 years. At his fiftieth visit the local people gave him an illuminated address.

However, the purpose of this letter is to send you some photographs taken at the time of the 'opening' of the breakwater which was built through a committee, of which I believe my father was chairman, to protect small craft in the harbour, as opposed to the St Tudwal's Roads. The ceremony was performed by the then Lord Howe, who was a member, and later chairman, of the RNLI Committee of Management and who arrived in Abersoch lifeboat to perform his task. He was also a racing driver of considerable repute and reckoned a fair time for the seven miles from Pwllheli to Abersoch was 9.5 minutes.

I believe the year was 1927, when of course the place was totally different. The lifeboat house was on the western arm of Abersoch Bay, a fair distance from the village and no made road to serve it. After the lifeboat station was closed the slipway became a very popular spot from which to fish, but I have not seen it since 1938 and it may not even exist now.

As a matter of interest, there was, for very many years, an annual regatta at Abersoch, long before South Caernarfonshire Yacht Club was formed or its clubhouse built. My father was commodore of that regatta, which was run from a boat moored in the bay. The boat formed one end of the starting line and the course was round marker boats

anchored in the bay. The creation of the SCYC of course made a tremendous difference to the yachting facilities at Abersoch.—DONALD M. LEA, *Meres Farm, Heronfield, Nr Knowle, West Midlands.*

#### First meeting

We, the joint owners of a small 15ft GRP motor vessel named *Content*, were enjoying a day's fishing last June when the propeller shaft sheared and we were left in a somewhat helpless situation. A radio call from another vessel was answered by one of your lifeboats out of Brixham being delivered to Falmouth; we were on her bearing and just four miles ahead.

I must admit, on seeing a lifeboat bearing down on us and anticipating the leg-pulling we would surely have to endure from other boatmen I was wishing it was anyone else but me in the boat at the time, and true to form a ball was had at our expense!

The reason for this letter, other than to say a big thank you, is also to say how impressed I was by the character of the crew of your lifeboat. While I have always held this breed of men in the highest regard, this was my first time of actually meeting them; and it made a lasting impression seeing men enjoying so much their work and also enjoying each other's company while at the same time showing efficiency and professionalism.

No doubt to these men it was just a job, taking in tow two fellows in a spot of bother, but their lighthearted matter of fact attitude and genuine concern we will always remember and respect.—

L. R. MAY and N. SPRY, 27 *Cromer Walk, Southway, Plymouth.*

*Coxswain Arthur Curnow and Crew Members B. Caunter and J. Ashford were taking the relief 52ft Barnett lifeboat Euphrosyne Kendal from Brixham to Falmouth when, off Plymouth, Content got into difficulties. The lifeboat towed her into Cawsand (Plymouth). This letter, addressed to Captain B. J. Anderson, Torbay honorary secretary, accompanied a donation to station funds.—EDITOR.*

#### Thank you, Sheringham

As a member of Shoreline and a member of the crew of the steam lighter *VIC 32*, a converted Admiralty supply vessel, I should like to thank the crew of Sheringham lifeboat for standing by us when, bound for Grimsby in July 1978, we ran into very heavy weather.

It was fine when we started off from Great Yarmouth. The sea was calm and remained so until we reached Cromer. As we changed course to cross over the Lincolnshire coast the sky darkened and the wind increased its force, eventually rising to force 7 gusting 8. We were on a lee shore; we were making no headway against the sea; and we were advised that we could not take shelter at either Wells or Cromer.

After trying to 'stick it out' we decided to put back and Sheringham lifeboat came out to escort us into calmer waters. The crew went to great trouble on our behalf and, after we got in to Great Yarmouth, we entertained them on board *VIC 32*, our skipper's wife making hot stew and tea.—R. ADAMS, 2 *Milton Court, Coles Road, Milton, Cambridge.*

## Sixth national lottery

MELVYN HAYES and Val Meredoc, who were appearing in 'It Ain't Half Hot, Mum' at the Pier Theatre, Bourne-mouth, came over to RNLI headquarters at Poole on July 31 to draw the sixth national lottery (right). Supervising the draw were Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee, and Cdr E. F. Pritchard, appeals secretary. The winners were:

£1,000: D. Lusher, Rosyth, Fife.

£500: M. Girvan, Corby, Northants.

£250: E. M. Parson, Newport, Gwent.

£25: D. G. Thomas-Noworthy, Hatfield, Herts; Mrs S. Heywood, Roxwell, Chelmsford; Miss E. B. Marshall, Grays, Essex; E. Savage, Dorchester, Dorset; Mr Powys, Benbecula, Outer Hebrides; Agnes Brownlie, Carlisle, Lanarkshire; V. C. Sainy, Bracknell, Berks; F. Morrison, Port of Ness, Isle of Lewis; Mrs P. M. E. Orr, East Grinstead, Sussex; Mrs T. Hunt-Duke, Folkestone, Kent.

RNLI Funds have so far benefited by about £150,000 as a result of the lotteries, nearly £21,000 being raised by the sixth lottery. The seventh national lottery will be drawn on January 31, 1980.



\* \* \*

A commemorative cover celebrating Ramsey lifeboat station's 150th anniversary is available price £1 plus 10p p. and p. from Inspector A. R. Quirk, 33 Queens Drive West, Ramsey, Isle of Man.

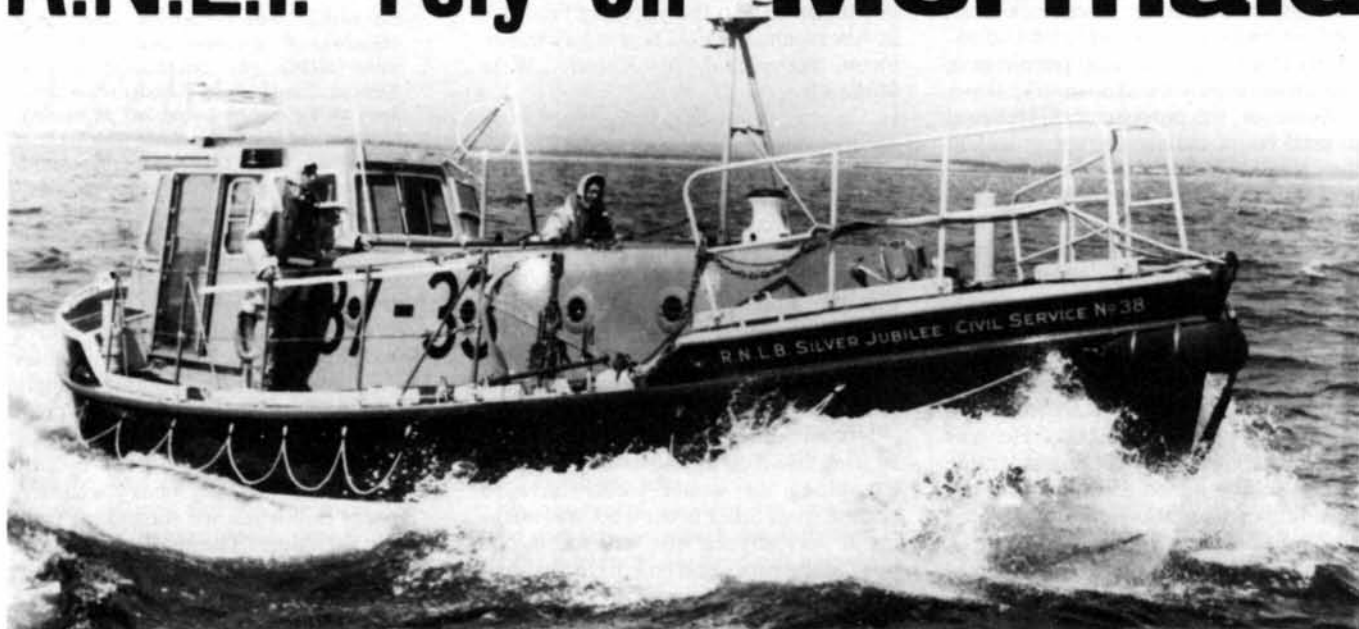
\* \* \*

In the second part of the article 'Lifeboats of the World', published in the summer issue of *THE LIFEBOAT*, a photograph was shown of Valparaiso lifeboat, Chile. This lifeboat was wrongly described as an ex-RNLI 14m Watson. She is in fact an ex-RNLI 48ft 6in (14.8m) Ramsgate type lifeboat. She was originally stationed at Walton and Frinton and was named *EMED*.

'*SUNSET OVER SAMSON*': The Isles of Scilly ladies' guild has produced a long playing record to be sold in aid of the RNLI and the first record was presented to Coxswain Matthew Lethbridge and his wife Pat by the guild's souvenir secretary, Mrs Clare Jenkins; also in the picture below are Bowman Richard Lethbridge, his wife June and Susan Howells who organised the project. '*Sunset over Samson*' is made entirely by the people of the 'Friendly Islands': St Mary's Male Voice Choir and Music Society, the Island Sextet, the Ladies Choir, the Scillonian Entertainers and the Isles of Scilly School of Flute Ensemble all took part. The record is available from Mrs R. Lethbridge, Maypole, St Mary's, Isles of Scilly, Cornwall, price £3.25 plus 40p p. and p.; cheques payable to Lethbridge and Howells RNLI record.



# R.N.L.I. rely on Mermaid

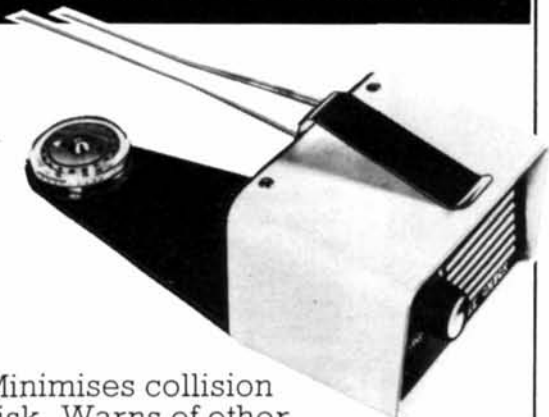


THE NEW ROTHER CLASS LIFEBOATS, as those already in service like the Margate Lifeboat shown here, rely on Mermaid diesel engines for continuous trouble-free power in every emergency. You need reliability too, so specify Mermaid diesels from 45bhp to 275bhp, for your next craft.

**Mermaid Marine Engines Ltd**  
  
 FERNDOWN INDUSTRIAL ESTATE,  
 70-72 COBHAM ROAD,  
 WIMBORNE, DORSET BH21 7RN  
 Telephone FERNDOWN (0202) 891824  
 Telex 418236



## Marinax Marine Check Radar Alarm



Minimises collision risk. Warns of other vessels' radar transmissions. Fitted compass allows course assessments for avoidance.



G & M POWER PLANT Company Limited  
 Whitehouse Road, Ipswich, Suffolk IP1 5LX  
 Telephone : Ipswich (0473) 41795  
 Telex : 98216

## NECO MARINE THE AUTO PILOT PEOPLE



Automatic Pilot  
 for  
 Commercial Craft  
 Electronic Capstans  
 Electronic Instruments  
 Anchor Windlasses  
 Dinghy Hoists

NECO MARINE LIMITED

Walton Road, Eastern Road, Cosham, Portsmouth, England  
 Tel: Cosham (070 18) 70988 Telex: 86149

## Lifeboat Services

from page 189

the west, the sea was slight and visibility was excellent but the tide, which had been flooding for 3½ hours, was still rising.

The water had already risen above the girls' chests and was lapping around their throats when the ILB arrived, and they were unable to move. Two men, a policeman and a passer by, had tried to walk the sewer pipe to the girls but they, too, were almost up to their necks in water. Crew Members Stoddart and Latcham jumped into the water and swam with the girls to the ILB as she was manoeuvring into position. The boat then took on board the two men who had been trying to help and returned to station where, in the boathouse, the girls were treated by the

crews' wives for exposure and shock while they awaited the ambulance which had been called.

The ILB was rehoused and ready for service at 1515.

### North Western Division

## Broken steering

ON SATURDAY April 28, at 0700, HM Coastguard informed the honorary secretary of Port St Mary lifeboat station that a fishing vessel, *Anjonika*, was disabled 13 miles to the south east. She had been on passage, in ballast, from Brixham to the Clyde via Holyhead when her steering gear had broken. She was lying broadside on to rough seas and shipping water.

The morning was clear with good visibility, but a near gale, force 7, was blowing from the north west. It was low water.

Port St Mary's 54ft Arun lifeboat *The*

*Gough Ritchie* slipped her moorings and had reached *Anjonika* by 0805. Going down the fishing boat's lee side, a tow rope was passed and, with her crew of two, she was brought safely back to the Port St Mary for repairs.

The lifeboat was back on her moorings and ready for service at 1210.

\* \* \*

ROYAL HUMANE SOCIETY awards have been made to three **Weston-super-Mare** ILB crew members for their part in the rescue of three boys trapped in a cave on the south side of Brean Down on November 12, 1978; it was a service for which RNLI awards were made and which was reported in the spring 1979 issue of *THE LIFEBOAT*. Royal Humane Society testimonials on parchment were awarded to Crew Members Richard A. Spindler and Anthony C. Blizzard and a certificate of commendation was awarded to Helmsman Nicholas J. White.

## Services by Offshore Lifeboats, March, April and May, 1979

**Aldeburgh, Suffolk**  
March 27 and May 26  
**Amble, Northumberland**  
March 29  
**Angle, Dyfed**  
April 30 and May 15  
**Arranmore, Co. Donegal**  
March 9, 14 and 18  
**Barmouth, Gwynedd**  
May 19  
**Barra Island, Inverness-shire**  
March 24  
**Barry Dock, South Glamorgan**  
April 24, 28 and May 31  
**Bembridge, Isle of Wight**  
April 23  
**Bridlington, Humberside**  
March 6, 12, 15, April 8 and May 28  
**Broughty Ferry, Angus**  
April 24  
**Calshot, Hampshire**  
March 28, April 9, 16 and May 2  
**Campbeltown, Argyllshire**  
March 18  
**Clacton-on-Sea, Essex**  
April 29  
**Clovelly, North Devon**  
April 2 and May 15  
**Cromer, Norfolk**  
March 6 and May 22  
**Donaghadee, Co. Down**  
April 10  
**Douglas, Isle of Man**  
May 13  
**Dover, Kent**  
March 3, 28, April 8, 15, May 12, 26 and 30  
**Dungeness, Kent**  
March 8  
**Dun Laoghaire, Co. Dublin**  
May 16 and 25  
**Dunmore East, Co. Waterford**  
March 18  
**Eastbourne, East Sussex**  
May 12  
**Eyemouth, Berwickshire**  
March 28  
**Falmouth, Cornwall**  
March 8, April 9 and 28

**Filey, North Yorkshire**  
March 12 and 28  
**Fishguard, Dyfed**  
April 27  
**Flamborough, Humberside**  
March 12 and May 29  
**Fleetwood, Lancashire**  
April 16, 23, 25, May 13 and 14  
**Fowey, Cornwall**  
April 24  
**Galway Bay, Co. Galway**  
March 29  
**Girvan, Ayrshire**  
April 22  
**Great Yarmouth and Gorleston, Norfolk**  
March 18, April 6, 13 and 18  
**Hartlepool, Cleveland**  
March 6, April 13 and May 15  
**Harwich, Essex**  
March 10, May 5 and 26  
**Hastings, East Sussex**  
April 17 and May 12  
**Holyhead, Gwynedd**  
April 20 and May 22  
**Howth, Co. Dublin**  
March 1 and April 24  
**Humber, Humberside**  
March 3, 6, 20, April 1, 4, 13, 15, 28, May 13, 21, 23, 27, 28 and 31  
**Kirkcudbright, Kirkcudbrightshire**  
April 18 and May 31  
**Lerwick, Shetland**  
March 27 and May 13  
**The Lizard-Cadgwith, Cornwall**  
May 27  
**Lowestoft, Suffolk**  
March 4 and May 26  
**Lytham-St Anne's, Lancashire**  
March 21  
**Mallaig, Inverness-shire**  
March 20, 22, May 15 and 26  
**Margate, Kent**  
May 26  
**Montrose, Angus**  
April 7  
**Newbiggin, Northumberland**  
March 18 and April 19  
**Newhaven, East Sussex**  
March 22, April 22 (twice), 27 (twice), 28, May 3, 6, 13, 15, 16 (twice) and 19  
**Padstow, Cornwall**  
May 15  
**Penlee, Cornwall**  
April 29, May 10 and 28  
**Poole, Dorset**  
March 11 and April 17  
**Port Erin, Isle of Man**  
March 1  
**Porthdinllaen, Gwynedd**  
May 29  
**Portrush, Co. Antrim**  
April 16  
**Port St Mary, Isle of Man**  
April 4, 7, 28 and May 28  
**Pwllheli, Gwynedd**  
April 5  
**Ramsgate, Kent**  
March 3, 22, April 2, May 7 and 28  
**Redcar, Cleveland**  
March 3  
**Rosslare Harbour, Co. Wexford**  
May 28  
**St David's, Dyfed**  
April 19  
**St Helier, Jersey**  
April 4 and May 26  
**St Ives, Cornwall**  
March 3 and April 19  
**St Mary's, Scilly Islands**  
April 7, 8, 19, May 20 and 22  
**St Peter Port, Guernsey**  
March 30, April 20, 22, May 6, 17 and 26  
**Salcombe, South Devon**  
April 15, 22, May 4, 11 and 28  
**Scarborough, North Yorkshire**  
March 14 and 25  
**Selsey, West Sussex**  
April 27 and May 14  
**Sennen Cove, Cornwall**  
April 17 and 26  
**Sheringham, Norfolk**  
April 5 and 16 (twice)  
**Shoreham Harbour, West Sussex**  
March 11, 22, 31, May 12 and 15  
**Skegness, Lincolnshire**  
March 1 and April 15  
**Sunderland, Tyne and Wear**  
March 27  
**Swanage, Dorset**  
April 8, 13, 14, 16, May 11, 14, 19 and 28  
**Teesmouth, Cleveland**  
March 4  
**Tenby, Dyfed**  
April 2, May 1 and 26  
**Torbay, South Devon**  
April 22, May 14 and 28  
**Troon, Ayrshire**  
April 15, 17, 21 and May 24  
**Tynemouth, Tyne and Wear**  
March 18

**Valentia, Co. Kerry**  
 May 10  
**Walmer, Kent**  
 May 8  
**Wells, Norfolk**  
 March 1 and April 16 (twice)  
**Weymouth, Dorset**  
 March 16, April 15, May 7 and 23  
**Whitby, North Yorkshire**  
 March 26, April 15 and May 1  
**Wick, Caithness**  
 April 10  
**Wicklow, Co. Wicklow**  
 April 14 and 16 (three times)  
**Yarmouth, Isle of Wight**  
 April 14, 23, 30, May 20, 23 and 28  
**Youghal, Co. Cork**  
 May 23  
**Lifeboat ON 1058 on passage**  
 May 30

## Services by Inshore Lifeboats, March, April and May, 1979

**Aberdovey, Gwynedd**  
 March 7, 17, April 17 (twice) and May 28  
**Abersoch, Gwynedd**  
 March 24, April 5, 19 and 28  
**Atlantic College, South Glamorgan**  
 April 15 (twice), 22 (twice), May 5, 6 and 29  
**Bangor, Co. Down**  
 April 27, May 14 and 20  
**Barmouth, Gwynedd**  
 April 15 (twice)  
**Baumaris, Gwynedd**  
 May 6 (twice)  
**Berwick-upon-Tweed, Northumberland**  
 April 1 (twice), 22, May 12 and 22  
**Blackpool, Lancashire**  
 March 5, 21, April 22, May 18 and 27  
**Borth, Dyfed**  
 May 31  
**Bridlington, Humberside**  
 April 29, May 13 and 19  
**Brighton, East Sussex**  
 April 13, May 15, 16, 25 and 26  
**Broughty Ferry, Angus**  
 March 2  
**Bude, Cornwall**  
 May 22 and 27  
**Burry Port, Dyfed**  
 May 27  
**Cardigan, Dyfed**  
 April 17  
**Clacton-on-Sea, Essex**  
 April 12 and May 7  
**Criccieth, Gwynedd**  
 May 28 and 30  
**Cromer, Norfolk**  
 May 28  
**Cullercoats, Tyne and Wear**  
 April 1, 14, 20, 22, 23, 29, May 13 (twice) and 21  
**Eastbourne, East Sussex**  
 May 12 and 16  
**Filey, North Yorkshire**

April 14  
**Fleetwood, Lancashire**  
 April 22, 25 and 28  
**Flint, Clwyd**  
 May 13  
**Great Yarmouth and Gorleston, Norfolk**  
 April 7, 13, 21, 25, May 8, 14, 16, 20 and 30  
**Happisburgh, Norfolk**  
 May 13  
**Harwich, Essex**  
 April 23, May 6 and 29  
**Hartlepool, Cleveland**  
 March 11, April 30 and May 27  
**Hastings, East Sussex**  
 April 17, May 16 and 19  
**Hayling Island, Hampshire**  
 March 3, April 22 and May 27  
**Helensburgh, Dunbartonshire**  
 March 11 and April 29  
**Holyhead, Gwynedd**  
 April 20 and May 26  
**Horton and Port Eynon, West Glamorgan**  
 April 17  
**Howth, Co. Dublin**  
 April 23, 24, 29, May 11 and 28  
**St Catherines, Jersey**  
 May 26  
**Kinghorn, Fife**  
 May 13  
**Kippford, Kirkcudbrightshire**  
 May 2 and 22  
**Largs, Ayrshire**  
 April 7 (twice), 12, 15, 20, 29 (twice), May 5, 13 and 28  
**Littlehampton, West Sussex**  
 March 13, 31, April 13, 25, May 7, 12, 13, 16, 22 and 30  
**Littlestone-on-Sea, Kent**  
 March 5, April 8 and May 14  
**Llandudno, Gwynedd**  
 May 6, 13, 20 and 28 (twice)  
**Lyme Regis, Dorset**  
 April 12, May 23, 26, 27, 28 and 30  
**Lymington, Hampshire**  
 May 3  
**Lytham-St Anne's, Lancashire**  
 May 12 and 17  
**Mablethorpe, Lincolnshire**  
 May 13 and 29  
**Margate, Kent**  
 March 2, April 16, 20, May 5 and 30  
**Moelfre, Gwynedd**  
 May 12  
**Morecambe, Lancashire**  
 April 25 and 28  
**Mudford, Dorset**  
 April 13 (twice) and May 6  
**New Brighton, Merseyside**  
 April 16 and May 29  
**Newquay, Cornwall**  
 May 27 (three times) and 28  
**Oban, Argyllshire**  
 May 4  
**Peel, Isle of Man**  
 March 1  
**Plymouth, South Devon**  
 April 28 and May 6  
**Poole, Dorset**  
 March 8, 11, 30, 31, April 20, 21, 28 and 29 (twice)

**Port Isaac, Cornwall**  
 April 1, 15, 16, 17, 18 and May 9  
**Portsmouth (Langstone Harbour), Hampshire**  
 March 12, May 7 (twice), 13, 14, 26 and 27  
**Port Talbot, West Glamorgan**  
 March 19 and May 30  
**Queensferry, West Lothian**  
 March 2, 20, April 29, May 13 and 28  
**Ramsgate, Kent**  
 May 13, 27 and 29  
**Red Bay, Co. Antrim**  
 May 6  
**Redcar, Cleveland**  
 May 17  
**Rhyl, Clwyd**  
 April 15, May 13 and 29  
**Rye Harbour, East Sussex**  
 April 14, 16 and May 14  
**St Abbs, Berwickshire**  
 May 31  
**St Ives, Cornwall**  
 April 14  
**Scarborough, North Yorkshire**  
 May 30 and 31  
**Selsey, West Sussex**  
 May 7  
**Shoreham Harbour, West Sussex**  
 May 7, 26 (twice) and 31  
**Silloth, Cumbria**  
 May 2  
**Skegness, Lincolnshire**  
 April 23, May 25, 27, 29 and June 1  
**Southend-on-Sea, Essex**  
 March 12, 18 (twice), 31, May 17, 19 and 20 (twice)  
**Southwold, Suffolk**  
 March 1 and May 17  
**Staithe and Runswick, Cleveland**  
 March 19  
**Stranraer, Wigtownshire**  
 May 17  
**Sunderland, Tyne and Wear**  
 May 4  
**Tenby, Dyfed**  
 April 17, 21, May 7, 26, 28 and 31  
**Tignabruaich, Argyllshire**  
 March 30 and April 24  
**Torbay, South Devon**  
 May 26 and 27 (twice)  
**Trearddur Bay, Gwynedd**  
 April 14, May 25 and 30  
**Tynemouth, Tyne and Wear**  
 March 25, April 14, May 21 and 24  
**Walmer, Kent**  
 April 14, 20, 29 and May 7  
**Wells, Norfolk**  
 April 18 and 22  
**West Kirby, Merseyside**  
 May 13  
**West Mersea, Essex**  
 March 25, 29 and May 26  
**Weston-super-Mare, Avon**  
 May 13  
**Whitby, North Yorkshire**  
 April 14  
**Whitstable, Kent**  
 March 17, April 22, 29, May 13 and 17  
**Withernsea, Humberside**  
 April 3, 15, 29, May 14 and 15

### SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1979, to July 31, 1979: Services: 1,173; lives saved 512

#### THE STATION FLEET

(as at 31/7/79)

132 offshore lifeboats

127 inshore lifeboats operating in the summer

50 inshore lifeboats operating in the winter

#### LIVES RESCUED 104,736

from the Institution's foundation in 1824 to July 31, 1979



# Boat Insurance for Shoreline Members (and other 'Lifeboat' readers)

Temple Insurance Brokers Ltd., specialist Marine Craft Insurance Brokers, Members of the British Insurance Brokers Association, are pleased to offer Shoreline Members and other 'Lifeboat' readers special terms for their personal Yacht and Motor Boat insurance.

For a quotation without obligation, please complete and post the enquiry form opposite. No stamp required.

**OR RING POOLE**



**(02013)  
79444**

<b>Personal details</b>	Name .....	Tel. No. ....		
	Address .....			
	Experience .....			
	Accident/Losses/Claims in last 5 years (Details on separate sheet)	Yes/No		
<b>Details of craft</b>	Name .....	Class/Type .....		
	Construction .....	Year Built .....		
	Length .....	Beam .....		
	Engines .....	H.P. ....	Inboard/Outboard	
<b>Values</b>	Hull, Machinery, Equipment	£ .....	Special Equipment	£ .....
	Dinghy/Boats	£ .....	Outboard Motor	£ .....
	Trailer	£ .....	TOTAL	£ .....
<b>Use</b>	In commission from .....	to .....(inclusive)		
	Moored at .....			
	Laid up from .....	to .....Inclusive. Ashore/Afloat.		
	Cruising Range .....			
<b>General</b>	(a) Are you entitled to No Claim Discount? .....years.			
	(b) Do you wish to bear the first part of any claim? Yes/No. If so, state £25 : £50 : £100.			
	(c) SPECIAL REQUIREMENTS. Racing Risks, Water-Skiing, Road Transit Risks, etc. ....			

**TO FREEPOST, Geoffrey Bere FCII,  
TEMPLE INSURANCE BROKERS,  
29 High Street, POOLE BH15 1BR**

# RFD SAFETY SYSTEM



**SURVIVA 6 MAN liferaft**

**SEASAVA 4 MAN liferaft**

**AQUASPORT lifejackets**

Please send me details of new 'SEASAVA' 4 man liferaft   
'SURVIVA' 6 man liferaft   
Aquasport  Aquawork  lifejackets

Name \_\_\_\_\_  
Address \_\_\_\_\_

**RFD INFLATABLES LTD**  
Catteshall Lane Godalming, Surrey. Tel: 04868 4122

LB 10/79

# WE WANT YOU TO COME BACK

## Index to Advertisers

Birds Eye Foods .....	Inside Back Cover
Evett Sailwear Limited .....	182
Functional Clothing .....	Inside Front Cover
G. & M. Power Plant—Binoculars .....	182
G. & M. Power Plant—Radar Alarm .....	212
Glanvill Enthoven & Co Limited .....	182
David Jolly (Tiller Master) .....	216
Maritime Book Society .....	Outside Back Cover
Mermaid Marine Engines Limited .....	212
NECO Marine Limited .....	212
Peeks of Bournemouth .....	216
RFD Inflatables Limited .....	215
Temple Insurance .....	215
C. P. Witter Limited .....	216

## Classified Advertisements

### PROPERTY

**CORNWALL.** For sale or purchase of waterside and country property around Falmouth, Carrick Roads and Helford River, contact R.E. PRIOR & Co, Chartered Surveyors, 3 Market Street, Falmouth (Tel: 313636). Offices also at Penryn, Truro and Tregony.

**HERTFORDSHIRE** Council Exchange. One bedroomed ground floor flat for similar or bungalow or caravan. SW coast or Bedfordshire. 17 Roundfield Avenue, Harpenden. Phone: 67034.

### BOOKS

**MARITIME BOOKS.** Secondhand and new books bought and sold. Catalogues issued. J. E. Oliver, Bookseller, Corner Cottage,

Colkirk, Nr. Fakenham, Norfolk. Tel: Fakenham 2453.

**BRITISH WARSHIPS AND AUXILIARIES 1980.** The complete 112 page guide to ships of the Fleet. Available November. An ideal Christmas gift for use ashore and afloat—packed with photographs and information. Only £1.50 post free from Maritime Books (LB), Duloe, Liskeard, Cornwall PL14 4PE.

“ON SERVICE—Story of Lowestoft Lifeboats”. Copies available, 60p. R. W. Moore, 36a Corton Road, Lowestoft NR32 4PL.

### MISCELLANEOUS

**FISHERMAN'S SMOCKS,** navy drill. All sizes £5.95 delivered. Rockall Wear, 138 Narrow Lane, Halesowen B62 9NX.

### LIFEBOATS, SAILING BARGES AND YACHTS IN MINIATURE

Retirements, Presentations and Trophies. Fully detailed replicas of individual boats, with crews, mounted on realistic sea bases in perspex showcase. Each a tiny gem providing a truly ‘live’ unique miniature. Details: Brian H. Williams, Marine Model Artist, ‘West Rock’, The Cleve, Kingsand, Nr Torpoint, Cornwall PL10 1NF (0752) 822638.

### MEDITERRANEAN VIA CANALS

Advice, information or delivery. Write Captain Ward, 4 Graydon Avenue, Chichester. Tel: 0243 784700.

### PAINTINGS

**YOUR LIFEBOAT IN OILS.** On canvas 36" x 28" £45.00. s.a.e. Lee, 9 Esplanade, Weymouth, Dorset.

## HOW YOU CAN HELP THE LIFEBOATMEN

JOIN your local branch or guild

JOIN Shoreline, the membership scheme

HELP on flag days

BUY RNLI gifts and souvenirs

SELL lottery tickets

GIVE a coffee morning

COLLECT used stamps or foreign coins

For further information write to:  
**APPEALS SECRETARY,**  
**ROYAL NATIONAL LIFE-BOAT INSTITUTION,**  
**WEST QUAY ROAD,**  
**POOLE, DORSET, BH15 1HZ**

*When you have read your copy of THE LIFEBOAT, please pass it on*

## HAVE FUN FUND RAISING

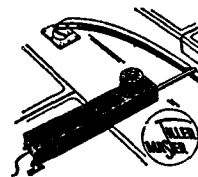
Free Illustrated Catalogue from

### PEEKS OF BOURNEMOUTH

Tuckton, Bournemouth  
 Tel: 0202 429404/5



## THE ORIGINAL TILLER MASTER celebrates 10 years of Ocean crossing



We stock **LOCAT**, the powerful British personal Radio Distress Beacon that saved the life of Atlantic rower, Ken Kerr.

Wind, water and solar battery chargers available.

### DAVID JOLLY

**Long Range and Emergency Radio Consultant**  
 3 Little Russel, Lytchett Minster, Poole, Dorset BH16 6JD.  
 Tel: 0202 622142 TELEX: 41495.



## TOWING BRACKETS

Approved by car manufacturers and issued with fitting instructions. Also shock absorbers stabiliser and couplings.

**Please save a little for the people who save a lot—give generously to the R.N.L.I.**

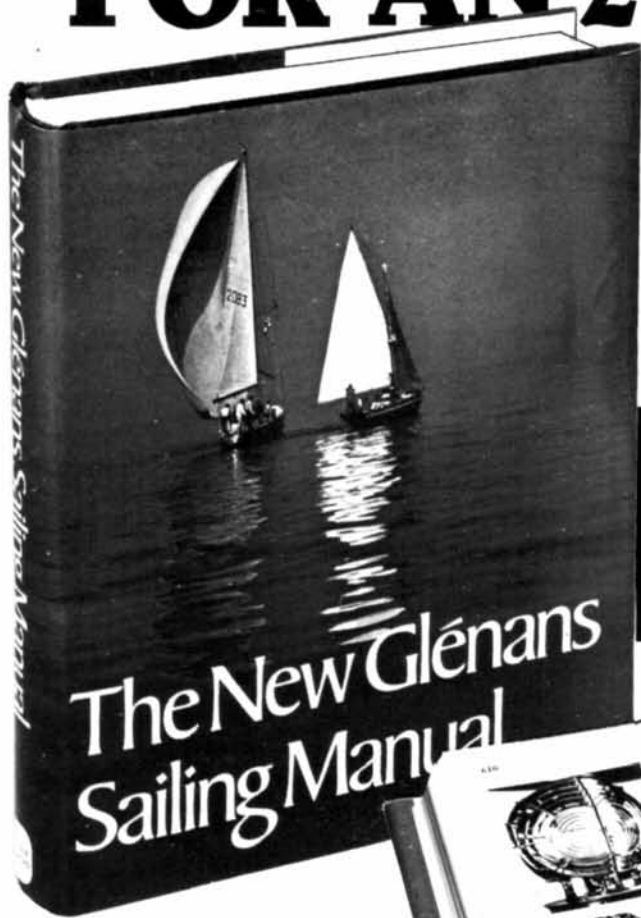
C. P. WITTER LTD. CHESTER

Tel. 0244-41166

# The Captain takes his hat off to the RNLI.



# EQUIP YOURSELF FOR ANY VOYAGE



'... every point of sailing under all rigs and in all weathers, meteorology, navigation and boat handling it should equip the yachtsman mentally and materially for any kind of voyage.'

*Sea Breezes*

'The fact remains that anyone who buys a cruiser and needs a bible to go with it, is unlikely to go far wrong with the New Glenans Manual.'

*Yachting Monthly*

'At last a sailing manual worthy of the name... a new one that is not only comprehensive but also readable.'

*Yachting & Boating*

Take this comprehensive sailing manual

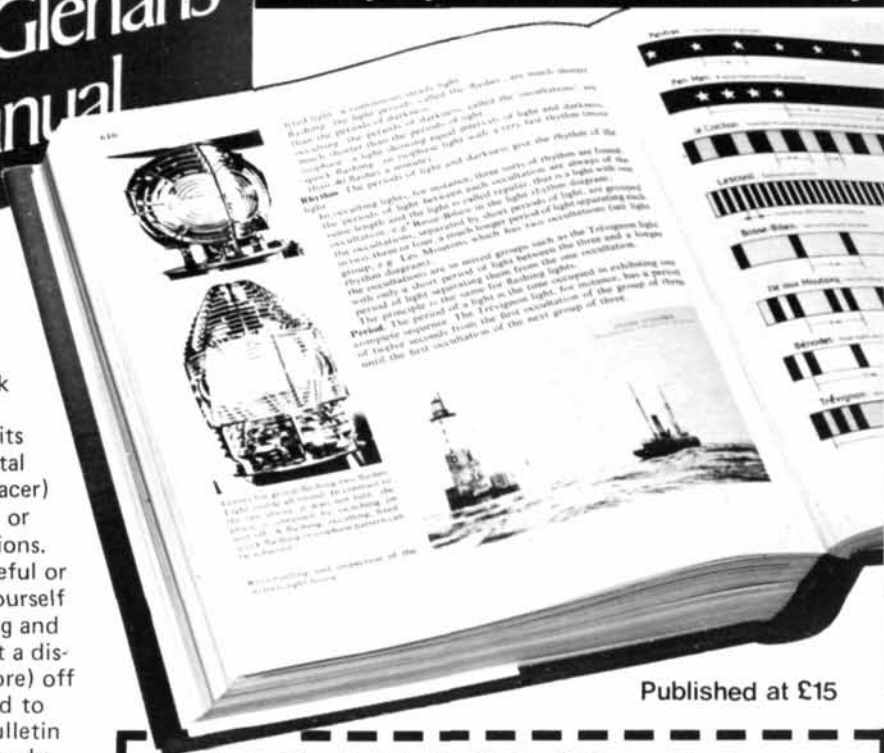
FOR JUST **£1** + p&p

when you join the Maritime Book Society

Run by sailing enthusiasts on the South Coast the Maritime Book Society secures virtually every significant new sailing book for its members, be it technical (eg Coastal Navigation) practical (Offshore Racer) narrative (Come Wind or Weather) or on classic cruises and circumnavigations. There is bound to be something useful or interesting for your crew or you yourself on every aspect and level of cruising and racing. Members buy their books at a discount of up to 25% (sometimes more) off publishers' prices. They are offered to you every other month and our bulletin tells you what is coming. Your only obligation is to buy four books during your first year of membership.



Maritime Book Society is run by Readers Union  
Brunel House, Newton Abbot.  
Reg in England No 843946



Published at £15

To: Maritime Book Society, PO Box 6, Newton Abbot, Devon.

I would like to join the Maritime Book Society and claim *The New Glenans Sailing Manual* for only £1.00 (plus 90p carriage). Allow up to 21 days for delivery. I agree to purchase at least 4 books (in addition to the introductory books) during a year's membership and may resign thereafter.

Mr/Mrs/Miss \_\_\_\_\_

Address \_\_\_\_\_

Signature \_\_\_\_\_  
(or if under 18, signature of Parent/Guardian)

SEND NO MONEY with this coupon AEK POST TODAY

