

THE LIFEBOAT

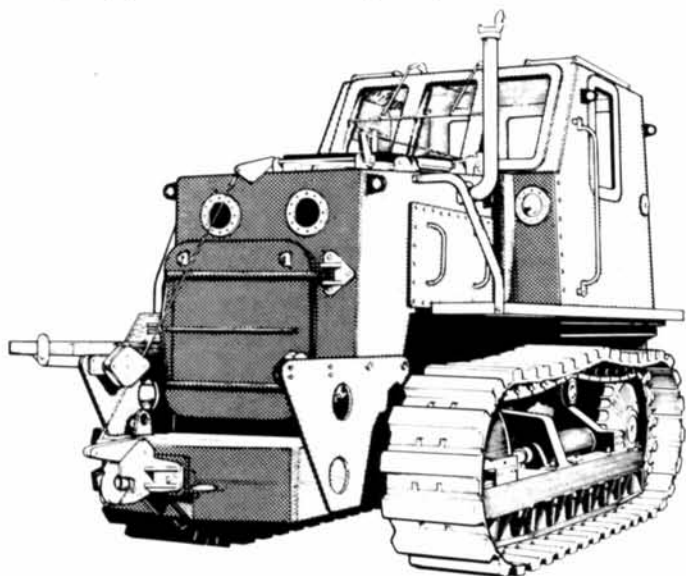
THE JOURNAL OF THE RNLI



Volume XLVI Number 470 Winter 1979/80

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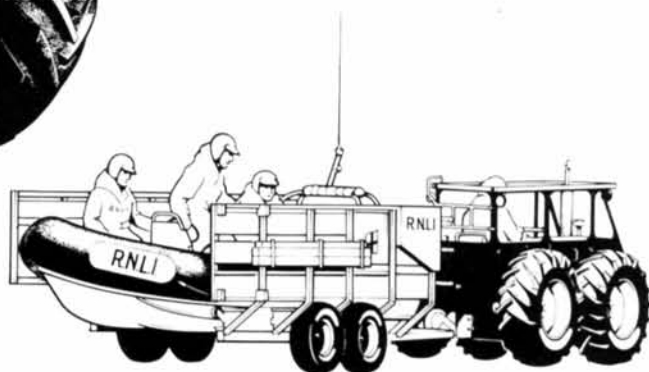
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THE LIFEBOAT

Winter 1979/80

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COVER PICTURE

Sir Samuel Kelly, the 46ft 9in Watson relief lifeboat on temporary duty at Courtmacsherry Harbour tows in Casse Tete V during the Fastnet storm. In all that day, Tuesday August 14, 1979, Courtmacsherry lifeboat, under the command of Coxswain Stephen 'Sammy' Mearns, was on service for more than 21 hours through the worst of the weather. The photograph was taken by Ambrose Greenway.

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

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NOTES OF THE QUARTER

by Patrick Howarth

RNLI LIFEBOATS spent 186.6 hours at sea in rescues or attempted rescues of yachtsmen taking part in the Fastnet Race in August. They saved the lives of 60 people, landed three others, saved eight boats and in different ways helped 12 other boats. The Falmouth lifeboat was away from her station during these operations for over 38 hours.

These bare statistics tell only a small part of the story of a major and highly successful combined operation in search and rescue. Helicopters from the Royal Navy and Royal Air Force, supported by RAF Nimrods and Irish and French aircraft, all played important parts, the total number of lives rescued by helicopter being 74. A number of other surface craft, including vessels of the Royal Navy, were also involved, and the essential task of



Secretary of State for Northern Ireland Mr Humphrey Atkins, an ex-naval officer, takes the wheel of the 46ft 9in Watson Lady Scott (Civil Service No. 4) on a visit to Portrush lifeboat station last September. He was accompanied by Mrs Atkins.

photograph by courtesy of J. K. Photographic

co-ordination was carried out in a most able manner by Ireland's Marine Co-ordination Centre at Shannon and HM Coastguard at Lands End. Fuller details of the lifeboat involvement in the Fastnet Race appear on page 222.

Radio appeal

Coxswain Derek Scott of the Mumbles made an appeal on behalf of the RNLI on BBC radio on Sunday, August 12. The Fastnet Race followed immediately on his appeal, and many of those who responded wrote in moving terms of the way in which the reports from the Fastnet Race served as a reminder of the continuous work of those who man the lifeboats. One contributor wrote:

'Your splendid radio appeal and the simply wonderful heroism shown by the lifeboat crews in the Fastnet disaster call for an extra sign of appreciation of their wonderful work.'

Another commented:

'My son was on the Fastnet Race and mercifully returned safely after a terrible ordeal. My admiration for the lifeboat crews who set out in such weather is enormous.'

The total response to the appeal amounted to more than £11,500.

Twenty-six years ago

This is the last number of THE LIFEBOAT for which I shall have any editorial responsibility. Just as this number contains an account of the flawless manner in which lifeboat crews responded to such an emergency as the 1979 Fastnet Race, so the first number which I edited described earlier emergencies to which the lifeboat response was no less admirable.

I joined the service of the RNLI on February 1, 1953. A day earlier the motor ship *Princess Victoria*, owned by the British Transport Commission, sank after leaving Stranraer. She carried 127 passengers and a crew of 49. The disaster was the greatest suffered by a British merchant vessel in peacetime for a quarter of a century. A number of lifeboats put out to the rescue, the Donaghadee boat saving 31 lives.

On the same weekend floods on the east coast caused greater devastation over a period of 48 hours than had been known in peacetime within living memory in England. Among the lifeboats on service was that at Southend, which was called out seven times in a period of little more than 48 hours and spent more than 26 hours at sea. One of the most spectacular rescues was carried out by the Clacton lifeboat, which took five men, a woman, two children, two dogs and a cat from the roof of a bungalow.

The report in THE LIFEBOAT of the east coast floods called attention to a significant decision made by the Committee of Management. The Lord Mayor of London, Sir Rupert De la

Bère, launched an appeal for a relief fund, and the government of the day undertook to double the amount contributed to the fund. As this was taxpayers' money the RNLI decided not to apply for a grant, preferring to maintain its status as an organisation supported entirely by voluntary contributions. The cost of repairing damage to RNLI property was estimated to be between £10,000 and £15,000.

A quarter century of change

In the period of little more than a quarter of a century which has elapsed since February 1953 the changes in lifeboats and their equipment have been prodigious. In 1953 there were no lifeboats in the fleet with a speed of more than nine knots. All lifeboats were built of wood. They were open boats, and a debate was still taking place on whether it would be desirable to fit lifeboats with wheelhouses. Few of the boats were self-righters, and those which were were regarded with some suspicion by the majority of crews. There were no inshore lifeboats: no radar set had been invented which could be of much use in boats lying so low in the water as lifeboats; no echo sounders had yet been fitted. Crews still wore the traditional oilskins and kapok lifejackets.

One glance at an Arun or Atlantic lifeboat today can give an impression of the immensity of the changes which THE LIFEBOAT has chronicled in the last quarter of a century.

Continuity of service

There have been many changes too in the appearance of THE LIFEBOAT itself. In 1953 and for some years afterwards the publication served mainly as the historical record of the work of the service. Gradually it developed into the magazine of quality which has been edited for some years now with such distinction by Joan Davies. Nevertheless in its contents a remarkable continuity can be found. This is provided by the very nature of voluntary service. The summer 1953 number of THE LIFEBOAT, which was the first I edited, included a verbatim report of an interview broadcast by the BBC with two women launchers at Dungeness. They were Madge Tart, who began serving as a launcher at the age of eleven, and her sister-in-law, Ellen Tart. The autumn 1979 number of THE LIFEBOAT included an article by Ray Kipling on women's work in the lifeboat service, in which the part played by successors of Madge and Ellen Tart as launchers, Serena Fair, Doris Tart and Joan Bates, was described.

AGM 1980

Royal Festival Hall, London
Thursday, May 22

WITH THE DEATH of Lord Saltoun, the RNLI has lost one of its most devoted supporters. His main interest was not so much in technical matters such as boats and methods of communication, but in the people who worked for the Institution, its staff, the crews and their families and the voluntary workers; in all of them he took a great interest and he knew a surprising number of them personally. I am told that almost until his death he insisted on having a telephone by his bed, so that if there was a disaster he would hear about it straight away, even if it occurred at 2 am, and would be ready to go and visit the families within 12 hours of it taking place; this thoughtfulness made him extremely well known and greatly liked all round the coast, especially in Scotland, which was of course his first love. He was Convenor of the Scottish Lifeboat Council for very many years, a job he undertook with unparalleled zest and enthusiasm, sometimes causing grave worry to the Institution's staff, especially latterly, that he might overdo it (at any rate this was their story, but it was sometimes suspected that they, although 20 or 30 years younger, found great difficulty in keeping up with his pace). Everywhere he went in the lifeboat world he was always a welcome figure, and many a small cottage, housing the widow of a lifeboatman, was enlivened by his fre-

Lord Saltoun, MC

A man who cared for people

quent visits, checking on the occupant's well-being.

His best known episode on the technical side was when he lost his trousers at Littlehampton. He volunteered to go alone as a guinea-pig in a boat in which a new self-righting device had been installed and was being tested; it did not work quite as quickly as anticipated, his trousers were soaked and oil leaked on to them; a kind soul loaned him a pair for the return to London, but his original ones have never been traced (perhaps they are still adorning Littlehampton pier).

But what undoubtedly he will be best remembered for is his book, *The Lifeboat Service Memorial Book*, a beautiful hand-illuminated record of every lifeboatman who has lost his life in service since the Institution's inception in 1824. Lord Saltoun raised the money to pay for it, did the very considerable research required for it, organised the craftsmen to write it (five members of The Society of Scribes and



Lord Saltoun at the International Lifeboat Conference in Edinburgh, 1963.

photograph by courtesy of John Dewar

Illuminators) and bind it, and I suspect he may have even had a hand in finding the vellum for it.

Lord Saltoun died at the age of 93, and for many of those years, perhaps the majority, he had thought first of his family and secondly of all those people connected with the lifeboat service; he, himself, came a long way down, and it was this total lack of self interest which made him such an endearing companion and friend.—THE DUKE OF ATHOLL, *Chairman of the RNLI*.

Two Scottish Lifeboats capsize and right

ON SUNDAY MORNING, November 18, the 50ft Thames lifeboat stationed at Islay and the 52ft Barnett lifeboat stationed at Barra Island were capsized while going to the help of a 299 ton Danish coaster whose cargo of marble chips had shifted.

The two lifeboats launched soon after midnight in storm force 10 winds and very heavy seas. At 0145 Islay lifeboat was capsized. She righted immediately, but one of her engines

failed to regain full power and she returned to station. The fault was rectified and the lifeboat was available again for restricted service. The radar had been damaged but both radios worked well. One crew member suffered a broken ankle and the assistant mechanic minor bruising. The crew have expressed praise for the performance of their boat.

Barra lifeboat was capsized at 0345. The lifeboat, built in 1957 and later fitted with a righting air bag, righted immediately but, her propellers being fouled by ropes, the engines could not be re-started. Four crew members who

suffered minor injuries were lifted off by helicopter at about mid-day. The coaster *Sapphire* was standing by and in hazardous conditions managed to pass a tow to the lifeboat at about 1130. The tow parted on several occasions and was finally handed over to the local fishing vessel *Notre Dame* for the last part of the passage back to station. The lifeboat, with her four remaining crew members, arrived at Barra at 1540, after nearly 16 hours at sea.

The casualty, which had refused help from a helicopter, returned to Barra under escort of another Danish coaster just after 1100.

Seafarers service

Seven Dorset lifeboatmen, from Poole, Swanage and Weymouth, attended the annual national service for seafarers in St Paul's Cathedral on October 24, when, for the first time, the RNLI flag was carried up the aisle; the flag was carried by Coxswain Victor Marsh of Swanage.

Fastnet memorial

A memorial service for the 15 yachtmen who lost their lives in the Royal Ocean Racing Club Fastnet Race 1979 was held at the Royal Parish Church of St Martin-in-the-Fields on November 8, when the RNLI was invited to take a collection; it amounted to more than £500. King Olav of Norway and King Constantine of Greece,

both members of the RORC, were present and every British maritime service was represented.

C of M

Raymond Baxter, FRSA, has recently become a member of the Committee of Management. Mr Baxter, who has been a broadcaster since 1945, first with the BBC and then freelance, has made several television appeals for the lifeboat service and given the Institution valuable publicity in many other ways. He was awarded a public relations statuette in 1969 and joined the Public Relations Committee, of which he is now chairman, in 1972. Mr Baxter is also a member of the Executive Committee.

'In Danger's Hour'

Kodak Limited are celebrating their centenary year in 1980 by mounting one of the finest exhibitions of lifeboat photographs ever to be seen in this country. It will be staged at their showrooms in High Holborn, London, for a month starting on March 12 and it will include exhibits from many outstanding photographers well known to lifeboat people for the work they have done for the lifeboat service.

It is hoped to transport the exhibition later to other leading cities.

RNLI London office is moving to Lambeth: from January 28 the address will be 202 Lambeth Road, London SE1 7JW, Tel. 01-928 4236.

Mountbatten of Burma

ADMIRAL OF THE FLEET the Earl Mountbatten of Burma, who was killed in his motor yacht while on holiday last August, will be remembered, as is his wife, the Countess Mountbatten, as a very good friend of the lifeboat service. Whereas, however, Lady Mountbatten is particularly remembered for the active part she took in fund raising—she became Vice-President of the Ladies' Lifeboat Guild in 1925 and was its President from 1944 until her death in 1960—Lord Mountbatten will be particularly remembered for his close connection with lifeboats in the Isle of Wight, of which he was Governor and Lord Lieutenant. He was patron of the appeal which funded Yarmouth's Arun lifeboat, at whose naming ceremony he accompanied HRH The Duke of Kent. Some years earlier he had himself performed the naming ceremony of Bembridge lifeboat.

It is appropriate, therefore, that the first of a new type of intermediate lifeboat, the RNLI Medina 35, being designed and built on the Isle of Wight, should bear Lord Mountbatten's name, *Mountbatten of Burma*. He himself had welcomed the proposal and, shortly before his death, he had approved the details for an appeal being launched by Romsey and District branch, of which he was also patron, to provide funds for this new boat. The appeal was in fact launched a week before his death and was continued with the agreement of his family.



Mountbatten of Burma, prototype of the experimental intermediate lifeboat RNLI Medina 35, on early trials.

photograph by courtesy of Ambrose Greenway

So many people have chosen to honour the memory of Lord Mountbatten by supporting this appeal that the response has been overwhelming. Contributions have not only come from all over the British Isles and Ireland, but also from many other parts of the world. After three months the appeal stands at about £60,000.

Mountbatten of Burma, the prototype of the experimental RNLI Medina 25 intermediate lifeboat, was launched in the autumn, since when she has been undergoing trials. The Medina 35 is designed by the Institution's Cowes Base team under the leadership of David Stogdon, MBE, and the prototype was built by W. A. Souter and Son of Cowes.



The Duke of Kent visits South Wales: During a two-day tour on October 31 and November 1 HRH The Duke of Kent, President of the RNLI, visited Barry Dock, Porthcawl and The Mumbles lifeboat stations. He also attended a gala performance of 'Madame Butterfly' given by the Welsh National Opera Company in Cardiff New Theatre in aid of the lifeboat service, when a guard of honour was provided by crew members from Atlantic College ILB station. In the two days His Royal Highness met not only crew members and branch officials at all three lifeboat stations, but also representatives from other stations and financial branches and guilds in the area. (Above, left) A reception at Cardiff Castle followed the per-



formance of 'Madame Butterfly': the Duke of Kent with Mrs Esme Hugh-Jones, chairman of Cardiff ladies' guild, and Cdr Norman Lloyd-Edwards, chairman of Cardiff branch. (Below, left) His Royal Highness meets crew members in The Mumbles boathouse. (Above, right) The Duke coming ashore from the 52ft Arun lifeboat Arun at Barry Dock and (below, right), at Porthcawl, talking with Lt John Unwin, divisional inspector of lifeboats (West) and members of the ILB crew.

photographs by courtesy of 'Western Mail and Echo' (Cardiff and Barry Dock), 'South Wales Evening Post' (The Mumbles) and Mid Glamorgan County Council (Porthcawl)



LIFEBOAT SERVICES

August storms

TWO DEEPENING DEPRESSIONS sweeping in from the Atlantic last summer within a few days of each other brought with them first, on August 9, severe gales with storm force gusts and then, on the night of August 13 and 14, storm force winds rising to violent storm and hurricane, the winds reaching their wildest in the south-west approaches and the Channel. In neither period was the worst of the weather long lived but the unexpected speed with which the storms developed and their arrival at

the height of the holiday and sailing season resulted in exceptionally heavy calls on all rescue services. Large numbers of yachts were caught out in the storms of August 13 and 14 and in the aftermath of moderating gale and rough seas it was some time before all could be accounted for. Notes on the two weather sequences kindly written for us by Peter Shorney of Southampton Weather Centre and lists of lifeboat services during the two periods will be found on the following pages.

* * *

In the first period of gales, on Thursday August 9, 15 offshore and 11 inshore lifeboats were launched on service. Between them, they were at sea for 62.1 hours and rescued 43 people. Swanage lifeboat, the 37ft 6in Rother *J. Reginald Corah*, in fact launched twice in just over six hours, rescuing four people and saving two boats.

Although there were calls at various parts of the coast, the greatest concentration was along the Channel, where the winds were at their strongest. By 0053 Selsey lifeboat had launched; by 0305 Dover. At 0339 Yarmouth Isle of Wight's 52ft Arun *Joy and John Wade*

slipped her moorings after red flares had been sighted near the Needles, and the lifeboat was able to reach a 26ft yacht just in time to tow her clear of the Shingle Bank, towards which she was being driven before the storm; the yacht and her crew of four were taken back safely to Yarmouth.

An hour and a half later, *City of Bristol*, Clovelly's 71ft Clyde lifeboat, had slipped her moorings to investigate flares sighted three miles west of Hartland Point. With the help of the lifeboat's ILB, four people were picked up from a liferaft, their swamped and abandoned yacht presumed lost.

Both Walmer's offshore and inshore lifeboats were called out soon after eight o'clock that morning; a 32ft yacht was being driven down fast towards Deal Pier. So imminent was the danger that, without waiting for a full crew, the 37ft 6in Rother *The Hampshire Rose* was launched over woods laid rapidly across the beach by the head launcher and three other shore helpers. Although unable to reach the yacht before she swung round broadside on and broached, stern beneath the pier, the lifeboat managed to get a rope aboard and slowly towed her clear of the pierhead. By this time, the ILB had brought out extra crew and between them they were able to transfer a man, a woman and their cat to *The Hampshire Rose*, which then towed the yacht to Ramsgate Harbour.

At about the same time Torbay's 54ft Arun *Edward Bridges* (*Civil Service No. 37*) was slipping her moorings to go to the help of a small sloop 28 miles east south east of the lifeboat station; the yacht's sails had blown out and she had only enough fuel for two hours. A collier, *Fletcher*, was standing by but in the severe gale force winds and steep seas she could neither take off the yacht's crew nor take her in tow. *Edward Bridges* found the little boat rolling her keel out and pitching violently. It was not considered safe to try to take off her four crew members so the sloop was towed back to Brixham. The lifeboat had been at sea for ten hours. A letter followed from the yacht's skipper:

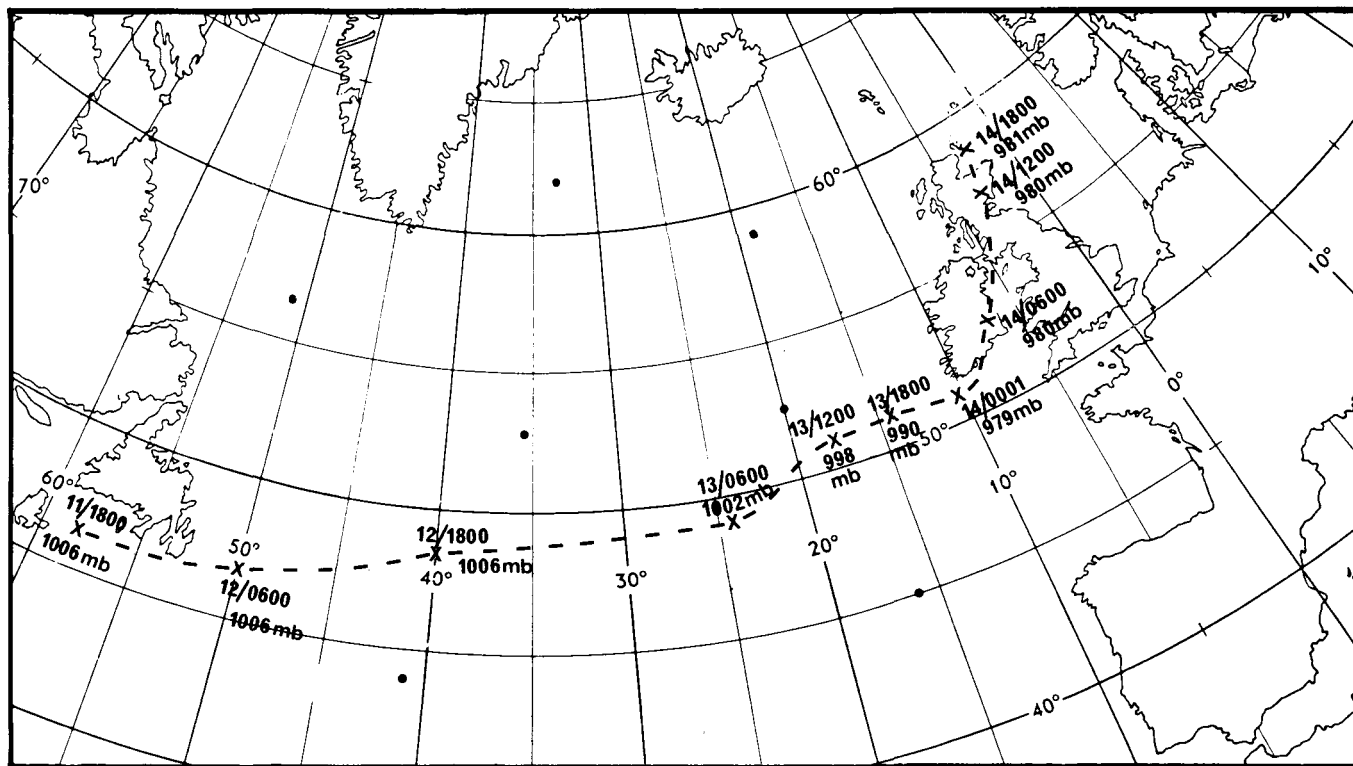
'I want to say a proper and very heartfelt thank you to you and all your crew for all that you did for us on Thursday last . . . I can put no estimate of the value of what you did . . .'

1100: Newhaven's 44ft Waveney *Louis Marchesi of Round Table* slipped her moorings to go to the help of a gaff cutter reported in difficulties 27 miles south of Shoreham. Despite west-south-westerly winds blowing up to force 9, the Waveney ploughed on through the very rough seas at 12 knots, coming alongside the casualty half a mile east of Greenwich Buoy at 1250. She was taken in tow and her crew of seven, including two children, were landed safely. The lifeboat had been at sea for six hours.

Eastbourne's Rother, *The Duke of*

Guy and Clare Hunter, St Mary's 46ft 9in Watson lifeboat, on service during the Fastnet storm.





The weather: The following notes on the passage of the severe gales and storms of early August were kindly prepared for THE LIFEBOAT by Peter Shorney of Southampton Weather Centre:

The first signs of the depression which led to the strong winds on August 9 showed as a small disturbance at 50°N 40°W at midnight GMT on August 7.

Twenty-four hours later it had moved to 53°N 26°W without much change in central pressure. However by midnight on the 9th it had moved into Ireland and the central pressure had dropped to 999mb. It continued to deepen for the next 12 hours by which time the pressure at the low centre had dropped to 994mb and was positioned over the Straits of Dover. During the 36 hours from midnight on August 8 the low had changed from an almost innocuous disturbance to a fully fledged depression centre and the winds flowing around this centre were quite strong especially in the southern quadrants. Gusts of over 50 knots were recorded at the Needles (58) at Portland Bill (50) and Dover (54). Another marked feature of the winds were that they were very gusty especially on the western flank of the depression. This gustiness rather than the actual speed of the wind probably accounted for the distress caused to small

boats. Subsequently the depression centre moved across the southern North Sea into the Low Countries and from then on gradually filled.

The depression which caused storm force winds in the sea area Fastnet during the night of August 13 to 14 developed from a small disturbance which formed over the eastern United States in the early hours of August 10. This small depression which became known to meteorologists as 'Low Y' came quickly forward without much deepening to reach 25°W by 0600 GMT on August 13 with a central pressure of 1002mb. From here onwards the dynamical state of the atmosphere favoured development and it deepened rapidly during the next 18 hours, becoming a small intense depression near south west Ireland with a central pressure of 979mb by midnight.

By this time strong south to south-west winds were affecting the south-west approaches and the Fastnet area. The centre then turned towards the north east and the Fastnet area was affected by south-west winds which increased to storm force 10 south of the centre. These winds quickly veered to the west north west as 'Low Y' moved north east across Ireland and the rapid changes in wind direction are likely to have added to the confused and dangerous state of sea reported by so many yachts. Winds started to moderate during

Track of depression 'Low Y' from 1800 GMT on August 11 to 1200 GMT on August 14.

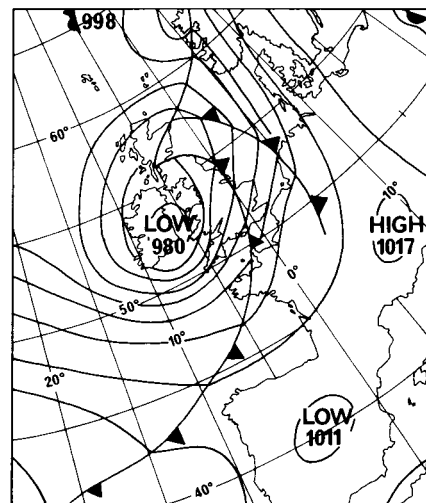


Chart for 0600 GMT on August 14: height of storm.

the late morning of August 14 and this process of moderation continued as the low centre moved across Scotland later in the day.

Kent, took the crew of six off a sinking French trawler in the early afternoon. A letter came from the French Merchant Marine director at Dunkerque:

'Cette affaire illustre une fois de plus, s'il en était besoin, la solidarité extrêmement vivante qui unit les gens de mer du monde entier.'

Abersoch's Atlantic 21 launched at 1412 in a northerly gale to help a dinghy reported in difficulty. In fact, a speedboat was able to give this dinghy help, but on her way back to her boathouse the ILB was diverted to help two girls

in difficulties in an inflatable dinghy. A man had tried to row out to them, but with an ebb tide and strong offshore wind he, too, was soon in trouble. All three were taken aboard the ILB and the two boats brought in.

Calls continued to come until well into the evening. It had been a wild and busy day. Yet, compared with what was to come four days later, it might almost be regarded as a curtain-raiser.

* * *

On Monday evening, August 13, with

the swift approach of a rapidly deepening low, the winds were rising dramatically. During the last four hours of the evening lifeboats were called out at such scattered places round the British Isles as Falmouth, Harwich, Wick, Exmouth (at sea more than five hours; four people rescued and a yacht saved) and Lerwick. But perhaps it was the service at Lyme Regis which was the true harbinger of what was to come.

When Lyme's Atlantic 21 was launched at 1947 to go to the help of a yacht off Beer Head, dragging her

Services of offshore lifeboats on August 9, 1979

Date and time of service	STATION	CASUALTY	Hours at sea	Lives rescued	People landed	Vessels saved	Vessels helped	Services rendered
9.8.1979								
0053	Selsey	Yacht <i>Mayfly</i>	2.6				1	Gave help
0305	Dover	Yacht <i>Samantha</i>	0.6	2		1		Saved boat and rescued 2
0339	Yarmouth	Yacht <i>Hot Ice</i>	1.8	4		1		Saved boat and rescued 4
0508	Clovelly	Yacht <i>Sweet Annett</i>	2.5	4				Rescued 4
0552	Swanage	Yacht <i>Mary Clare</i>	1.7					None
0637	Aldeburgh	Cabin Cruiser <i>Cresta</i>	2.3	2				Rescued 2
0805	Plymouth	Cabin Cruiser <i>Zanadu II</i>	3.4				1	Escorted boat
0817	Walmer	Yacht <i>Jewel</i>	4.7	2		1		Saved boat and rescued 2
0830	Torbay	Yacht <i>Contessa Gabriel</i>	10.1	4		1		Saved boat and rescued 4
0840	Walton and Frinton	Yacht <i>Zenia</i>	3.5	1		1		Saved boat and rescued 1
0938	Harwich	Yacht <i>Vitalba</i>	2.5				1	Gave help
1057	Swanage	Trimaran <i>Trivia</i>	1.5	4		1		Saved boat and rescued 4
		Speedboat				1		Saved boat
1100	Newhaven	Yacht <i>Dorothea</i>	6.0	7		1		Saved boat and rescued 7
1322	Eastbourne	Trawler <i>Saint Marcouf</i>	3.9	6				Rescued 6
1342	Fleetwood	Dinghy	1.8					None
1713	Weymouth	Yacht <i>Lucy Grey</i>	5.0		2	1		Saved boat and landed 2
			53.9	36	2	9	3	

Services of inshore lifeboats on August 9, 1979

Date and time of service	STATION	CASUALTY	Hours at sea	Lives rescued	People landed	Vessels saved	Vessels helped	Services rendered
0605	Stranraer	Yacht <i>Silver Minx</i>	1.2				1	Gave help
0839	Walmer	Yacht <i>Jewel</i>	0.9				1	Gave help
0915	Southwold	Yacht <i>Cresta</i> in tow of Aldeburgh ILB	0.3					None
1300	Poole	Yacht	1.5	2		1		Saved boat and rescued 2
1304	Morecambe	Dinghy	1.7	2				Rescued 2
1412	Abersoch	Rubber dinghy in tow of rowing boat	1.0	3		2		Saved boats and rescued 3
1533	Staithes/Runswick	Persons cut off by tide	0.1					None
1741	Tenby	Rubber dinghy	0.3					None
1940	Bangor	Rowing boat	0.1					None
1955	Arran (Lamlash)	Rowing boat	0.3				1	Gave help
2228	Trearddur Bay	Cabin cruiser	0.8					None
			8.2	7		3	3	

anchor on to a lee shore, the south-westerly wind had already risen to near gale force 7 and throughout this 2½-hour service the wind was strengthening all the time. Two women and a five-year-old boy were taken off and brought back to Lyme, while one ILB crew member joined two men aboard the yacht, got her engine going and, with shortened sail and with the ILB back again as escort through the wild seas, brought her safe to harbour.

Meanwhile, as night came on, the worst of the weather was building up further west in the south Irish Sea, with next morning the south-westerly storm force winds veering to west north west and gusting up to hurricane force 12. The seas, with a fetch right across the Atlantic funnelling into narrowing waters, were not only treacherously short but also very high and breaking. Furthermore, for some hours while the storm gathered its strength, the tide was against the wind, adding its own quota of aggravation to the troubled seas. And across that 150-mile stretch of sea between Land's End and the Fastnet Rock off the south of Ireland was strung out the international Fastnet Race fleet of 303 yachts, including three-boat teams from a number of countries competing for the Admiral's Cup, one of the premier international

offshore yachting trophies. 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.

The first indications that the racing yachts might be in trouble came at 2130 when it was learned that two boats were making their way to Cork; half an hour later a message came from the Fastnet Rock itself; the light keeper telephoned the honorary secretary of Baltimore lifeboat station at 2205 reporting a boat in trouble near the rock and asking that the lifeboat be launched. On the English side of the Irish Sea the first intimation of trouble came shortly after 0200 on Tuesday August 14 when Land's End Coast-guard heard on Channel 16 VHF that *Magic* was dismasted and was taking heavy seas.

A massive combined search and rescue operation was soon in full swing, co-ordinated by the Marine Rescue Co-ordination Centre (MRCC) at Shannon in Ireland and HM Coast-guard Marine Rescue Sub Centre (MRSC) Land's End. During the next 36 hours great endeavour and endurance was to be shown by lifeboatmen

from both sides of the Irish Sea, by naval helicopter crews from RNAS Culdrose together with RAF and Irish Air Corps helicopter crews, by RAF Nimrod crews, by the crews of naval and merchant ships and fishing boats of different nationalities in the area and indeed by the crews of the yachts themselves, some of whom went to the help of other boats even at the cost of putting themselves in jeopardy. The Netherlands warship *HNMS Overijssel*, which was acting as guardship for the racing fleet, and *HMS Anglesey* were on scene throughout the worst of the storm.

Thirteen lifeboats, coming from both sides of the Irish Sea, took part in the operation, towing in or escorting 20 yachts and rescuing 60 lives. But, to start at the beginning in the late evening of Monday, August 13 . . .

Baltimore's 47ft Watson *The Robert* was the first to launch, following the call from the Fastnet Rock, and she was to be at sea for ten hours on this first call. On launching at 2215 the southerly wind was fresh to near gale, the sea rough, but the wind was soon to veer to south west and rise to severe gale force 9 with very high seas. The lifeboat searched the area near the Fastnet Rock, keeping in touch with the keeper, but could find no boat. It



Coxswains of three lifeboats which were on service for more than 20 hours at the height of the Fastnet storm:

(left) Coxswain Matthew Lethbridge, St Mary's

(right) Coxswain John Collins, Baltimore

photographs by courtesy of Peter Hadfield



(below) Coxswain Stephen Mearns, Courtmacsherry Harbour



was thought she must have gone in to Schull. On her way back to station, *The Robert* received a message from MRCC Shannon asking her to go to a yacht south east of Fastnet. She found *Regardless* and, after great difficulty in the very high seas, got a rope on her and towed the yacht with her crew of nine to Baltimore, arriving at 0815 on Tuesday.

The crew remained standing by on board and, a request having come from MRCC Shannon, *The Robert* launched again at 0905 to go to the help of *Marionette*, rudderless, south east by south of the Stags. When the lifeboat eventually found the yacht, at 1445, she was 25 miles south by west of Galley Head. *Marionette* with her crew of 12 were towed back to Baltimore, arriving at 2100, nearly 12 hours after the lifeboat's second launch. The lifeboat was rehoused and ready for service at 2230.

Sir Samuel Kelly, the 46ft 9in Watson relief lifeboat on temporary duty at Courtmacsherry, launched at 0240 on Tuesday August 14 to go to the yacht *Wild Goose* reported to be 27 miles south of Old Head of Kinsale, but at 0320 she was diverted to the yacht *Pepsi*, reported to be 30 miles south of Galley Head. Full power was maintained but with the seas on the bow, a west-going stream and winds between force 9 and 10, it was only possible to make 6.5 knots. The reported position of *Pepsi* was reached at 0840. There being no sign of her, a square search was started but, effective visibility being poor because of the height of the seas, air support was requested. During this search two other yachts were sighted and checked but were found to be under full control.

At 1000 the yacht *Casse Tete V*, with a crew of ten, reported the loss of her rudder 26 miles south of Galley Head and Courtmacsherry lifeboat diverted to intercept her. At the expected time of interception, 1125, there was still no sign of the yacht. The two boats were, however, in VHF radio contact; the lifeboat fired parachute flares, the yacht gave her a bearing and, setting a reciprocal course, the lifeboat soon sighted *Casse Tete*. An approach was made abeam to windward and the tow passed by heaving line. At 1145 course was set for Courtmacsherry but due to the violent yawing and surfing of the rudderless yacht and the westerly severe gale, only 2.3 knots were possible. Station was reached shortly after

midnight after a 12-hour tow and the lifeboat, which had been at sea altogether for nearly 22 hours, was once again made ready for service.

Courtmacsherry lifeboat had only been at sea a matter of minutes when, at about 0300, Ballycotton on one side of the Irish Sea and St Mary's on the other were also on their way in weather now deteriorating towards the full storm.

Joseph Hiram Chadwick, the 52ft Barnett relief lifeboat on temporary duty at Ballycotton, slipped her moorings at 0255 and escorted the yacht *Accanito* six miles into Cork. She then returned to sea to search for *Wild Goose*. At 1200, however, the lifeboat sighted the yacht *Ossian*, dismasted, and took her, with her crew of six, in tow back to Ballycotton, arriving at 1915. The lifeboat was once again made ready for service and the crew remained on stand by for a further eight hours.

St Mary's lifeboat, the 46ft 9in Watson *Guy and Clare Hunter* set off at full speed from the Scilly Isles at 0300 to go to the help of *Magic*, 40 miles north west of Round Island Lighthouse. While on passage two yachts were passed, both under storm jib but under control. When the lifeboat was 32 miles north west of Round Island, at about 0800, a helicopter reported a dismasted yacht about seven miles downwind. Course was altered to see if she was *Magic*, but half an hour later it was learnt that she was a different yacht and that all her crew had been taken off. At 1045, while the search was continuing, the yacht *Victride* was sighted; she was making heavy weather but all appeared well. At 1108, however, this yacht asked for help and St Mary's lifeboat returned. *Victride's* main hatch

was split and she was taking water but, escorted by the lifeboat, she was able to head for St Mary's. The two boats were 47 miles north north west of Round Island, the wind was violent storm force 11 and the sea very rough.

At 1120 the yacht *Pegasus* called St Mary's lifeboat asking for escort. She did not appear to be in immediate difficulty so was given a converging course and radio contact maintained. Another yacht carrying no sail was sighted at 1325; she had been knocked down twice but did not require help. During this passage *Victride* broached to and was knocked down twice, recovering each time. The lifeboat was continuously shipping heavy seas and on one occasion a sea ran straight through the wheelhouse and floated three crew members who were 'sheltering' in the lee of the wheelhouse clean off their feet and away. However, they were wearing safety lanyards and no one went over the side.

Pegasus was in company at 1800 and at 2000 the lifeboat was alongside at St Mary's together with the two yachts. But only for a little while. Half an hour earlier the Coastguard had reported the yacht *Festinia Tertia* in difficulties 12 miles west by north of Round Island. Only waiting to refuel (the job was done by shore helpers while the crew changed into dry clothes) St Mary's lifeboat put to sea again. At about 2100 *Festinia Tertia's* position was reported to be three miles west of New Grimsby entrance; she was sighted by the lifeboat at 2125, taken in tow and brought to St Mary's, arriving alongside at 2320. The lifeboat returned to her station and was once again ready for service at 2355. Altogether she had been at sea for nearly 21 hours.

Sennen Cove's 37ft 6in Rother lifeboat *Diana White* was launched at 0706 into storm force west-north-west winds and very rough seas to search for two yachts 60 miles north west of her station. However, as a helicopter was able to look after these two casualties, at 1100 she was diverted to search for the yacht *Azenora II* about 11 miles to the south east. Nothing was sighted and at 1300 she was recalled to refuel. She arrived at station at 1630 and was rehoused and ready for service at 1930.

Services of offshore lifeboats between 1800 on August 13 and 1800 on August 16, 1979

Date and time of service	STATION	CASUALTY	Hours					Services rendered
			at sea	Lives rescued	People landed	Vessels saved	Vessels helped	
13.8.1979								
2008	Falmouth	Flares	1.8					None
2130	Harwich	Yacht <i>Quiet Moment</i>	4.8				1	Gave help
*2215	Baltimore	Yacht <i>Regardless</i>	10.0	9		1		Saved boat and rescued 9
2235	Wick	Fishing boat <i>Celosia</i>	2.7					None
2328	Exmouth	Yacht <i>Sharima</i>	5.4	4		1		Saved boat and rescued 4
2334	Lerwick	Flares	6.4					None
14.8.1979								
*0240	Courtmacsherry Harbour	Yacht <i>Wild Goose</i>	21.5	10		1		None
		Yacht <i>Pepsi</i>						None
		Yacht <i>Casse Tete V</i>						Saved boat and rescued 10
*0255	Ballycotton	Yacht <i>Accanito</i>	16.4	6		1	1	Escorted boat
		Yacht <i>Wild Goose</i>						None
		Yacht <i>Ossian</i>						Saved boat and rescued 6
*0300	St Mary's	Yacht <i>Magic</i>	20.5	6		1		None
		Yacht <i>Victride</i>					1	Escorted boat
		Yacht <i>Pegasus</i>					1	Escorted boat
0405	Fowey	Yacht <i>Festinia Tertia</i>	3.7	6		1		Saved boat and rescued 6
*0701	St Ives	Unidentified distress signal						None
		Yacht <i>Gremalken</i>						None
		Yacht <i>Azenora II</i>	9.6	1		1		Saved boat and rescued 1
*0706	Sennen Cove	Yachts	9.4					None
*0905	Baltimore	Yacht <i>Marionette</i>	11.9	12		1		Saved boat and rescued 12
*0908	Dunmore East	Yacht <i>Wild Goose</i>	16.7	8		1		None
		Yacht <i>Autonomy</i>						Saved boat and rescued 8
		Yacht <i>Juggernaut</i>					1	Escorted boat
		Two yachts					2	Escorted boats
0934	Humber	Yacht <i>Vanity Fair</i>	9.9	4		1		Saved boat and rescued 4
1000	Clovelly	Yacht <i>Eurthmil</i>	1.8				1	Gave help
1103	Torbay	Men cut off by tide	0.9	3				Rescued 3
1125	Skegness	Yacht <i>Xanthe</i>	4.5	2			1	Escorted boat
		Yacht <i>Mavis M</i>						Rescued 2
1300	Bridlington	Fishing Vessel <i>Sincerity</i>	1.3				1	Escorted boat
1625	Scarborough	Yacht	1.3					None
1735	Dover	Yacht	6.3					None
1755	Falmouth	Missing youth	3.1					None
1856	Walmer	Yacht	4.8					None
*1904	Padstow	Injured man on board Yacht <i>Tamasin II</i>	18.1		1	1	1	Took out doctor and escorted boat
		Trawler <i>Petit Poisson</i>					1	Gave help
		Yacht <i>Tarantula</i>						Saved boat and landed one
		Yacht <i>Mosika Alma</i>	6.1				1	Gave help
2030	Yarmouth	Yacht <i>Seaweed</i>					1	Escorted boat
2143	Plymouth	Yacht <i>Keinvor</i>	5.4				1	Gave help
*2212	Falmouth	Yacht <i>Big Shadow</i>	35.0	9		1		Saved boat and rescued 9
		Yacht <i>Golden Apple of the Sun</i>					1	Gave help
15.8.1979								
*0050	Lizard-Cadgwith	Survivors of yacht <i>Ariadne</i>	1.1		2			Landed two
*0105	Angle	Yacht <i>Caval</i>	6.2				1	Escorted boat
		Yacht <i>Animal</i>					1	Escorted boat
1225	Dunmore East	Yacht and sailing dinghy	1.0				2	Escorted boats
1821	Dover	Cabin cruiser <i>Santa Maria</i>	2.3				1	Gave help
*1905	Clovelly	Yachts	12.9					None
2230	Fowey	Flares	2.2					None
2256	Youghal	Flares	3.6					None
2300	St Peter Port	Flare	3.3					None
2335	Padstow	Catamaran <i>Palnkina</i>	8.5	3		1		Saved boat and rescued 3
16.8.1979								
*0415	Penlee	Yacht <i>Gan</i>	3.5				1	Gave help
0908	Falmouth	Yacht <i>Tacita</i> and another	3.4					None
1030	Baltimore	Yacht <i>Kayuka</i>	3.0	2		1		Saved boat and rescued 2
1340	Sennen Cove	Cargo vessel <i>Fordonna</i>	3.5				1	Gave help
1425	Arklow	Yacht <i>Sundowner</i>	3.5					None
1500	Penlee	Cargo vessel <i>Fordonna</i>	4.8					None
1737	St Helier	Yacht <i>Ar Men Gwen</i>	3.2	4				Rescued 4
			305.3	83	3	13	23	

*Denotes Fastnet Race Casualties.

St Ives lifeboat, the 37ft Oakley *Frank Penfold Marshall*, which had originally launched five minutes before Sennen Cove lifeboat, at 0701, to go the yacht *Gremalken* was homed in by a Nimrod aircraft to a disabled yacht which turned out to be *Azenora II*; she was a French yacht taking part in a single-handed race from Kinsale to Brittany and had been drifting with her mast broken for 48 hours. She was taken in tow to St Ives, arriving at 1635. The lifeboat was rehoused and ready for service at 1800.

Dunmore East's 44ft Waveney lifeboat *St Patrick* set out at 0908 to join the search for *Wild Goose*, at that time reported 52 miles south of the lifeboat station and drifting at five knots. *St Patrick* was making about 12 knots in the heavy seas and while under way was given a new position for the casualty of 45 miles south of Mine Head. At 1225 she heard that the service vessel *Gulf Link 18*, already in the area, had picked up seven survivors from a yacht and was continuing to search for *Wild Goose*. At 1425 *Gulf*

Link 18 reported that she had *Wild Goose* in tow for Cork Harbour with seven on board.

At 1545 *St Patrick* sighted the yacht *Korsar* and later spoke with yachts *Autonomy*, which was without steerage, and *Juggernaut*, which had no power or lights and whose boom was broken. Towing *Autonomy*, with eight on board, and escorting *Juggernaut*, *St Patrick* arrived back at Dunmore Harbour at 0030 on Wednesday August 15. She then returned to sea to escort in two more yachts. She was refuelled

Services of inshore lifeboats between 1800 on August 13 and 1800 on August 16, 1979

Date and time of service	STATION	CASUALTY	Hours at sea	Lives rescued	People landed	Vessels saved	Vessels helped	Services rendered
13.8.1979								
1929	Peel	Yacht <i>Sue-Ju-Ann</i>	0.5				1	Gave help
1947	Lyme Regis	Yacht <i>White Kitten</i>	2.8	5		1		Saved boat and rescued 5
2034	Largs	Flares	1.3					None
14.8.1979								
0935	Poole	Yacht <i>Mumble Bee</i>	2.0				1	Gave help
0946	Tenby	Yacht <i>Alana</i>	0.7				1	Gave help
1135	Hunstanton	Dinghy	1.9					None
1218	Poole	Yacht <i>Lazy Ways II</i>	0.5					None
1343	New Brighton	Children in sea from capsized yacht	2.3					None
1615	Gt Yarmouth Gorleston	Boys cut off by tide	1.5		3			Landed three
1934	Helensburgh	Rowing boat	0.6	6		1		Saved boat and rescued 6
15.8.1979								
1151	Tenby	Sailing dinghy	0.6					None
1233	Port Isaac	Rubber dinghy	0.9					None
1318	Atlantic College	Man washed off rocks	6.3					None
1322	Cullercoats	Raft	0.5					None
1450	Port Isaac	Bathers	0.5					None
1550	Llandudno	Rowing boat	1.3				1	Gave help
1635	Moelfre	Rubber dinghy	0.5					None
1705	Aberdovey	Object in sea	0.8					None
1807	Port Isaac	Rubber dinghy	0.1					None
1843	Tenby	Rubber dinghy	0.9			1		Saved boat
1910	Lyme Regis	Man fallen from cliff	0.3					Gave help
16.8.1979								
1214	Appledore	Yacht <i>Skippy</i>	2.2					None
1232	Mablethorpe	Two swimmers	0.3	2				Rescued 2
1519	Margate	Air bed	1.2					None
			30.5	13	3	3	4	

and ready for service at 0145.

Padstow's lifeboat, the 48ft 6in Oakley *James and Catherine Macfarlane*, set out at 1904 on August 14 to take the station's honorary medical adviser to the yacht *Tamasin II*, one of whose crew members was injured. By now the wind had moderated to westerly gale force 8 but the sea was still very rough. The lifeboat reached *Tamasin II* at 2007 and escorted her back to Padstow, putting the doctor and a crew member on board once they were inside Stepper Point. The yacht was placed on moorings in the harbour, but as soon as the lifeboat reached her station she was called out again to take over the tow to Padstow of the yacht *Tarantula* from the French trawler *Petit Poisson*. The lifeboat returned to sea yet again to help the yacht *Mosika Alma* and was finally back on station and once again ready for service at 1345 on Wednesday August 15.

Even though the winds had started to moderate later on Tuesday August 14 they were still gale force and there were still a large number of yachts which had not been sighted and from whom no message had been received, and two lifeboats from outside the area were drafted in to help with search: the 71ft cruising Clyde lifeboat *City of Bristol* from Clovelly and the 52ft fast afloat Arun *Elizabeth Ann* from Falmouth.

City of Bristol had slipped her moorings at 1000 to help a family cruising boat which, with father, mother and three children on board, had suffered a knock down and was in difficulty; she was escorted into the shelter of Lundy Island from where, at 1520, the cruising lifeboat headed south west towards Land's End to join the search. During

the following night the need to refuel and make an emergency engine repair took her into Newlyn, but by 1905 on Wednesday August 15 she was once more at sea, searching the coast up towards Lundy.

Elizabeth Ann, which had already been out once on service that day, set out at 2212 on Tuesday August 14 to search west of Scillies. On passage she passed five yachts, checking that all was well and passing all information to the Coastguard at Land's End. She arrived in the search area at 0620 on Wednesday August 15 and, steaming close to HMS *Broadsword*, was asked to patrol and search from her present position, 42 miles north west of Scillies, to Scillies and Land's End. At 0725 she was asked by *Broadsword* to investigate a yacht sighted by a helicopter 12 miles west of Bishop Rock. On her way to this position *Elizabeth Ann* sighted, checked and reported two other yachts and then, at 0904, came up with the yacht for which she had been looking, *Big Shadow*. *Big Shadow*, which was now seven miles west of Bishop Rock, had lost her rudder and was using a sail trailing astern to steer by. *Big Shadow* was towed in to St Mary's at about 1053 and, after refuelling, the lifeboat was at sea again by 1205. Rendezvousing with *Broadsword* at 1525, she took over the tow of *Golden Apple of the Sun*, abandoned and rudderless. As the lifeboat needed to return to Newlyn to refuel it was agreed that she should take the yacht with her, but that she should be released from the tow if a distress call came. During the tow the tow rope parted and was re-secured twice by lifeboat crew members who boarded the yacht.

Elizabeth Ann arrived at Newlyn at 0115 on Thursday August 16. The yacht was secured and the lifeboat refuelled; then while some crew members stood watch, others rested. Soon after 0900 the lifeboat set out for her station, at the request of the Coastguard investigating one or two yachts on her way. All was well, however, and *Elizabeth Ann* reached her station at 1232 and was once more on her moorings, refuelled, at 1430.

At 0105 on Wednesday August 15, Angle lifeboat, the 46ft 9in Watson *Richard Vernon and Mary Garforth of Leeds*, launched to escort the yacht *Caval* into Milford Haven, returning to sea to escort in the yacht *Animal*. She returned to station at 0615. That morning, at 0050, the 52ft Barnett relief lifeboat *Euphrosyne Kendal* on temporary duty at the Lizard-Cadgwith, launched to rendezvous with a German coaster, *Nanna*, and take off two survivors from the yacht *Ariadne*. The two men were landed into the care of the Mission to Seamen at 0155. At 0415 on Thursday morning August 16 Penlee lifeboat, the 47ft Watson *Solomon Browne* launched to take over the tow of the dismantled yacht *Gan* from the coaster *Marianna V*; she was towed to Newlyn, arriving there at 0645. The lifeboat had returned to her own station and was rehoused by 0745.

As can be seen from the lists of services, a number of other offshore and inshore lifeboats launched between 1800 on August 13 and 1800 on August 16, and the services were by no means only to yachts; there were cargo vessels, fishing boats, people cut off by the tide, swimmers, even rubber dinghies. In all, during that period lifeboats gave

335.8 hours service at sea and 96 lives were saved. The brunt of the storm, however, had been taken in the south west where the search and rescue operation had been an example of fine and dedicated co-operation between highly skilled seamen and airman, given full support from the land.

Many letters of thanks and appreciation were received by the Institution following the Fastnet storm. One from a racing yachtsman just said:

'I participated in the Fastnet Race. Happily we arrived home without assistance and in one piece; but my skipper and fellow crew members just want to say a respectful "thank you".'

South Eastern Division

Injured climber

SWANAGE COASTGUARD requested the launch of Swanage lifeboat at 1710 on Saturday June 16, 1979, to go to the help of a seriously injured cliff climber at Ragged Rocks, some quarter of a mile west of Anvil Point. Maroons were fired and at 1720 the 37ft 6in Rother lifeboat *J. Reginald Corah* launched down her slipway with Coxswain/Mechanic Victor A. C. Marsh in command. Some three minutes later a message came that a helicopter from the SAR flight at HMS *Daedalus* had been scrambled and was on her way.

The tide was four hours ebb and a gentle to moderate breeze, force 3 to 4, was blowing from west by south. The sea was smooth and visibility good.

At 1734 Swanage lifeboat anchored about 25 yards off Ragged Rocks and lay tide rode while her Avon Redcrest dinghy was inflated and launched. Crew Member John Corben, a first aider, and Crew Member Christopher Haw, a first aider under training, embarked in the dinghy taking with them a stretcher, two first aid kits, inflatable splints and blankets. They had a difficult passage, rowing between rocks with the ground swell sometimes rising to four feet and both men were soon soaking wet, but on their way in they sighted the casualty on a rocky ledge some ten yards inshore.

As they reached shore they were joined by a skin diver, Patrick Allen, who was in the area with his boat, *Colleen*. He swam ashore in his wet suit and, by tending the dinghy lines and giving general assistance to the lifeboatmen, did all that he could to help.

The rock on which the casualty lay, attended by his climbing companion, was under a sheer cliff with a slight overhang which was obstructing the Coastguard cliff rescue team in its attempts to reach the man from above. The cliff top, moreover, was unstable so that there was danger of loose rock falling down. One piece did strike Crew Member Haw on his head and back,

but without injury; both lifeboatmen were wearing crash helmets.

The casualty was found to be suffering from serious injuries caused by a large falling boulder. His companion had done what he could for him and the two lifeboatmen dressed his wounds and applied an inflatable splint to his left leg, which was fractured. Then Crew Member Haw rowed back to the lifeboat to report to Coxswain Marsh that as falling rock made it too dangerous for the injured man to be lifted up the cliff by the Coastguard rescue team and the swell made it too dangerous for him to be taken off by the dinghy, it would be best for him to be lifted off by helicopter.

Christopher Haw was just being ferried back to shore by Second Coxswain Phillip Dorey when Wessex helicopter 813, piloted by Lt Ray Colborne, RN, arrived overhead. While her equipment was being prepared, however, it was found that her winch gear was not working correctly. Lt Colborne called for a second helicopter and then, by rigging a jury winch strop and hovering with great skill very low indeed, he managed to transfer helicopter 813's diver and stretcher to the lifeboat. These in turn were ferried ashore by Second Coxswain Dorey.

At just about the same time Swanage honorary medical adviser, Dr William Tudor-Thomas, arrived on the cliff-top. He had heard the maroons while on medical visits in the town and, on learning the details of the service, had set out at once. Helicopter 813 landed on the cliff top, picked up Dr Tudor-Thomas complete with his medical bag and, once again having to hover very low, put him aboard the lifeboat. He was kitted out in oilskins, lifejacket and helmet and ferried ashore where, at 1810, he took over the care of the injured man from John Corben and Christopher Haw; he later gave high praise to the first aid work that had been done.

Wessex helicopter 811, piloted by Lt Michael Ellis, RN, arrived from HMS *Daedalus* at 1820. As she did not carry a radio giving SAR VHF channels, helicopter 813 remained on scene to provide a communications link.

The injured man was carefully transferred to the RN stretcher already brought ashore and he was then carried to a large flat rock as clear as possible of the cliff overhang. It still meant that Lt Ellis had to work very close to the cliff but, with immense skill, the stretcher was safely winched into the helicopter, followed by the naval diver. Dr Tudor-Thomas asked that, rather than delay further to lift him aboard, the helicopter should make all possible speed for Poole.

Helicopter 811 landed at Poole at 1834. The injured man was transferred to a waiting ambulance and taken directly to hospital where, sadly, he died later in the evening.

By 1837 helicopter 813 had been cal-

led to help a capsized boat off Portland Bill and Second Coxswain Dorey had started to ferry everyone back from the shore. Patrick Allen to his own boat and the second climber, Dr Tudor-Thomas and Crew Members Corben and Haw to the lifeboat. On the last trip the inflatable dinghy was dashed against a jagged rock in the ground swell and badly punctured but enough buoyancy remained for the occupants to reach the lifeboat safely, though wet.

At 1858 the lifeboat weighed anchor and by 1906 had made the passage back to station, where the climber and Dr Tudor-Thomas were put ashore. The lifeboat was rehoused by 1940 and minutes later was again ready for service.

For this service the thanks of the Institution inscribed on vellum were accorded to Honorary Medical Adviser Dr William R. Tudor-Thomas and Crew Members John E. Corben and T. Christopher Haw, and vellum service certificates were presented to Coxswain/Mechanic Victor A. C. Marsh, Second Coxswain/Assistant Mechanic Phillip J. Dorey and Crew Members Walter E. Bishop, Ian P. Marsh and David G. Corben. Letters of thanks signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Lt Ray Colborne, RN, Lt Michael Ellis, RN, and the crews of helicopters 813 and 811; to HM Coastguard Station Officer W. Tolman and the Coastguard cliff rescue team; and to Patrick Allen.

South Eastern Division

Collision

A COLLISION IN DENSE FOG between MV *Futurity* and the motorboat *Little Slam* some three miles south east of Littlehampton was reported to the honorary secretary of **Shoreham Harbour** lifeboat station at 1510 on Saturday May 12, 1979. Shoreham's 42ft Watson lifeboat *Dorothy and Philip Constant* launched at 1522 under the command of Coxswain Kenneth Voice. It was four hours after high water, the sea was very calm but visibility was only about 50 yards.

While on her way to the position given, the lifeboat was told by the Coastguard that *Futurity* had picked up four survivors but that other people were still missing. **Littlehampton** Atlantic 21 ILB launched at 1600 and at 1605, as there were other fishing vessels in the area helping with the search, the Coastguard asked Coxswain Voice to assume the office of on scene commander.

At about 1622 the lifeboat made radio contact with *Futurity*, who gave her position as 3¾ miles south south east of Littlehampton piers; she was all stopped and drifting with the tide. Two minutes later the lifeboat radar suddenly stopped tracing the land mass. There was, however, just one very

small trace on the screen. On investigation, Coxswain Voice found that this trace was in fact *Futurity*. By 1640 the lifeboat could hear the motor vessel's siren and at 1648 she was coming alongside. The four survivors were taken off and it was learned that *Little Slam*, which had been out with a fishing party, had sunk; five people, including her skipper, were still missing.

Littlehampton ILB had also arrived on scene. The four survivors were transferred to the Atlantic 21 and at 1805, after considerable difficulty, were landed on the beach into the care of the Coastguard; they were taken to hospital for a medical check. The ILB then relaunched and returned to the search.

It was agreed that Coxswain Voice should board *Futurity* so that, using her radar, he could continue to act as on scene commander. As the motor vessel's master estimated that he had drifted about a mile west from the point of collision, Coxswain Voice decided to continue the search to westwards until low water. *Futurity* was having difficulty steering at the slow speed, so she dropped anchor one cable south of Winter Buoy while Coxswain Voice continued to co-ordinate the extensive search being made by Shoreham lifeboat, now in the charge of Second Coxswain Kenneth Everard, and fishing vessels *Jungfrau* and *John Seagull*.

At about this time, MV *Sand Swan*, some five miles south south east of the search area, offered her help. Coxswain Voice directed *Sand Swan* and the three smaller boats to a rendezvous south west of the collision position. When all four vessels had met, he asked *Sand Swan* to position the small boats each side of her, about a cable apart, and conduct a search on a course of 055°, the estimated set of the tide at that time.

On the search down tide, three bodies were recovered by *Jungfrau* and one by Shoreham lifeboat; all were put aboard the lifeboat. Lifebuoys and other wreckage from *Little Slam* were picked up but one person was still missing. By 2040, however, in addition to the dense fog it was getting dark quickly and the search had to be called off until daylight.

Littlehampton ILB, which had been back to base once to refuel during the evening, helped *John Seagull* to find three other fishing boats and then returned to her station. By 2145 she was rehoused and ready for service.

As the offshore lifeboat was six miles east north east of *Futurity*, and as *Sand Swan* was bound for Shoreham and could escort the lifeboat with her radar, it was decided that rather than go back for her coxswain, Second Coxswain Everard should take her straight back to station. Coxswain Voice was put ashore at Littlehampton by *Jungfrau* and returned to Shoreham by car in time to meet the lifeboat on her arrival at about 2345.



Lerwick, Sunday August 19, 1979: 52ft Arun lifeboat Soldian manoeuvring Norwegian fishing vessel Frøyvarden alongside Lerwick Harbour after towing her about 60 miles to safety. Frøyvarden was disabled by a net round her propeller and no other boat was available to help. Donations were made by her owners to the RNLI and to Lerwick lifeboat crew.

photograph by courtesy of 'Shetland Times'

The fog was still very thick and, as another call might well come during the night, it was arranged through HQ that the Decca engineer should come from Newhaven at once to repair the lifeboat's radar. It was working again by 0230 and the lifeboat was rehoused and once again ready for service by 0245.

A further extensive search was made the next morning for the missing man, but without success.

For this service a letter of appreciation signed by Cdr Bruce Cairns, chief of operations, was sent to Coxswain Kenneth Voice and his crew.

South Eastern Division

Canoes

HEARING AT 1335 on Saturday May 26, 1979, that a canoe had capsized off Dover, Coxswain/Assistant Mechanic Anthony Hawkins informed Dover Port Control that he and a crew member who was with him were going to the boathouse to stand by. Authority to launch was obtained from the honorary secretary and maroons fired, so that, at 1344, just after red flares were sighted off the western entrance to the harbour, *Faithful Forester*, the 44ft Waveney lifeboat at that time on station at Dover, was slipping her moorings and on her way.

A near gale, force 7, was blowing from the south south west giving a moderate sea and swell. The afternoon was overcast with frequent rain squalls in which visibility was poor. It was 1 $\frac{3}{4}$ hours after high water.

At 1355, realising that there were a number of canoes needing help, Coxswain Hawkins asked for helicopter

assistance, and a Wessex was scrambled from RAF Manston. Meanwhile the lifeboat reached a group of four canoeists who had rafted themselves together about two cables off the western breakwater. They were rising and falling some six feet in the rough sea and confused swell caused by waves rebounding off the breakwater. A heaving line was thrown to the outboard canoeist and as the four canoes were drawn close alongside the lifeboat Coxswain Hawkins and Crew Member Michael Abbott grabbed the nearest canoeist, a young girl, while Crew Members Garth James and David Williams grabbed the man in the next canoe; both were brought safely aboard the lifeboat although the lift was made more difficult by spray canopies fastened to the canoes.

At that moment the fourth canoe on the outside of the 'raft' rolled over to seaward three times, failing to right from the third roll. Realising the man was trapped, Garth James, himself a one-time canoe instructor, jumped from the lifeboat into the water and righted the canoe. The third canoeist was snatched from his craft into the lifeboat by Crew Members Roy Couzens and Michael Abbott, while the fourth canoeist was similarly rescued by Crew Member Williams with Garth James helping from the water. David Williams then helped Garth back into the lifeboat which was rolling heavily, her well awash.

At 1359 Dover Port Control told the lifeboat that three more canoes had been sighted a little further out to sea and she headed for them at best possible speed. Two canoeists, who threw overboard their paddles and spray covers to help the lifeboatmen, were taken from their canoes. The third canoeist

had by this time paddled to join a lone companion and together they were making their way through the eastern entrance to the safety of the harbour.

The Wessex helicopter arrived at about this time and from then on acted as 'spotter'. Dover lifeboat took over the escort of two more canoeists from Dover Harbour patrol boat and saw them safely ashore at St Margaret's Bay, while the patrol boat, on her way back to harbour, rescued another two canoeists.

The lifeboat entered harbour at 1500 and landed the survivors; one, suffering from shock and hypothermia, was sent to hospital by ambulance. Ten minutes later the lifeboat put to sea again with extra crew members, successfully recovered five of the abandoned canoes and brought them back to station. At 1555 *Faithful Forester* was back at her moorings and ready once more for service.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was sent to Crew Member Garth V. James. A letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Coxswain Anthony G. Hawkins and his crew.

Western Division

Fall from cliff

THE DEPUTY LAUNCHING AUTHORITY of Abersoch ILB station was informed by HM Coastguard at 1701 on Thursday August 23, 1979, that a boy had fallen from the cliff at Llanbedrog Head, two miles north east of the station. The Atlantic 21 launched at 1715 manned by Helmsman Gareth Hughes Jones and Crew Members Barrie McGill, Caradog Roberts and Noel Loughlin and ten minutes later had reached the base of the cliff.

Three of the crew left the boat and climbed up to where the nine-year-old boy, who had fallen from about 150 feet, was lying, and Helmsman Hughes Jones decided that his injuries were

sufficiently serious to require his removal by air.

A helicopter was scrambled from RAF Valley at 1725 and arrived overhead at about 1745. At 1500 the casualty was winched aboard, followed three minutes later by his mother who accompanied him to Bangor Hospital.

The ILB returned to station and was refuelled and again ready for service by 1835.

For this service a letter signed by Rear Admiral W. J. Graham, director of the Institution, was sent to A. T. G. Owen, the Abersoch station honorary secretary, conveying the Institution's appreciation to Helmsman Gareth Hughes Jones and his crew.

North Eastern Division

Wading neck high

TWO SMALL BOATS trying to enter Cultercoats Bay were seen at 1645 on Saturday April 14, 1979, by ILB Crew Member Christopher Blackman, aged 19, and his 16-year-old friend Jeffrey Storey.

It was a fine day with a light easterly sea breeze but a heavy swell was breaking over the north breakwater producing an undertow which swings around the tiny bay hugging the cliff sides. It was spring tides and half an hour after high water so that little of the beach was left uncovered.

The first boat, about 20 feet in length, entered the bay and headed for the beach, but the powerful swell carried her away towards the cliff. Seeing what was happening, Christopher Blackman and Jeffrey Storey immediately went to her crew's help and managed to beach the boat close to the lifeboat house.

The second boat, seeing the first boat ashore and not knowing how she had reached safety, tried the same tactic. She was lifted on the crest of a wave, which carried her and her two crew swiftly towards the steep cliff and caves. Trying to avoid a head-on collision with the cliff, the helmsman turned

the boat and capsized. Boat and crew were driven into a small cave in the cliffside where they were buffeted by the waves.

Regardless of their own safety, Christopher and Jeffrey plunged straight into the water and waded neck high through the breaking waves to the nearside of the cave, where a spur of rock runs out into the water. After several attempts they managed to climb on to the spur, pass a rope to one young survivor, haul him clear and push him up the cliff and out of danger. They tried to haul the other survivor clear in the same way, but were washed off the spur time and again. While they were still trying, the Coastguard Land Rover arrived and its crew managed to lower a longer and stronger rope to the man in difficulties and pull him clear.

When the survivor reached safety Christopher Blackman and Jeffrey Storey returned to the beach. Although they made little of the part they played, they had been in constant danger for about half an hour.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were sent to Crew Member Christopher Blackman and to Jeffrey Storey.

North Western Division

Injured fisherman

LIVERPOOL COASTGUARD informed the honorary secretary of Barrow lifeboat station at 2232 on Monday July 16, 1979, that there was an injured crew member aboard the motor fishing vessel *Vertrouwen*, 18 miles west of Walney Island and heading for Barrow. The honorary secretary telephoned the honorary medical adviser, Mr J. H. Kilshaw, FRCS, and the crew assembled. Meanwhile it was learned that the fisherman had had both legs trapped in a winch.

Barrow's 46ft 9in Watson lifeboat, *Herbert Leigh*, launched at 2300 and set out to rendezvous with the trawler at a position off Walney Island. The night was fine with good visibility. A moderate to fresh breeze, force 4 to 5, was blowing from west north west and the sea was moderate. It was one hour before low water.

While the lifeboat was on her way it was decided that a helicopter should be called in from RAF Valley, Anglesey. Vickers Ltd manned Walney Airfield and the local ambulance and hospital were alerted.

The lifeboat came alongside the trawler six miles west north west of Lightning Knoll Buoy and the HMA went aboard her with two crew members. The injured man was placed in the Neil Robertson stretcher and, after some discussion between the pilot and the doctor, winched up directly from

ANNUAL AWARDS 1978

The Maud Smith Award for the most outstanding act of lifesaving by a lifeboatman during 1978 has been made to Coxswain John Petit of St Peter Port for the rescue of two men from the oil rig *Orion* on the night of February 1/2. *Orion* ran aground on the rocky north-west shore of Guernsey when she parted from her tug in storm force winds and high seas. For this service Coxswain Petit received the silver medal for gallantry.

The Ralph Glistler Award for the most meritorious service of 1978 by the crew of an inshore lifeboat has been made to

Helmsman Nicholas White and Crew Members Richard Spindler and Anthony Blizzard of Weston-super-Mare for the rescue on November 12 of three boys who were trapped in a cave. The three inshore lifeboatmen received the thanks of the Institution inscribed on vellum for driving their ILB, in gale force winds and darkness, into the cave entrance to rescue the boys and two auxiliary coastguards who had gone to help them.

The James Michael Bower Fund monetary awards have been made to the two lifeboatmen who received the RNLI's silver medal in 1978: Coxswain John Petit of St Peter Port, and Superintendent Coxswain Brian Bevan of Humber.

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The 50ft Thames lifeboat Rotary Service at her naming in Wellington Dock with Boulogne lifeboat in attendance.

The Queen Mother names RNLB Rotary Service

DOVER: OCTOBER 30, 1979

IT WAS PARTICULARLY FITTING that Her Majesty Queen Elizabeth The Queen Mother should agree to visit Dover to name the new lifeboat, for she is not only a Patron of the RNLI, but earlier last year she was installed as Lord Warden of the Cinque Ports. Lifeboat supporters from branches and stations throughout south-east England gathered to greet her on Tuesday October 30, undeterred by the drizzle and grey clouds, which most passed off as 'typical lifeboat weather'. Members of Rotary Clubs were also out in force as they had provided a substantial part of the cost of the 50ft Thames class lifeboat. There were actually two lifeboats in the Wellington Dock for the Boulogne crew of the French lifeboat service had sailed across the Channel to be at the ceremony.

Captain Stanley Williams, chairman of Dover branch, welcomed the Queen Mother. Mr D. Imrie Brown, president of Rotary International, Great Britain

and Ireland, then presented the lifeboat to the Duke of Atholl, chairman of the Institution, on behalf of the 58,000 Rotarians in Great Britain and Ireland and noted how well the Rotary motto 'Service above Self' applied to the lifeboat service. The Duke of Atholl handed over the lifeboat to Captain Peter White, honorary secretary of the station, who expressed the honour and pride the station felt in receiving *Rotary Service*. Since the lifeboat had arrived, some four weeks before the ceremony, she had answered six calls and the crew found her a superb craft in every way. Following the service of dedication, led by the Bishop of Dover, the Queen Mother was invited to name the lifeboat. She first thanked Rotary International for providing the lifeboat which would guard the Straits of Dover, a 'treacherous and violent narrow stretch of sea'. The new lifeboat, she said, would '... maintain the traditions of a service which is admired

throughout the world...' for '...when ships are running for shelter, lifeboats are putting to sea'. The Queen Mother spoke of the splendid record of the Dover crew and went on to pay tribute to their wives and families. 'By your patience and understanding, you also serve', she told them.

Then came the moment of naming, the champagne bottle smashing down on the bows, and Coxswain Anthony Hawkins called for three cheers for Her Majesty.

As *Rotary Service* came alongside the harbour wall, Captain Williams presented the Queen Mother with a painting of the new lifeboat and Captain White invited her to board the lifeboat for an inspection.

Coxswain Hawkins displayed the great manoeuvrability of the lifeboat in the narrow confines of the dock and the Queen Mother obviously enjoyed every moment aboard for she spent a long time in the wheelhouse chatting to the crew. She left after tea but the day's ceremonies were not over.

Michel Boitard, president of Boulogne lifeboat station, which was founded one year after the RNLI, presented Captain Williams with a commemorative gold medal and a larger gold medal from the Société Nationale de Sauvetage en Mer was presented by Admiral Picard-Destelan, vice-president of the French lifeboat service and an old friend of the RNLI.

Finally the Duke of Atholl presented a service vellum to former Coxswain Arthur Liddon and a silver badge to honorary medical adviser Dr S. Talty.

Within a few days of the naming ceremony, *Rotary Service* was in the news again, for she towed in television personality Hughie Green's yacht. Operating in the busiest shipping lanes in the world, *Rotary Service* will never be short of work.—R.K.

HM Queen Elizabeth The Queen Mother meets members of Dover lifeboat crew (below) and (right) is taken on a tour of inspection of Rotary Service by (l.) Cdr Bruce Cairns, chief of operations RNLI, and (r.) Captain Peter White, Dover station honorary secretary. photographs by courtesy of 'The Dover Express'





Welcome to Blyth: RNLB Shoreline (r.) arrives in company with Blyth's previous lifeboat, the 46ft 9in Watson Winston Churchill (Civil Service No. 8) (c.) and the 52ft Barnett Princess Alexandra of Kent (l.) temporarily stationed at Tynemouth.

photograph by courtesy of Newcastle-upon-Tyne 'Evening Chronicle'

On Station

Delivery and naming of Blyth's new 37ft 6in Rother class lifeboat, RNLB *Shoreline*

by Peter Holness

Membership Secretary

SHORELINE HAS NOW COMPLETED one of the most exciting periods in its history, for late last summer the first lifeboat to be funded by Shoreline members made her delivery trip to her station, Blyth, on the north-east coast of England, and on Saturday October 20 she was named by our first member, Sir Alec Rose.

The new 37ft 6in Rother class lifeboat, which would be RNLB *Shoreline*, left Littlehampton on Saturday August 25 under the command of the divisional inspector for the North East, Lt Alan Tate. With him sailed Edward Irwin, district engineer, and four members of Blyth crew, Coxswain George Turner, Motor Mechanic John Scott and Crew Members Tom Moss and Les Fay. On the first part of the passage they called in at Newhaven, Ramsgate, Harwich and Gorleston.

I had the pleasure of joining the boat on her arrival at Spurn Point on August 29. It was the first time that I had met members of Blyth crew but although a stranger to them I was made very, very welcome.

We set sail on a bright, sunny morning on August 30, and the sea was to remain flat calm for the whole of our trip—which could be said to be a good thing or a bad thing depending on which way you look at it! We were escorted out from Spurn Point by Humber's Arun lifeboat with, at the helm, Superintendent Coxswain Brian Bevan who, as you all know, received the gold, silver and bronze medals for gallantry at last May's annual presentation of awards. He showed us a short

cut across the sandbanks, using the Decca Navigator, and so saved about an hour on our scheduled trip to Whitby.

During the day a rendezvous had been arranged with an RAF helicopter for combined air/sea exercises, and I had the dubious pleasure of being used as one of the casualties to be lifted off the lifeboat and later returned to her.

On our arrival at Whitby we were given a very warm reception by everyone from the lifeboat station and from the crowd that had gathered on the quay, many of them Shoreline members who were keen to have a look at the boat they had worked so hard to provide. Also, thanks to the North East office and Whitby branch, a fund-raising caravan had been set up at the dockside and several new Shoreline members were signed on then and there.

In the evening we were welcomed officially to Whitby by the Mayor and entertained at Whitby Yacht Club. It was while we were there that we were told that the BBC 'Look North' team wanted to do a television spot about the new Shoreline lifeboat—and they would like to start, please, at about half past seven the next morning. We were, I am afraid, a little bleary eyed when we forgathered at 0700 to get the lifeboat ready for sea.

Unfortunately the weather had changed to very, very thick fog. The BBC was not, however, to be deterred and the new Shoreline Rother set off from Whitby accompanied by Whitby's 44ft Waveney *The White Rose of York-*

shire with the television crew on board. After taking several shots the TV team transferred to the Shoreline lifeboat while I went aboard the Waveney to take some still photographs. This was when the trouble started. Off went the Shoreline boat with the camera crew on board, while Whitby lifeboat merrily sailed around the buoy just outside the harbour. It was not until about half an hour had elapsed that we realised that the Shoreline boat was not coming back. There followed on impromptu exercise in radar tracking while the Waveney caught up the Rother, put me aboard and took off the television crew. It was a good opportunity for both crews to test their equipment and they used it to great advantage.

The fog did not lift all day, so that our passage to Tynemouth was an eerie one and for me, I admit, a rather frightening experience. We heard fog horns in the distance but we did not see a single ship passing. I was up in the bows on lookout with two of the others when, suddenly to my great surprise, Tynemouth piers loomed out of the wall of fog. We were exactly on course and exactly on time, even if tired from straining our eyes in the fog.

Saturday, September 1. The fog had lifted and, on a reasonably bright morning, we were all busy getting the Shoreline lifeboat ready for her arrival at her new station. Dressed overall, she left Tynemouth for the short passage to Blyth in company with Tynemouth lifeboat. On the way we were met by Blyth inshore lifeboat and also by *Winston Churchill* (Civil Service No. 8), a 46ft 9in Watson lifeboat that has given great service at Blyth for many years and on board which were a number of retired ex-crew members. As the three lifeboats approached Blyth we were joined by an enormous fleet of yachts and motorboats, all sounding their horns in welcome. It was a most moving experience.

Then we entered harbour to come alongside a quay crowded with local people and Shoreline members who had all come to greet their new lifeboat. She was officially welcomed by the Mayor and, as the ceremony was broadcast live by Radio Newcastle, many more people joined us over the air. The Shoreline lifeboat had come home, and for the crew that had sailed her she had already become a trusted friend.

* * *

And so, on to October and the naming ceremony.



Coxswain George Turner (r.) on board Shoreline at Whitby with Peter Holness, membership secretary.

Back once again at Blyth on Friday October 19 I found myself in the midst of a hive of activity. Crew members, their families and friends together with members of the ladies' guild were working flat out to prepare Dun Cow Quay for the naming ceremony to take place the following day. It is not easy to plan an event of this nature for which people are expected from all parts of the country. A great deal of hard work by very many people had gone into the organisation.

That evening we all went to the Royal Northumberland Yacht Club, where Sir Alec Rose was presented with new Shoreline membership enrolments to the value of £1,000—a splendid and timely gesture from the yachting fraternity.

Saturday October 20 dawned bright and sunny and everyone was down at Dun Cow Quay early, helping to build the rostrum, lay out chairs, put up flags and bunting and prepare refreshments in the adjoining Guildhall. It never seems possible that everything will be ready in time, but by three o'clock, with the co-operation of very many people including the Police and St John Ambulance, the scene was set and everyone had assembled on the quay.

Seldom can there have been a more representative gathering of lifeboat people at a naming ceremony because, as well as the people from Blyth itself and representatives from neighbouring lifeboat stations, branches and guilds, there were Shoreline members from all parts of the country. Some members had travelled all the way from Penzance and a whole coach party had come from London to witness what was for us an historic event. Among the honoured guests were a former Blyth coxswain, 77-year-old Thomas Fawcus, who had first gone out in a pulling lifeboat at the age of 17 and who had been awarded the silver medal for gallantry in 1962; and a vice-president and former chairman of the Institution, Cdr Ralph Swann, who was a founder member of the membership scheme and who had given it great help and encouragement in its early days.

We were all happy to be together for such a memorable occasion.

After the proceedings had been opened by Mr D. G. E. Kent, chairman



(Above) RNLB Shoreline is named . . . and Lt Alan Tate, divisional inspector (North East) leads three cheers for Sir Alec Rose.

(Right) The ceremony over, Sir Alec goes aboard for a tour of the harbour.



photographs by courtesy of Blyth 'News Post'

of Blyth branch, the Rother lifeboat was presented to the RNLI by Sir Alec Rose on behalf of Shoreline members. She was received by Mr P. Denham Christie, a vice-president of the Institution and himself a former coxswain of Tynemouth lifeboat, who in turn delivered her into the care of Blyth branch. She was accepted on behalf of the branch by Dr Reginald Carr, the station honorary secretary.

Then followed a service of dedication conducted by the Reverend John Stanley Monks, Vicar of St Cuthbert's Church, Blyth, assisted by the

Reverend John H. Latham, Minister of Blyth United Reformed Church.

A vote of thanks was proposed by Mrs E. Mather, chairman of Blyth ladies' guild, and then Sir Alec Rose, single-handed circumnavigator and Shoreline Member No. 1, stepped forward . . . 'May God bless her and all who sail in her' . . . champagne cascaded over her bow . . . and the 37ft 6in Rother class lifeboat to which so many Shoreline members have contributed, and whose building we have watched since the day her keel was laid, was named RNLB *Shoreline*.

And now . . . a new Shoreline project . . .

THROUGH THE GOOD OFFICES of Kensington branch and the generosity of BMW Car Company, a BMW Series 7 Motor car is being offered as a prize in a competition to encourage Shoreline membership. All existing Shoreline members are eligible to take part, and there is no charge. All you have to do is sign on a new member on the special enrolment form you will find inserted in this copy of the journal and return it to Shoreline office at Poole by April 30,

1980. Your name will then be included automatically among competitors for the grand draw and you will stand a chance of winning a magnificent car. More copies of the enrolment form are available from this office or from your local RNLI district office. So, thank you for your past help, and once again it's over to you.—PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).

THE WINTER of 1978 and 1979, like the winter the year before, will be remembered for the ferocity of its weather and for the long services which were carried out by lifeboatmen in the teeth of storm force winds, high seas, blinding snow and bitter, bitter cold. For such services the gold, silver and bronze medals for gallantry were awarded to Superintendent Coxswain Brian Bevan of Humber, the silver medal to Coxswain David Cox of Wells, a third bar to his bronze medal to Coxswain John Petit of St Peter Port and the bronze medal to Coxswain Fred Walkington of Bridlington. While lifeboat people were in London for the annual presentation of awards last May, the opportunity was taken to hold informal discussions between these four coxswains and the divisional inspectors of lifeboats for their areas, Lt Alan Tate (North East), Tom Nutman (East) and Lt Cdr Roy Portchmouth (South West), on the problems of maintaining crew efficiency on prolonged services in such extreme conditions.

Conversations revolved in particular round one night in January and one day in February: the night of January 4 and 5 when the St Peter Port lifeboat was searching for 12 hours through a bitterly cold night for survivors from the Greek freighter *Cantonad* in east-north-easterly winds rising to hurricane force 12 and high breaking seas and with visibility further reduced by snow storms; and February 15, a day of north-easterly winds rising to violent storms, force 11, high breaking seas, almost continuous snow and temperatures well below zero, when Bridlington, Wells and Humber lifeboats were all out on service for many hours, Bridlington to the German ship *Sunnanhav*,

Blizzard

When snow and ice accompany storm force winds endurance of a high order is asked of lifeboat crews; an active endurance which will enable them to maintain efficiency and bring a service to a successful conclusion even after many hours at sea in the worst of weather. It was like that for some of the last winter's services . . .

Wells and Humber to a Romanian cargo ship *Savinesti*.

St Peter Port and Humber lifeboats are both fast afloat Aruns, the former, *Sir William Arnold*, 52ft overall, the latter, *City of Bradford IV*, 54ft LOA. Bridlington lifeboat, *William Henry and Mary King*, and Wells lifeboat, *Ernest Tom Neathercoat*, are both open 37ft Oakleys. A photograph of an Arun (Lerwick) appears on page 229, and of an Oakley (Wells) on page 239.

These services were reported in full in the summer 1979 issue of THE LIFEBOAT (as were also the services for which Coxswain Bevan was awarded the gold and silver medals) and brief summaries are given below*.

But what was it like to be there . . . in the Channel on that January night . . .

Coxswain John Petit, St Peter Port: It was just after 9 o'clock in the evening when we started off into a north-easterly whole gale. With wind against tide the seas were very steep. I had to slow up as we left the shelter of Herm. All of a sudden a wave came aboard

and carried away our liferaft. We had to turn around so that some of the crew could go on deck to secure it. As the after door was opened a big one came over the stern and almost filled up the cabin. That was a fine start. Reports were coming in that the ship *Cantonad* was developing a bigger list all the time; we knew we couldn't waste time, so off we went at full speed. The wind was on the beam as we steamed round the top of the island. We were nearly at the position given, which was 30 miles from Guernsey, and I wanted to give a message to the assistant mechanic who was on the radio. I had to turn round and look aft and just at that moment a big one came and threw us down, threw me out of the seat on to the deck. Two of the other chaps fell on Chick Robilliard and he fractured a couple of ribs. Anyway, after a few minutes we were under way again. The helicopters from Culdrose beat us to the position by about 15 minutes and they started to drop flares. They managed to winch up one survivor who was in a liferaft but the rest were in the sea; they sent a winchman down, but he got half drowned, I think, in the breaking waves. By this time the ship had capsized.

I went to the upper conning position with a lookout. It takes your breath away when you go on deck, the cold. You couldn't feel your hands after being up there five or ten minutes. When you get on top of a sea everything's flying—wind, snow, spume—then you go down into a trough and it is quite quiet. It's uncanny.

The helicopters dropped flares and they helped a lot. We saw the two bodies we picked up in the light of the flares. They seemed to throw an orange light down into the sea and you could see the bodies silhouetted in the water. We managed to pick up those two but only after a great deal of difficulty. It wasn't easy, in those seas, trying to manoeuvre to keep alongside. The crew . . . one moment they were up forward, then they had to come aft, then they were half way along the deck. They had to keep moving the whole time in order to keep the casualties in sight. It would have been a very difficult job in our old Barnett and I doubt if we would have seen anyone in the

***Service to *Cantonad*:** On the night of January 4 and 5, 1979, St Peter Port's 52ft Arun 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. On her way to the search area, more than 30 miles from station, one huge wave rolled the lifeboat over 45 degrees, throwing the coxswain out of his seat and knocking him momentarily unconscious. Another crew member was injured, cracking two ribs. Nevertheless, the lifeboat was on her way again within minutes to search throughout that wild and pitch-black night. One survivor was picked up from a liferaft by a naval helicopter; two bodies were recovered from the water by the lifeboat, which was at sea for more than 12 hours. For this service a third bar to his bronze medal was awarded to Coxswain John Petit.

Services to *Sunnanhav* and *Savinesti*: on February 15, 1979, Bridlington's 37ft Oakley lifeboat *William Henry and Mary King* launched in a blizzard and a violent north-easterly storm to help the German freighter *Sunnanhav*, broken down and being driven towards Flamborough Head. 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. For this service the bronze medal was awarded to Coxswain Fred Walkington.

On that same morning Wells' 37ft Oakley lifeboat *Ernest Tom Neathercoat* launched to stand by the disabled Romanian cargo ship *Savinesti* which was in danger of running aground on Race Bank or Docking Shoal. In temperatures well below freezing and with huge seas washing right over her, this open lifeboat stood by until Humber's 54ft Arun 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, together with the North Sea Ferry *Norwave*, eventually escorted *Savinesti* to the safety of the River Humber after more than 15 hours at sea. For this service the silver medal was awarded to Coxswain David Cox of Wells and the bronze medal to Superintendent Coxswain Brian Bevan of Humber.



Fred Walkington (l.) and Brian Bevan. Fred Walkington joined Bridlington lifeboat crew in 1965 and was appointed coxswain in 1975; he was awarded the bronze medal in 1979. Brian Bevan was a member of Bridlington lifeboat crew from 1967 to 1969, assistant mechanic of Humber lifeboat from 1969 to 1970 and was appointed superintendent coxswain of Humber lifeboat in 1975; he was awarded the silver medal in 1978 and the gold and bronze medals in 1979.

water—certainly we would not have had a chance to manoeuvre alongside.

... and on that February day ...

Superintendent Coxswain Brian Bevan:

The snow and the frost that morning were the killers. It was freezing hard. At 10 o'clock in the morning, at the Coastguard station, eight degrees of frost was recorded. That was at mid-morning. Four hours prior to that it was 14 to 16 degrees of frost. The handrails on the boarding boat were iced inches thick all along. When we got started our problem was navigation, because of the banks down in David's area. The Decca was put out of action by the snow. We thought the radar was, too, at first. Then we found it was iced up. We chipped that off and the radar was all right. So we more or less went down on the radar, just getting a fix on the Decca when the snow eased enough to get a signal through. Going to the job ... I don't think you will ever see conditions worse. I have worked down there quite a bit, further south of that as well, fishing, and been caught out, but I don't think I have ever seen such long broken seas for as long. As one petered out the next one was coming at you. You were even bringing the Arun round to meet them head to sea because you could see them coming at you like a house side. You were always frightened of the knock down. You were on course, then coming round to meet a sea, then back on your course, even with the Arun. I have spoken to older fishermen and older hands on the east coast and I don't think you will ever see any worse anywhere than it was that day. There were ships and fishing boats that had rode it out still coming to the river three days after with their masts, rigging and even their bows, where you would have thought it would have been washed off, thick with ice and snow. More like pictures that you see of the deep sea trawlers in Iceland—not the sort of thing we are accustomed to in the North Sea.

The Humber crew were in an Arun with an enclosed wheelhouse, but Wells and Bridlington crews were in Oakley lifeboats, the steering position open except for a windscreen and canopy.

Coxswain David Cox: It was the worst



David Cox joined Wells lifeboat crew in 1943 and was appointed coxswain in 1960; he was awarded the thanks of the Institution inscribed on vellum in 1964 and 1973 and the silver medal in 1979.

photograph by courtesy of Peter Hadfield

trip I've ever had. If my chaps weren't all fishermen they might not have survived as well as they did. They were my regular crew, all fishermen. Even then, most of them were complaining about the weather—the intense cold and the wet—by the time we got home. When I first left Wells Harbour I gave her full speed. That wasn't too bad on the harbour bar. But after we had gone off about ten minutes, then we started to meet it. We took a nasty one, so I eased her back; it seemed a bit more comfortable, but she was still taking them green. Every time she took one it came right aft, hit the bulkhead aft and slapped right into the cockpit—even the mechanics got drenched.

Coxswain Fred Walkington, Bridlington:

It was like that for us when the radar went on the blink. That's just how ours happened. A wave just took on and went straight under the canopy. The radar went dead. That was the last we saw of that.

Cox: I will say this for the Oakley: although she was filling all the time, the water was clearing very quickly. She was filling and emptying, as quick as that.

The first object we saw that morning was *Savinesti*. From the time we left home we saw no navigation buoys, nothing. The North Sea ferry gave us a position for the South East Docking, but we never saw it.

When we started back for home, at about 1500, I knew we had the worst to come. I know what our place is like. There are no lights. You couldn't see

any landmarks at all. And I knew darkness was coming on. I was not very happy running in those seas. I wasn't sure where I would end up but I knew it would be west of Wells Harbour somewhere. First we were going south-south-west but, even with the drogue out, she was taking nasty seas on her quarter, so I altered course to south west and she was running fair and square, going with the seas. We had to come over the top of Race Bank. I have never seen the sea so piled up in my life, running and breaking on the bank. I eased her up a bit and she took it all right. By the time we nearly got in that day it was after dark, round about 6 or 7 o'clock. That was my most critical time, because we had been out about nine hours. We were just about all in, I would say. Yet we still had the worst conditions to contend with. You



John Petit joined St Peter Port lifeboat crew in 1952 and was appointed coxswain in 1964; he was awarded the bronze medal in 1963, the thanks of the Institution inscribed on vellum in 1972, bars to his bronze medal in 1975, 1977 and 1979 and the silver medal in 1978.

photograph of courtesy of Peter Hadfield

see, when darkness came on we weren't quite sure, at times, whether we were running on to the main shore or whether we were still at sea. Many a time the crew said, 'It must be the shore,' and I said, 'No, I don't think so. It's somewhere deeper, somewhere about the five fathom mark.' We were on the banks. The first thing we spotted was just a glimmer of light, and when we spotted it we were nearly in Brancaster Harbour—we were nearly on the shore.

Walkington: This is where we were at an advantage, if you can say that, coming home. We went for the high cliffs because you stood a better chance of seeing the cliffs than you would have done the low land to the south. The seas were breaking full on Smithic Sands and it was high water. You would have had a job to come across the sands alone, but if you got across them you would never have seen the shore before you were on top of it. This is why I went for the higher land.

What about visibility and keeping a lookout in that weather?

Petit: While the helicopters were away refuelling we were searching downwind for five hours; the tide was ebbing down Channel and the wind was north

easterly behind us. I was up on the flying bridge, rotating the lookout, but you couldn't see much. It was pitch black.

Cox: For us, the visibility was just about nil. Snow storms—blizzards if you like—are worse than fog in an open boat when you are heading into it all the while.

Bevan: It was coming so hard, with that wind strength, you couldn't even look into it, could you?

Cox: The windscreen wiper we have got on the Oakley was on all the time but it was snowing so hard it wasn't giving the wiper a chance even to get half way.

Walkington: We could have done with a squeegee . . .

Bevan: Our windows were steaming up inside as well. That was a full time job for a man, wiping the steam off the windows so that you could see.

All four coxswains had stayed on the wheel throughout the service, thus not only being in full control but also, with the feel of their boats in their own hands, maintaining that tenuous thread of mental dead reckoning vital in weather so wild that formal navigation was virtually impossible.

Petit: I steered all the time. The others do steer on occasions, but on a service of that sort I like to know where we are going and I can make sure that I do steer that course.

Cox: Yes, I was on the wheel throughout, too. My second coxswain . . . I think he was only there about half an hour. I was quite happy, mind you, going off, because I knew within a little where the ship was. Visibility was just about nil and the radar had gone, so I was on a compass course. I wanted to take her because in my mind I knew where I was going. If we had switched around and they had all had a spell on the wheel, my course could have been all over the place. They can all take the wheel, I know, but on that particular day I thought, I am going to take the course I want to go for the time I have in mind.

We ran off for about an hour and 50 minutes and then I eased down. We had a bit of a conflag and they all thought that we were east of where the ship should be and that we shouldn't go any further off. I said, 'All right. Get the drogue ready.' As the sea was that day I wasn't going to just turn around. She might have caught one. Then, as I was turning, I spotted the ship. It was only because I went off north east from Wells Harbour that morning that I found her. They said *Savinesti* was more or less on our fishing ground, which was a great help—you know, it was as though we were going fishing

because we kept the same sort of course. And as luck would have it we spotted the ship.

Walkington: On exercise I leave it to the crew and that's it; it's good that they should have the experience. But on a job I prefer to keep on the wheel the whole time.

Bevan: On a day like that it is the coxswain's job to be at the wheel . . .

Cox: I would second that . . .

Bevan: . . . certainly going out to the casualty. And even if you were not steering the boat yourself, you would still be looking over the back of the other chap's shoulder all the time.

How much of a strain was it, physically?

Cox: You are standing in one position for a long time on those sort of days. You don't feel the effect until you get home; then you are completely off balance.

Walkington: I was fortunate because I have one of those pedestal seats; you don't actually sit on it, you lean against it, but the weight it took off my feet that day was a great help.

Cox: The only thing about a seat—they are good, I agree—but I like plenty of freedom round that wheel. We had eight aboard that day and all my crew were huddled up aft. There's two or three below; there's two on the port side, two on the starboard side.

Walkington: No, you do have plenty of room. It's surprising. Everybody was aft from the moment we left the beach, because we all clipped on and we were all the aft side of the canopy.

Cox: Well, that would break it up a bit, because I was on my feet for 11 hours. You know, you are all tensed up under it, wet and cold.

Wet and cold . . . cold is an insidious enemy and there is less chance of keeping warm if you are wet . . .

Cox: It was impossible to keep dry that day. I had two jerseys on, I had my green zipper jacket and then I had the lifeboat trousers and jacket. And the whole crew was the same. They all had their own personal sea gear on as well as the RNLI gear. When we got home we were all soaked to the skin. In our type of boat, in that sort of weather, I don't think anything would keep the water out.

Bevan: Do you think you would have been in the dry with yellow oilskin tops and trousers? Fishing gear? We have the Functional gear and we have also got the Vinco oilskin gear, which I think is more effective in wet weather.

Walkington: On this service everybody had Vinco trousers on. There were only two that wore the Functional jackets. They were the two mechanics, underneath. There were only two people that got wet in our boat; one was the lad who had his head in the water when we got the knock down and one was the second coxswain who got a sea going up his oilskin smock and in the low-slung trousers. Everybody else was dry. Usually the only place the oilskin smock will let you down is round the neck, and you can put a good muffler or scarf round there.

Cox: Mind you, the jackets are warm, the Functional jackets we've got now. But I like the old oilskin frock and sou'wester.

What about the dry suits used by some Atlantic 21 inshore lifeboat crews, if they could be modified so that they could be worn for long periods? Suits with rubber neck and wrist seals to keep the water out completely? Would that help in bad weather?

Cox: Yes, I think so. Some of the lads have spoken about these dry suits . . .

Petit: I think it would be a great thing myself. In very cold weather they are absolutely marvellous. The only thing that bothers me, would there be chafing at neck and wrists on a long service?

All agreed that heat loss through the head, which is appreciable, must be avoided, flat caps or sou'westers being preferred . . .

Cox: I always carry my own sou'wester aboard. I have always used one. When you are looking to the weather in an open boat you can't beat an old sou'wester—she'll dodge all the water.

What about bump caps? The very light weight padded ones with a little peak, now being issued, which give protection against head injury as well as warmth?

Cox: We haven't received ours yet, but quite honestly I don't think they would be a lot of good in our type of boat. Not for the chaps on deck. Maybe for the two mechanics . . .

Bevan: You haven't got yours yet, David. When you do get them you will probably look at one, try it on and chuck it out of the boathouse. But after you have had one on for two or three hours, if you take it off, you feel the difference straight away. It's surprising how warm they are.

What about hands?

Petit: We had gloves on but you couldn't feel your hands after about five or ten minutes on the flying bridge. I have tried wet suit gloves but found

them a bit too stiff. A supple pair would be all right.

Cox: I carry oiled mittens—full length ones that enclose your fingers. All that day I was wringing them out and putting them on again, and my hands were keeping fairly warm. You had to keep wringing the water out because otherwise they get sloppy and heavy and you can't always feel the wheel move off centre.

What about the motion of the boats in those high seas?

Bevan: We haven't got all the luxuries in a fast afloat boat because with twice the speed you have got twice the knocking about and bouncing about, which is certainly more sharp and severe than in a conventional boat. That day, on the way to *Savinesti*, it was the slowest we have ever done: roughly 10 knots over a 37, 38 mile run.

Coxswain John Petit was in his father's crew for the service to Johan Collett on February 5, 1963, the service for which Coxswain Hubert Petit was awarded the gold medal and John himself his first bronze medal. On that service, the 52ft Barnett Euphrosyne Kendal was at sea for about 15 hours in south-easterly hurricane force winds and once again it was snowing and very cold. So here was a direct comparison between a conventional and a fast afloat lifeboat in extreme conditions. Were the effect on the crew equal?

Petit: It's a long time ago . . . but I would say the surface temperatures in both services were about the same. In the Barnett you were more in the open and we had the spray to contend with; you felt the cold a lot more. When you were up top it was bitterly cold; the most you could stand was about 15 minutes before you started to feel it quite badly. In the Arun you are under shelter and you have got heaters. In a Barnett, except for the mechanics, you have to stand to keep a look out, whereas in the Arun, of course, you are seated until you go on deck. From those points of view, when you do go on deck you are more fit in an Arun.

On the other hand, of course, in a fast boat you are thrown around quite a lot more than you are in a Barnett and I think that you are worn down in that way. It's the speed. I suppose they balance each other out.

But it is just in head seas and a few points either side where, in the fast boat, you are slamming about and really hitting them hard. Anything abaft the beam and there is no comparison: the Arun is a little ship, whereas in the Barnett you are rolling around. It's a totally different ride altogether. If you reduce speed in an Arun to 9 knots in a head sea, then you are getting down to a similar sort of motion as the Barnett.

There's not much difference. In fact, in above force 9 winds you can't bash through head seas in the Arun at more than about 10 knots.

Did the Arun crews use their seat belts?

Petit: We didn't use seat belts because we were up and down like yo-yos to the top steering position and it is an arduous job strapping yourself in all the time. I think a simple lap strap would be quite enough to keep you in the seat—an aircraft type of strap with a simple release for getting in and out.

Bevan: I was the only one of our crew who wore a seat belt—just the waist-band one. And it was rugged all right. On one occasion, going round the lightship, we thought we had left the engines in 25 fathoms. I am almost certain it would be better with seat belts on, but you feel a bit tied in.

How did the Oakley coxswains feel about their boats?

Walkington: If it was at all possible, this service gave me greater confidence in the boat herself, the Oakley. We had always been used to a conventional boat, a Liverpool. When we came into the Oakley we found her a lot more cockley. But the services we have done in her, particularly in the last year, have given me a lot of confidence in her.

Cox: We used to have a Liverpool, but I can assure you, everyone up at Wells puts a lot of faith in the boat we have got now.

Bevan: Do you think you would have been better off if you had had a wheelhouse, like a Rother?

Cox: I would like to have a Rother, if that is what you are getting at! I like the boat I have got now very much and I think the water ballast is superb. The Oakleys are good boats but you are still exposed. I am told the Rother's are more lively, but you would have a wheelhouse.

So back to endurance. What are the signs, when cold and fatigue start to encroach?

Cox: It is the first time I have known my crew to be very quiet. I think the extreme cold was getting everyone that day. It was rough, we know, but it is the intense cold that gets you. You are standing there, taking everything that comes.

Bevan: That is a sure sign that the weather is getting really bad: the quietness. Everybody can be talking and chatting away, probably for the first 20 minutes, half an hour, and then conversations gradually dwindle away.

Cox: It's the time it takes to do a job,

too. When we were getting the *drogue* ready . . . normally it would take two or three minutes, but that day it took about quarter of an hour.

How important to morale and the maintenance of efficiency is the radio link with the shore?

Petit: The more the crew is kept informed the better. When there are messages coming in all the time and you are kept alive to the situation with frequent reports it keeps everybody interested. It keeps the chap on the Decca Navigator fully employed; it keeps the radar man fully employed; everyone. It is good. It keeps everybody keyed up and it's a great way of helping. When you get long periods of silence it can be deadly.

Cox: When the crew hear things come on the radio . . . well, it is more chatty, I'll put it like that. When we were out there we couldn't hear Wells Coastguard. We could only work through Yarmouth. That was another thing which gave me an indication that we were getting nearer the coast because we started hearing Wells Coastguard coming through. All my chaps started to cheer up a bit then because . . . well, I can honestly say it was the worst we have ever been at sea.

Bevan: I think you had had problems with communications all day, because we had nearly reached you before we got in contact, on the VHF anyway.

Cox: I heard you talk round about quarter or twenty past three.

Bevan: Yes, whereas in normal conditions we would have been able to hear you when we left the river. We must have been within ten miles before we even got in contact with you, probably less.

What about food and drink in weather like that?

Petit: If you can grab something to eat, all well and good; but if you can't it is not essential. On a service half the crew don't feel like eating. They'll probably drink, if you can get it ready and a hot drink helps a lot. But very often you can't get it. Conditions are too bad. We have got a water heater with a tap on the bottom, but a drink would be spilled before it could be got half-way up the ladder.

Cox: We never used any of our stores at all that day. To make a drink was an impossibility. Mind you, the cigarettes were used and we ran out of the boiled sweets we had on board. We find that if you are continuously taking salt water in the mouth a boiled sweet is a great help. But nobody seemed to want to eat anything at all. Now, if you could still get those tins of self-heating soups that

used to be made, I think we could have brewed those up, running home.

Walkington: That was one of the surprising things, looking back on it: no one in my boat even asked, or thought about, food or drink. It wasn't until later that someone said, 'We never used that heater.' Normally we use it quite a lot, on escort jobs or when we are out for two or three hours. But that day it was not mentioned at all.

Bevan: You couldn't keep the water in the boiler that day; even we couldn't. We never got a drink. Nobody wanted the job of filling it up . . .

Cox: We did have tins of cold drinks but we didn't even touch them.

Walkington: We were the same. We had a dozen tins of Coke but we never touched them. I think the availability of cigarettes was a good thing, for the men that smoked. They were used.

Does seasickness detract from the ability to do the job?

Petit: Most of our crew are not usually seasick. Just on a very bad service under abnormal conditions they may become a bit sick. But once they have brought it up they are fine again. They get on with their job. It hasn't put them out of business.

Bevan: We have a couple of lads who suffer from seasickness from time to time, but they can still do the job. It's one of those things. If, like David, you have got a crew of people who are at sea all week, then seasickness never bothers them. But any crew that might be weeks ashore at a time and then get chucked in on days like that, they'll suffer from seasickness because they are not at sea long enough or regularly enough really to get over it. The Arun is pretty good for seasickness, for a closed in boat. When you are steaming, well, nobody could live on deck, anyway. It's good for sorting the men out, when they get locked inside, with the door shut!

Cox: No direct air, that's the trouble. When you are in the open it is all right.

From 'British farce, from Travers to Ayckbourn' by Sheridan Morley published in 'The Times', November 20, 1979:

'Ben Travers . . . Sometimes you get stuck. I stuck on how to get Poppy on stage in the last act of 'Rookery Nook' until by a sort of miracle our door bell rang in Burnham and a lady came in selling flags for the lifeboat fund and I thought right, that's how we'll get her on stage. Sometimes you need a bit of luck like that. I think I bought all the flags on her tray . . .'

Walkington: I am the only fisherman in my boat—and that's part time—but normally we have no problem.

Does age affect a man's ability to endure?

Walkington: I think so. The average age of our crew on that launch was just over 36.

Cox: A couple of young lads jumped aboard that morning, just kids. I just said, 'Out!' because I knew the sort of day it was going to be. But I've got a young chap in my regular crew, he's 25 or 26. He was the fittest one of all when we got home. He just went straight off the quay into the pub and had two or three rums! I'm afraid all I wanted to do was get home for a hot bath. So age does come into it.

Petit: I would say the middle aged man has the advantage when it comes to endurance. He's got a lifetime's experience of endurance by that time. A lot of it is psychological—an attitude of mind. I think an ideal age would be about 45—after that you probably go down hill a bit.

Bevan: After services like that, can you go straight home as normal and sit down to a dinner put in front of you?

Cox: No.

Bevan: We can't. We find after jobs like that that you seem to be 12 or 18 hours before you are back to normal. You can probably have a drink of tea or coffee. Everybody says you want a hot meal as soon as you get back, but the blokes just can't seem to sit down and face that meal.

Walkington: I think you are a good 24 hours before your body really gets back to normal.

Bevan: You seem to come back off a job absolutely dog tired. All you want to do is drop into your bed, and within two minutes of your being in bed you can't sleep. Everything is sort of wound up inside you.

Cox: When I got home that night I just stripped off and got straight into a bath, and even then it took a long time to thaw out. When I got out of the bath, I stood there and my balance had gone. They all said the same thing the next morning. You are so tensed up through cold and concentration, you don't really sleep when you get to bed. I couldn't relax at all until next day.

Was it worse for the coxswain than for his crew?

Cox: I can answer that, because when I was a crew member I never got any after effect at all. I was younger, mind you. When I was about 20 or 30 it never used to worry me. I have been in Wells

lifeboat as crew on rough trips. I used to come home quite fresh. I think responsibility has something to do with it as well as age.

What did the younger coxswain's think?

Bevan: For my crew I think probably the New Year's Eve job, the service to *Diana V*[†], was the worst in terms of endurance. We had the engine job. After we had done about 25 or 30 miles we had to come back to Grimsby on one engine with both mechanics down in the engine room trying to strip down the broken pipe on the gearbox. Then, back at sea again, they fitted the pipe and we thought all our troubles were over. We were back on two engines and had set course at full speed. Then we had the no lights job. We were running the boat with two torches. We finished at breakfast time on New Year's Eve. I think for 24 hours or so I was so mentally and physically wound up that I was miles away—even during the New Year celebrations. I am in a world of my own for 24 hours after a job like that.

Walkington: That is the thing, when you come back: the responsibility. With this February job there was no beach to re-carriage, so we went into the harbour. I got the crew to go home and have a warm drink and change into warm clothing. I think everybody came back slightly refreshed before we went and re-carried. It was a difficult re-carriaging job, but we couldn't have left her in harbour because, at low water, she would have been 'off service'. She had to go back on station because the weather was so bad that that boat might have had to go again.

And that's it, whatever the weather. Back on station . . . and ready for service.

[†]Service to *Diana V*: On the night of December 30 and 31, 1978, Humber's 54ft Arun City of Bradford IV rescued six of the crew of the Dutch coaster *Diana V*, first reported in distress 74 miles east by south of Spurn Head in a strong easterly gale; her cargo of maize had shifted in the very heavy seas. After the lifeboat's mechanics had repaired under way an oil pipe which had fractured, the Arun maintained full speed to the casualty despite the fact that she was receiving a terrific pounding, during which her lights failed. By the time she reached the casualty the wind had risen to storm force and, with the temperature -4°C, the sea water was freezing to deck and rails. 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. Together with HMS *Lindisfarne*, the lifeboat then escorted the disabled *Diana V* into the River Humber. When she returned to her moorings she had been at sea for more than 13 hours. For this service the silver medal was awarded to Superintendent Coxswain Brian Bevan.



Portrait of a lifeboat station

WELLS

the crew and those who back them up ashore

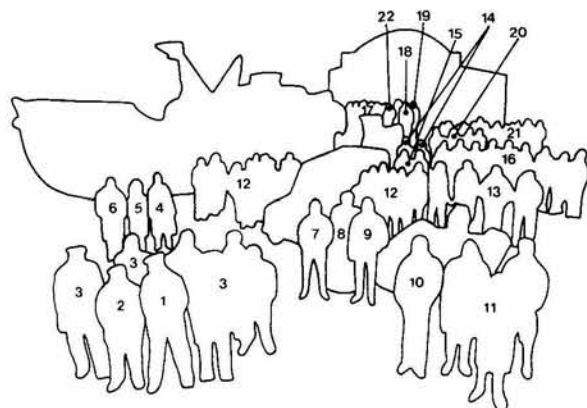
by Campbell MacCallum

- 1 Coxswain David Cox
- 2 Second Coxswain Anthony Jordan
- 3 Offshore lifeboat crew
- 4 Lt David Case RNVR, station honorary secretary
- 5 Mrs David Case
- 6 Lt S. C. Long RNVR, deputy launching authority
- 7 Mr M. J. Hill, station honorary treasurer
- 8 Reverend David Chapman, chaplain

- 9 Dr D. W. Hoddy, honorary medical adviser
- 10 Lord Coke, president and patron
- 11 Branch committee representatives
- 12 HM Coastguards and Auxiliary Coastguards
- 13 Inshore lifeboat crews
- 14 Police
- 15 Shipwrecked Mariners' Society

- 16 Life Guards
- 17 Launching crew
- 18 Brian Scoles, head launcher
- 19 Richard Woodgett, maroon firer
- 20 Ladies' guild committee members
- 21 Ladies' guild members
- 22 George Read, tractor driver

photograph by courtesy of the station
honorary photographer



Logwatch, a new electronic navigational instrument made by the marine equipment division of R. P. Jeffers and Company, has recently been evaluated by the RNLI design department. It is an electronic digital log with an integral chronometer and the additional option of an anemometer. Time, distance run, speed through the water and, if required, wind speed can all easily be read off and a special 'fix' device will give distance run from an instant of demand to a $\frac{1}{100}$ of a mile. Being a self-contained unit there is less chance of interference to or from other electrical and electronic equipment, but its great advantage for lifeboat work is

that it requires no 'hole in the hull'. Most logs, except trailing types, need hull penetration for their sensors.

A set of Logwatch equipment fitted to an Atlantic 21 was found on trials to give good readings even when the ILB 'flew' from wave to wave at speeds above 15 knots and an experimental set has now been fitted to an offshore lifeboat with most encouraging results.

The North East Research Group of the Lifeboat Enthusiasts Society is now producing a newsletter devoted to news from lifeboat stations of what was the Yorkshire coast. Membership is

growing steadily and new members are welcome; the annual subscription is £1.25 (juniors 75p). Information from David A. Greaves, honorary editor, 13 Cypress Gardens, Ripon, North Yorkshire, HG4 1LT.

Flag sellers are urgently needed in Central London on Tuesday March 18, so if you live or work in the area bounded by Park Lane, Oxford Street, Kingsway, Charing Cross and Victoria and can help please telephone the Central London Committee secretary at 01-928 5743 after January 28.

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



HERE and THERE

Sir Alec Rose, who opened Southampton Boat Show in September, arrived with Lady Rose for the opening ceremony in Calshot lifeboat, the 40ft Keith Nelson Ernest William and Elizabeth Ellen Hinde. The lifeboat was accompanied by the frigate HMS Ardent.

Southampton Boat Show

The eleventh Southampton International Boat Show was opened by Sir Alec Rose on Monday September 17 in brilliant sunshine, and in the week that followed all exhibitors reported business beyond their expectations: orders were almost equally divided between home and export markets.

Members of Southampton lifeboat board, with help from branches and guilds around Southampton, manned two stands throughout the week. The main stand in the Embassy Hall displayed a full range of RNLI souvenirs, Christmas cards and calendars and sold tickets for the Southern District Saab car competition. Shoreline staff enrolled 333 new members and sold insignia and, during the latter part of the week, Pilgrim Philatelics sold RNLI first day covers. A separate, open air, competition stand with the Saab car on display proved a great money spinner.

Gross receipts for the week were a record £7,471.12 and no fewer than 23,189 Saab tickets at 10p each were sold. Following the show, Southampton lifeboat board remitted £2,800 to the *Mountbatten of Burma* appeal.

On the opening day cheques received by Vice-Admiral Sir Peter Compston, chairman of the *Mountbatten of Burma* appeal, included one for £1,775 from



Captain 'Wally' Patch, master of the North Sea Ferries MV Norwave, receives from Lt Alan Tate, divisional inspector (North East), a framed letter of thanks signed by the Chairman of the RNLI. The presentation was made in recognition of the considerable help given by Norwave when the Romanian cargo vessel Savinesti was in distress in the North Sea in February, 1979. With them is Superintendent Coxswain Brian Bevan of Humber who was awarded the bronze medal for his part in the service.

Captain Peter Stewart, chairman of a lifeboat ball held at Lacock Abbey in July, and one for £1,000 from Mrs Pearman, wife of the chairman of Gosport branch: this amount was made up of £500 from Plessey Ltd and £500 from the sale of Saab car tickets.—S.C.G.S.

Inshore

At a ceremony outside Amble Watch House on Sunday June 24, 1979, Southwell (Notts) Round Table handed over to Amble station branch the new D class ILB towards the cost of which they had donated £2,500.

Friday September 14 saw the official handing over ceremony of Brighton's Atlantic 21 ILB, named *Lions International—District 105 SE*. In addition to the donation received from the Lions Club towards the boat, the cost of establishing this ILB station was substantially defrayed by a very generous gift from Mr G. A. Hodgkins, president

On November 2 a delegation from the Spanish Red Cross of the Sea lifeboat society paid a goodwill visit to RNLI HQ and depot at Poole, going on the next day to visit Lymington and Yarmouth, Isle of Wight, lifeboat stations and the ILB depot at Cowes. With John Atterton (l.), deputy director RNLI, are (l. to r.) Captain Montes, Captain Pardo and Mr Losada, a naval architect.



Last October, Jimmy Savile, OBE, received the public relations statuette awarded to him for his most valuable help to the lifeboat service from Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution. The presentation was made at the Polygon Hotel, Southampton, by courtesy of Hoover and Proctor and Gamble who were sponsoring Jimmy on a run to help the Year of the Child and Help the Aged. Jimmy later signed autographs for children from Polygon School.



of Reigate and Redhill branch.

On Tuesday October 2 a new D class ILB was dedicated at Redcar. Its cost had been met by a donation from Fred Olsen Lines on whose behalf it was presented to the branch by Captain Keighley.

The dedication of Littlehampton's new ILB boathouse took place on Sunday October 7, when the station honorary secretary, Peter Cheney, handed to Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, a cheque for £23,000; £10,500 came from a legacy and £12,500 had been raised in Littlehampton. The branch is working to raise the full cost of the boathouse, £30,000, over and above its usual annual commitment.

Southend-on-Sea

Following the fire which rendered Southend pier railway unsafe, Southend Corporation has provided the lifeboat station with a custom built emergency vehicle so that the crew can reach the RNLI boathouse at the pier end quickly when called out. For maintenance visits to the boathouse, cycles have also been supplied by the Corporation at no cost to the Institution.

Boulogne

While on trials before taking up station at Dover, the 50ft Thames lifeboat *Rotary Service* visited Boulogne. So impressed were the French people with the Functional protective clothing worn by the British crew that local Rotarians are buying sets of this clothing for the Boulogne crew.

BOOK REVIEWS

● As gracious as its subject, **Salt-Water Palaces** by Maldwin Drummond (Debrett, £8.95) recalls the halcyon days of the large private yacht and, in the words of the publishers:

'... guides the reader gently below, down the carved companionway, wandering on rich carpet from saloon to stateroom, listening to the conversations and looking about, through the medium of logs, photographs and private archives and the now rare memory of those who enjoyed such a life.'

A leisurely subject for leisurely browsing, maybe, but, as Lord Mountbatten pointed out in his introduction to the book completed a few days before his death, such yachts have played a useful part in ship development and some of the finest craftsmanship in Britain has been employed in their building.

The author, a cruising yachtsman of great experience, is a member of the RNLI Committee of Management and also a former chairman of the Sail Training Association.—J.D.

● **Reed's Nautical Almanac 1980** (Thomas Reed Publications) is now available. The change of times of tidal predictions to GMT throughout will be generally welcomed as will the extension of tidal and other information as far as Gibraltar—a sign of the broadening of cruising areas. The increase in price to £6.95 may not be so welcome but this in fact represents only 11 per cent advance on last year. The description of the change in use of RDF radiobeacons using the A2* system will explain why some people thought they were having difficulties in picking up such stations as Portland Bill.—E.J.

● In recording the history of British herring fishing in his book **The Driftermen** (Tops'l Books, £5.50), David Butcher has left the telling of the tale largely to the fishing folk of Lowestoft. It is, therefore, mostly their own memories, told first hand in their own words—and all the more valuable and enjoyable for that. A glossary helps the reader with specialised local, technical and nautical words and the book is well illustrated with line drawings by Syd Brown and with photographs.—J.D.

● West Mersea is a young station, dating from the introduction of inshore lifeboats, so that by writing its story in **Five Minutes to Launch** A. H. 'Tony' Purnell has laid an unusually good foundation for the compiling of a detailed history as the years go by. The

story begins with the formation of a local Mersea Rescue Service in 1960 and goes on to tell of the establishment of an RNLI ILB station in 1963 with a D class inflatable, to be superseded in 1972 by an Atlantic 21.

The booklet is available from the author at 7 Victory Road, West Mersea, Colchester, Essex CO5 8LY, price 75p plus 15p postage and packing: all proceeds to the RNLI.—J.D.

● It is a pity that the winter issue of the journal comes out after Christmas because a number of books which would make good presents have been received. Regular readers of yachting magazines will be familiar with the name and cartoons of Mike Peyton. His fourth book **Finish with Engines** (Nautical Publishing, £2.45) gives a further, humorous look at some of the predicaments in which yachtsmen may find themselves.

Up the Creek with Old Harry by J. D. Sleightholme, (Adlard Coles, £1) is another lighthearted book. The hilarious antics of Old Harry, who makes the most mundane of tasks and situations take on a whole new light and meaning, have once again been collected into book form, to give sailors and landlubbers alike immense enjoyment.

Lovers of old nautical photographs will find **Sailing Fishermen and Steam Fishermen**, (Tops'l Books, £1.75 each) of great interest. Photographs, some before unpublished, from the Ford Jenkins collections and a narrative by Colin Elliot, give a detailed insight into the fishing industry around Lowestoft, from the late 19th century almost up to present day.

Ark Royal was the pride of the British fleet from 1955 until she was paid off in February last year. Paul Beaver has produced a fine pictorial history of the Royal Navy's last conventional aircraft carrier, which was, of course, commanded from 1975 to 1976, by Rear Admiral W. J. Graham, now director of the RNLI. The book is titled simply **Ark Royal** (Patrick Stephens Ltd, £4.95).

Reminiscences of peace-time sailing and wartime air sea rescue service with the RAF have been brought together into **Airman at the Helm**, by Eric Blackman (Kenneth Mason, £6.95). The author's descriptions of the work

of RAF high speed rescue launches including the rescue of seven of a nine-man crew of a Flying Fortress will be of interest to all those concerned with saving life at sea.

As it is so easy to make expensive mistakes, A. A. Painter's book, **Consumer Protection for Boat Users**, (Nautical Publishing, £3.45), will be welcomed by anyone buying, selling or owning a boat. The book covers such subjects as making a good contract; buying a second-hand yacht; employing a surveyor; buying on credit; and going to court.

Practical Sailing by Wendy Fitzpatrick, (Ward Lock, £4.95), not only gives clear, useful advice to inexperienced sailors on the rules of sailing, how boats work and how to forecast the weather, but also delves into the complex world of the classic yacht races. Colour plates and photographs make the book as interesting to look at as it is to read.—S.J.G.

● Lloyd's Register of Shipping has produced a new booklet, **Marine and Industrial Services**, which summarizes all its activities in the fields of shipping and industry. Addresses of its principal offices are also given. Available from Lloyd's Register of Shipping, 71 Fenchurch Street, London, EC3M 4BS.

Obituaries

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

May 1979

Robert Johnson, motor mechanic of Longhope lifeboat from 1929 to 1965. Bob Johnson first went out in the lifeboat in 1916 and served as assistant mechanic from 1926 to 1929.

September 1979

Miss Minnie Brazington, a founder member of Knowle and Dorridge ladies' guild who only in 1979 collected £50 in the house-to-house collection.

October 1979

Air Marshall Sir Brian E. Baker, KBE, CB, DSO, MC, AFC, who was awarded the silver badge in 1965 and honorary life governorship in 1971. Sir Brian became honorary secretary of St Andrews branch in 1952 and had been a strong supporter of the lifeboat service for many years before that.

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Fordingbridge branch held a Cricketers v Celebrities cricket match at Godshill last August. Among those who helped to raise £400 for the lifeboat service were (l. to r.) Brian Timms (Hampshire and Warwickshire), Leslie Thomas (Lords Taverners), Alan Knott (England and Kent), Jim Standen (Worcestershire), Jim Parks (England, Sussex and Somerset), Roy Marshall (West Indies and Hampshire), Ed 'Stewpot' Stewart and Colin Milburn (England and Northamptonshire).

photograph by courtesy of 'Western Gazette'

Some Ways of Raising Money

Although there was a damp and misty start to the day it did not deter about 5,000 people from joining in the fun at last autumn's annual Hartlepool harbour fête, which is organised by the local branch and its many friends. The highlight of the day was the sponsored raft race which this year attracted 13 teams, and a member of the crack Rothmans' Aerobatic team put on a solo display in a Pitts Special. Later in the day there was an exercise by a Sea King helicopter from RAF Boulmer and Hartlepool lifeboat *The Scout* with Captain Alex Kirk, station honorary secretary, being plucked from the deck of the lifeboat. Hartlepool Atlantic 21, *Guide Friendship III*, and Crimdon Dene ILB also joined in the displays and at the end of the day almost £4,000 had been raised.

Fleetwood lifeboat week, organised last August jointly by the ladies' guild, the crew and the station branch committee, proved to be both a financial and a social success. A house-to-house collection, a flag day, fresh fish stall, (what else from fishy Fleetwood?), a balloon race, a dance and a giant raffle, helped to raise the grand total of £3,500 for the RNLI. One man, Jim Beattie, a 73-year-old retired publican, collected on his own the fantastic sum of £300 in two days.

Mrs Edith Rose Taylor, although 87 and only partially sighted, has been making small Welsh lady and other lavender dolls for sale at Abersoch ILB house. In just over a year these dolls have raised over £150.

Having made a new year resolution to lose weight, Police Constable Paul Fisher of the Isle of Man decided to support his favourite charity and, sponsored to the tune of £300, he had until Easter Monday to lose two-and-a-half stone. On August 26 Paul was able to hand over to John Hudson, honorary secretary of Port St Mary lifeboat station, a cheque for £300, or as it was pointed out, 'one filling of fuel which could be used on one rescue'.

In July Glenkens ladies' guild, Scotland, held a coffee evening and flower arranging competition. Guild members and friends made floral arrangements which 'the public' judged by putting coins in front of the arrangements they thought the best. The competition raised £14.60 and, with the sale of souvenirs, the evening raised £209.

Uttoxeter ladies' guild has received a splendid donation of £330 from Abbotsholme School, Derbyshire, as a result of a Chapel collection and a sponsored swim by a member of staff. This has come about because the chairman of the guild, Mrs Knight, is librarian at the school, and her husband teaches there.

A few yards from the City of London district office is The Underwriter, run by John Francis, who in the four years since he moved to this public house has collected from his customers £1,000.56 for the lifeboat service. In addition to his efforts in London, Mr Francis is actively involved in the RNLI at Margate and many of his city customers are regular visitors to the station.

A *Son et Lumière* on the lifeboat service raised £40 for Longton ladies' guild. A coffee morning raised £125 but an unfortunately wet fête day raised only £30. A lone collector in nearby Walmer Bridge, Mr Rostron, last year collected £89.39.

Mr and Mrs G. Trafford, landlords of The Prince of Wales, Steeple Claydon, kept a collecting bottle in their bar which raised £128.36½ last year for Buckingham and District branch; a further £16.50 was added as the result of a competition to guess the amount in the bottle. Also from Buckingham came over £288 from a sponsored sail by members of Great Moor Sailing Club, and £203 from a wine and cheese lunch, run by Mrs C. Bolton.

An auction in the Town Hall of the ancient Cinque Port of Hythe last June raised over £400 due to the generosity of many lifeboat supporters. It was followed by flag week in July which raised a record sum of £914.00 of which £102.00 was collected by the personal efforts of Major J. B. Worts.

Bury St Edmunds must have been bright and cheerful last summer, when 355 primary school children took part in a sponsored tallest sunflower competition which raised over £2,600 for the RNLI branch. The winner was Catherine Smith whose sunflower grew to the height of 350cm (about 11ft). Catherine's prizes included a trip in Harwich lifeboat. In the five years since it was re-formed five years ago Bury St Edmunds branch has raised just over £12,000.

Gift vouchers from Marks and Spencers were the prizes in a draw organised by New Milton/Barton-on-Sea branch. Tickets for the draw were sold all through the summer at local hotels, pubs and holiday sites. The vouchers, ranging in value from £50 to £5, made the draw attractive to holidaymakers, who knew that they could be used anywhere throughout the country. In all, the draw raised £700 for the branch.

One of the tasks set for conference delegates who come to Balmer Lawn Hotel, Brockenhurst, is to invent a game. One week in September the game was so successful that it was played around the hotel among the guests and £30 was collected for charity. Coverdale Organisation, which runs these conferences, asked for it to be donated to the RNLI.



One of the attractions of Yeovil and district branch's stand at Yeovil Festival of Transport was a radio controlled model Waveney lifeboat built by John King, chairman of the branch. Visitors to the show were invited to sink a saucer with coins, and were then rewarded with a demonstration by the model. During the two days of the show £66 was raised in this way.



Members of the Spalding Sub-Aqua Club took part in an underwater sponsored 'fin' along the 2½ mile Coronation Channel—a flood relief channel in Spalding. The 'fin' was swum in darkness, starting at 7pm, and over £100 was raised for Spalding and District branch. photograph by courtesy of Lincolnshire Free Press



The newly constructed wishing pool in Ramsgate Model Village raised £263 during June, July and August. Harry Lawford, a DLA at Ramsgate, who built the pool, gave all the monies collected in it to Ramsgate lifeboat. He handed over a cheque to Coxswain Ron Cannon (l.) actually in the wishing pool.

photograph by courtesy of 'East Kent Times'



A working, scale model of a typical north west Durham coal mine has been made by Mr J. C. Robinson of Medomsley. The model, which is in Mr Robinson's garden, took 15 years to build and every unit works. With the help of seven assistants, Mr Robinson holds an open day each year in aid of the RNLI, this year the total collected being £133.20.

Poppleton ladies' guild celebrated its tenth anniversary in 1979. In those ten years, together with the luncheon club which was formed in 1972, it has raised £5,130. The guild's annual strawberry and cream teas, which have raised £809, are a feature of Poppleton village life.

The generous gift of a new, fully equipped Mirror dinghy and trailer ensured the success of the grand spring draw organised by Wadhurst and Ticehurst branch. Local people donated many other prizes but the dinghy was the 'star attraction', and it was won by an elderly lady who had never been in a boat and had no intention of starting now! Fortunately the matter was resolved when a member of Bewl Valley Sailing Club, who was looking for a dinghy, bought it from the lady. A sponsored skip-in by local Brownies provided the branch with a further £70 bringing the total for the year to £1,300.

When Bentalls Ltd opened their new store in Chatham a limited edition of 2,000 miniature replicas of the local green buses, made by Matchbox, were sold at 25p each, with all the proceeds going to the RNLI. At the end of three days £564 had been raised, some people having given more than the 25p. The counterfoil of each sale then went into a draw, first prize of which was a token for £50, plus £25 for the runner up, to be spent at Bentalls.



Two charming postcards, with silhouettes and an old Breton fisherman's prayer 'Dear God be good to me. The sea is so wide and my boat is so small', have been drawn and produced by Mrs Pat Langton of Bournemouth. To date the cards, sold at 10p each, have raised £25 for Bournemouth guild.

On Saturday August 18 Mrs Joan Lake, landlady of the Ty-newydd Inn, Barry, organised and joined one of her sponsored walks, from Cardiff back to Barry Island, all proceeds to Barry Dock lifeboat. Collections in buckets and sponsorships raised over £500. Mrs Lake has averaged almost £500 for the past three years.

Last summer Molesey branch organised an evening garden party which took its mood from the Ivor Novello era with his music and songs performed on the lawn in front of enchanted guests, who feasted on champagne and strawberries. There



Mrs Instance, one of the Falmouth ladies' guild's most ardent collectors, and mother of one of the committee members, was photographed with lone atlantic yachtsman, Gerry Speiss, shortly after his triumphant arrival at Falmouth. Falmouth flag day this year raised £2,385, and a new souvenir shop has taken £2,100.



A summer afternoon strawberry tea at the home of Mrs Doreen Beste, honorary treasurer of Coventry ladies' guild, raised £100.



A sponsored row from Bristol to Appledore which was attempted by crew members from Appledore, unfortunately had to be abandoned after about 20 miles due to strong winds and aggravation to an old hand injury of one of the rowers. Despite the setback £1,727 has been raised and the Cox brothers, Des (second left) Ian, Peter and Jackie (to the right) hope to try again in March or April next year.



A sponsored swim undertaken by pupils of Winton Junior School, Bournemouth in April raised £432. Anthony Oliver, DOS (South) demonstrates a line throwing apparatus to some of the children at the school, while Mary Roseworn and Tom Glasson, who organised the swim, look on. photograph by courtesy of 'Evening Echo', Bournemouth



A colourful souvenir stand was erected and manned by Watton and District branch, at the Weyland Show, Norfolk, in September and £181 worth of souvenirs was sold.



An 850cc Mini was the prize in a lottery run by Filey Lions Club throughout the summer on the Coble Landing, Filey. A cheque for £5,350, being 50 per cent of the total raised, was handed over to Commander P. E. C. Pickles, (centre) a deputy chairman of the Institution, by Mr B. Wood (l.) chairman of Filey Lions, on September 22. Mrs B. Wright and Mr R. Wilson, (r.) chairman of Filey branch, look on.

photograph by courtesy of D. Waller

was even a fashion show of period dresses, and with the help of a raffle and a treasure hunt the evening raised £260. A further £269 was raised when, on the busiest weekend on the Thames, all those river travellers using Molesey Lock and waiting for the water level to rise, were lured towards a souvenir stall. Those who did not buy something could not avoid a collecting box, and every boat load was able to continue on its watery way knowing it had supported the lifeboats.

In its first year, Walton and Frinton ladies' guild raised and presented to the branch £1,500. The ladies also presented to the crew a new standard which was dedicated on Lifeboat Sunday by the Reverend K. Williams, padre to the branch.

A midsummer supper held at Lulworth Castle organised by Wareham and District branch raised over £700. With a coffee morning run by Mrs Duncombe Anderson, which raised £50; a showing of lifeboat films organised by Mrs Farrant, wife of the former chairman of the Institution, which raised £97.67; the sale of souvenirs, largely organised by Brigadier Sir Frederick Coates, which showed a profit of £323; subscriptions, donations and collecting boxes, the branch was able to send a cheque for £2,259.21 to head office.

When the yacht *Alcyone* went on a two week cruise, a collecting box, hung underneath the mainhorse, acted as a swear box at 2p per swear. Indemnity to the next port of call cost 50p and the total amount collected for the RNLI, including the winnings of some hilarious games of dominoes, was £5.17.

When customers of the Marquis of Lorne public house, Lowestoft, lost pounds, they made pounds for the local lifeboat. The 18 people concerned were taking part in a sponsored slim and between them raised £450.



Martell continues to help the RNLI by not only supplying free brandy for the survival kit on board every lifeboat, but also by donating US gallon bottles of brandy for branches to raffie. During the past few months such bottles have been raffled at the Isle of Sheppey raising £300 for the Sheerness lifeboat; at Hastings raising £250 for the station and in Cornwall raising £850 for Padstow lifeboat station. Geof Collins, Matthew Clark and Sons' (Martell's UK agents) area manager (l.) with the son of the winner, Mrs Danford of Woodlands Hotel, Treator, Padstow, president of the Licensed Victuallers' Association Padstow branch, Mr Prideaux-Brune, Mrs Clive Lean of London Inn, Padstow, who drew the winning ticket, Mr H. Lobb, chairman of Padstow branch and Surgeon-Captain F. W. Baskerville, RN (Ret'd) a vice-president of the Institution.

In about one-and-a-half hours Littlehampton branch's annual coffee morning, organised by its honorary secretary, Susan Cheney, raised £1,105.90. Her Grace Lavinia, Duchess of Norfolk, Lord Lieutenant of the county and patron of the branch, came to draw the winning raffle tickets and cake, plant, antique and bric-a-brac stalls all helped to bring in the money which was £350 up on last year.

A sponsored walk organised by Holsworthy and District branch on April 1 raised £861.05.

With the closure of Durrants, the family butchers, Petworth branch is losing valuable support for when customers asked for dog bones they were asked to subscribe to the RNLI collecting box instead of paying. The scheme, under the guidance of ex-CPO Bill Matthews, has raised nearly £100 since July, 1977.

Two eight-pint collecting bottles from Bell's Whisky, which were filled by customers of the First In-Last Out pub in Bath, were broken open by Sir Alec Rose on June 22 and were found to hold over £400. Peter Shaw from Bell's and Ian Walker, of the First In-Last Out helped Sir Alec crack open the bottles. The money was collected for Falmouth lifeboat.

At last August's three-day New Forest Ideal Home Exhibition a stand was manned by Hythe and District branch members. A competition to guess the number of people travelling between Southampton and Cowes on the hydrofoil during August was won by Mr Parker from Totton whose prize was a day for two in the Isle of Wight. Together with the sale of souvenirs, over £100 was raised.

Pocklington ladies' guild, which has already celebrated its 50th anniversary, held an antique valuation evening last autumn, raising £350. (l. to r.) Mrs Derbyshire, honorary treasurer, Mrs Price, honorary secretary, Charles Hook of Holtby, valuer, and Mrs Williams, president.

photograph by courtesy of Andrew Dane

Boys and girls of Newmarket Swimming Club, aged from six years upwards, took part in a sponsored swim during May in aid of the RNLI. As a result Derek Blyth, swimming club instructor, handed over a cheque for £600 to Mrs Elizabeth Cundell, president of Newmarket branch.

photograph by courtesy of 'Newmarket Journal'

Yatton branch, Avon, topped the £1,000 mark for 1979. Flag week accounted for £580 and the year's successful efforts were brought to an end with a delightful cheese and wine party held at the home of the president, Peter Baldwin, which produced a further £250.

A marathon chip eating contest raised £297.46 for Broadstairs branch. Of the 38 sponsored contestants, the winner devoured seventeen 4oz portions of chips in 15 minutes. The chips were kindly supplied by local fish bar owner, Ed Doody, who also organised the event.



Burton-on-Trent branch's annual bonfire and firework party in September was a roaring success. For the grand draw there were 30 prizes, the main ones being 75, 50 and 25 gallons of petrol. By buying a ticket you also gained admission to the party. Twenty-two side shows were also run and the whole event raised about £1,000.

photograph by courtesy of 'Burton Daily Mail'



In one year customers of Seagrave Arms, a public house at Weston Sub-edge, raised more than £1,200 to provide a small inflatable dinghy for an Arun class lifeboat together with various items of equipment. Their efforts included a trolley race down a very steep hill outside the village, a May dance and a pig roast. The cheque was presented by the licensee, Mrs Eileen Wixon, to Cdr Peter Sturdee, DOS(SW), last August.

Plymouth lifeboat took part in harbour displays during Plymouth Navy Days, from August 25 to 27, and, by

kind permission of the Royal Navy, Plymouth branch and guild members, lifeboat crew, Sea Cadets and members of the Girls' Nautical Training Corps made collections around the dockyard, raising £1,121 for the lifeboat service.

During the summer months a photographic display, paid for by the crew, is put up in St Ives boathouse and an up-and-over platform is erected so that holidaymakers can look at the lifeboat. This year £2,750.61 was collected. In August, as many as 1,000 visitors a day have been to the boathouse.

Leeds branch raised £230 on a perfect summer afternoon on July 29 when Mrs S. P. Spencer opened her beautiful gardens at York Gate, Adel, to nearly 600 enthusiasts and supporters. Mrs Spencer and her son, Robin, created this haven in North Leeds with 30 years sustained effort. The gardens were recently featured in a BBC TV series with Geoff Smith and are open once a year for the National Gardens Day in June. Committee members and their families ran refreshment and souvenir stalls which contributed to the proceeds.

Hornchurch branch ran a raffle during the two-day borough show on August 26 and 27. The gross amount taken on the stall and in the raffle was £148.87. The winner of the lottery, drawn by carnival queen Carolyn Brown, was a young girl, Alison Blogg, who later wrote a letter of thanks which read:

*'Dear Lifeboatmen,
I would like to thank you for the time you give in saving thousands of lives every year. We enjoyed the fête at Harrow Lodge and thank you for my prize.'*

Thirteen-year-old Andrew Simpson of Yeovil, organised a mini fête at his home on August 25. Helped by four friends Karen Baker, Maureen Smith, Jane and Claire Parsons, they sold ice-cream, clothing, books, cakes, ran a tombola and other competitions. At the end of a wet, but highly successful day, £67 had been raised.

Glorious weather and magnificent surroundings helped Bournemouth ladies' guild raise £200 on July 14, when the Marchioness of Salisbury, president of the guild, kindly allowed an open day to take place in the gar-

dens of Cranborne Manor. Guild members ran raffles and cake, souvenir and bring and buy stalls, which all helped to make the day a success.

It took Ronnie Graham from Huddersfield only six days to cycle from Land's End to John O'Groats. Not put off by continuous rain and lack of sleep, Mr Graham, who is 58, raised nearly £3,500 towards the cost of an ILB.

Members of the small Buckfastleigh branch sat down one afternoon in September and had a mammoth 'stick in' of Co-op stamps. The local Co-op store has a charity box in which customers are invited to put their dividend stamps. The charity selected is invited to stick the stamps in books which the store then buys, usually adding £5 in every £50 of stamps. Mr A. Mason, branch honorary secretary, and a sturdy band of workers stuck 180,000 stamps into 159 books which were then turned into £79 by the Co-op. When the cheque was handed over at a special coffee morning, a further £65 was raised by a raffle, bring and buy and souvenir stall.

Letters...

Understatement of great magnitude

We are grateful to L. J. Robertson who, in his letter in the autumn journal, puts so succinctly our own feelings towards the manner of the rescue reports: '... understatement of great magnitude ... unvarnished descriptions of hair-raising feats ...'

What is never mentioned is the mind-numbing noise of gale force winds and seas on rocky coasts. We marvel the men can think clearly at all.—MARY K. CASHMORE, 19 Charingworth Road, Solihull, West Midlands.

Helicopter rescues

I have recently received and read with high interest your spring issue of THE LIFEBOAT, including the comments on helicopters and lifeboats in Patrick Howarth's 'Notes of the Quarter'.

In 1978 the US Coast Guard responded to nearly 78,000 calls for assistance ranging from the routine to life threatening incidents. Our rescue stations responded to 69 per cent of the cases with lifeboats while air stations accounted for nine per cent. Despite these disproportionate figures we have found that the helicopter has indeed added a very valuable asset to the rescue business. Our experience shows that it performs well as an entity but

even more so as a team in concert with the lifeboat. Our planning includes acquisitions of both lifeboats and helicopters. Patrick Howarth correctly concludes that the lifeboat is hardly obsolete. I appreciate his kind words describing the US Coast Guard as 'highly efficient'. However, do not short yourselves. The RNLI has an enviable record of performance and equipment, and deserves the respect of lifesaving organisations worldwide.—EARLE L. SULLIVAN, Captain, US Coast Guard, Acting Chief, Search and Rescue Division, US Coast Guard, Washington DC, USA.

From a letter written by Captain Sullivan to John Atterton, at that time acting director of the RNLI.—EDITOR.

Women's Work ...

I have read with great interest Ray Kipling's article in the last issue of THE LIFEBOAT on the part played by women in the history of the RNLI and noted his reference to a reserve crew of women at Coverack during the first world war. As you know, I am deeply interested in all aspects of lifeboat history and know of at least three occasions when women have gone out on service in offshore lifeboats.

The first occasion was at Newcastle, Co. Down. Before she named Newcastle's new lifeboat, Farnley, in 1882, the Countess Annesley recalled the time when the station's lifeboat had been launched with a scratch crew to go to the help of a fishing boat; in that scratch crew she herself had taken the helm.

The second occasion was when Penmon lifeboat was launched on ser-

vice on September 26, 1911, with Mrs Burton, wife of the local honorary secretary, taking the tiller and acting on the instructions of Coxswain Pritchard.

The third occasion was at Lowestoft when the lifeboat was launched on service on August 28, 1946, with a woman volunteer making up the crew. The lifeboat went to the help of a yacht with seven people on board; the yacht, which was being swept by heavy seas, was escorted into harbour.—JEFF MORRIS, 14 Medina Road, Foleshill, Coventry.

Would it not be nice if all lady crew members were collectively known as 'RNLI's Grace Darlings'?—GERALD BYSH, 7 Apple Tree Lane, Tunbridge Wells, Kent.

Part of the RNLI

I would like you to know how much I appreciated the welcome given to me by the coxswain of Selsey lifeboat, Michael Grant.

By chance I happened to be in Selsey when a practice launch was taking place. I mentioned to someone that I was a Shoreline member. Shortly afterwards this splendid silver-medalled coxswain came up, shook me by the hand and asked if my husband and I would like to come to the boathouse at the end of the slipway to watch the launch. I was thrilled. There was such a friendly feeling among them all and it was wonderful how they made you feel part of the RNLI. Thank you.—JEAN SNOWDON, Mrs, Gentian Cottage, Old Mill Place, Pulborough, Sussex.

Lifeboat Services

from page 230

the trawler. He was landed at Walney Airfield at 0102 and transferred to North Lonsdale Hospital.

The honorary medical adviser and two lifeboat crew members remained aboard the trawler because of the sea conditions and both boats returned to Barrow; then the three men were transferred back to the lifeboat off the station and the trawler went on to her mooring. The lifeboat was once again ready for service at 0240.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Mr J. H. Kilshaw, honorary medical adviser of Barrow lifeboat station.

South Eastern Division

Thick fog

THE HONORARY SECRETARY of Dover lifeboat station received a call from HM Coastguard at 1649 on Saturday May 12, 1979, telling him that a motor boat had been reported aground but that the sighting was being checked. Just over an hour later, at 1759, came confirmation that a motor cruiser was aground on rocks in the vicinity of Copt Point, Folkestone, and it was requested that the lifeboat should launch.

Although there was little wind or sea thick fog had reduced visibility to nil. It was one hour before high water. Folkestone Coastguard mobile had gone to investigate, but could see nothing from the land.

Faithful Forester, the 44ft Waveney lifeboat at that time on station at Dover, launched immediately with Coxswain/Assistant Mechanic Anthony Hawkins in command. Search was joined with Folkestone pilot launch and Folkestone Yacht and Motor Boat Club safety boat, but in the dense fog the stranded boat could not be found. The lifeboat, searching round the rocks with her radar, put her dinghy ashore with three crew members who checked on shouts heard, but it was found that the shouts came from bait diggers. The dinghy party remained ashore, how-

ever, and with Folkestone mobile and the Coast Rescue Company, formed three separate search parties. It was not until about 2000 that the casualty, *Al Rosanjo*, was eventually sighted by an auxiliary coastguard.

The lifeboat, having recovered her dinghy, closed the casualty and light lines were passed to her. The boat was high and dry and Coxswain Hawkins ordered an inspection of her hull to see if she could be taken in tow; her three crew could not reach safe ground and it was considered too hazardous to embark them on the lifeboat.

The tide was rising; when there was enough water, at about 2145, the lifeboat passed a tow line to the motor cruiser and two lifeboatmen were put aboard her. She floated off at about 2200, was found to be sound and was taken into Folkestone Harbour. Her crew were put ashore at 2230 and by 2335 Dover lifeboat was once again back on her moorings and ready for service.

For this service a letter of appreciation signed by Cdr Bruce Cairns, chief of operations, was sent to Coxswain/Assistant Mechanic Anthony G. Hawkins and his crew.

Scotland South Division

Overdue

LATE ON THE EVENING of Thursday June 14, 1979, Fife Police informed Forth Coastguard that a flashing light was being investigated in Largo Bay and that a 9ft dinghy with three anglers on board had been reported overdue. Police and Elie Coastguard mobile started a search ashore and at 0019 on June 15 the help of **Kinghorn** D class ILB was requested. Vessels in the area were asked to keep a sharp lookout for the missing dinghy.

It was a bright moonlight night, so that visibility was fair. A moderate breeze, force 4, was blowing from the north east, the sea was choppy and the tide was low water springs.

Manned by Helmsman F. Boston and Crew Member G. Tulloch, **Kinghorn** ILB launched at 0040 and had reached Largo Bay 20 minutes later. By 0234 a helicopter from RAF Leuchars was airborne and the tide had risen enough for **Anstruther** lifeboat, the 37ft Oakley *The Doctors*, to launch.

An initial research area was established between the lines Methil to Fidra and Bass Rock to Elie Ness and a co-ordinated search was begun by **Anstruther** lifeboat, **HMS Stubbington**, the lighthouse tender *Pharos* and the helicopter, while **Kinghorn** ILB continued her search of Largo Bay and the adjacent coastline. North Berwick Coastguard lookout was manned and Dunbar mobile searched the coast from Dunbar to Fidra.

At 0458 **HMS Stubbington** reported the recovery of two bodies a few miles

to the north west of Bass Rock. A thorough search was made of the area and at 0720 **North Berwick** D class ILB was launched to search Craighleith Island, Bass Rock and the North Berwick foreshore. No sign was found of the missing third man, however, and at 0753 the search was abandoned. Lifeboat and ILBs returned to their stations, **Kinghorn** ILB being once more rehoused and ready for service at 0820, **North Berwick** ILB at 0850 and *The Doctors* at 0920.

For this service a letter signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Dr R. M. L. Weir, honorary secretary of **Kinghorn** ILB station, conveying the appreciation of the Institution to Helmsman F. Boston and Crew Member G. Tulloch, who were at sea, engaged in the search for survivors, for more than seven hours.

Services by Offshore Lifeboats, June, July and August, 1979

Aldeburgh, Suffolk
August 9
Amble, Northumberland
July 4
Angle, Dyfed
June 2, 24, July 3, 8 and August 15 (twice)
Anstruther, Fife
June 15 and August 28
Appledore, North Devon
June 10 and July 31
Arklow, Wicklow
July 12, 18, 21 and August 16
Arranmore, Co. Donegal
June 4, 29, July 4 and August 6
Ballycotton, Co. Cork
June 28, July 5, 28 and August 14 (twice)
Baltimore, Co. Cork
June 23, 28, August 5, 6, 13, 14 and 16
Barmouth, Gwynedd
June 2 and August 3
Barra Island, Inverness-shire
July 7
Barrow, Cumbria
July 8, 16 and 26
Barry Dock, South Glamorgan
June 1, 10, July 1, August 20 and 30
Bembridge, Isle of Wight
June 14
Bridlington, Humberside
August 14
Buckie, Banffshire
June 15 and July 4
Calshot, Hampshire
July 22
Campbeltown, Argyllshire
July 6
Clacton-on-Sea, Essex
August 16
Clogher Head, Co. Louth
June 11 and July 7
Clovelly, North Devon
June 10, July 7, 12, August 9, 14, 15 and 25
Courtmacherry Harbour, Co. Cork
July 7, 8, 15 and August 14 (three times)
Cromer, Norfolk
June 6 (twice) and 20
Donaghadee, Co. Down
July 16, 22, August 19 and 31
Douglas, Isle of Man
July 29
Dover, Kent

Regattas for model lifeboats

Sunday, April 27: Kingfisher Model Powerboat Club Regatta, Farnborough, Hampshire. Information from Keith Bragg, telephone number *Fleet* 28504.

Sunday, June 15: Crosby and District Model Club's National Model Lifeboat Rally and Regatta, Coronation Park, Crosby, Liverpool. Information from Des Newton, 29 Westminster Avenue, Bootle 10, Merseyside L30 5QY.



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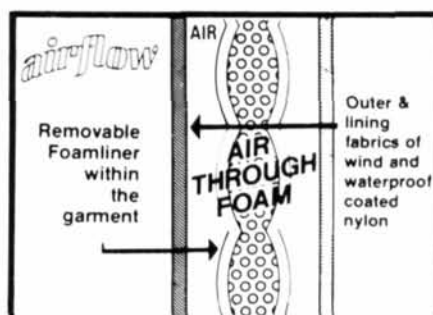
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June 10, 13, July 1, August 5, 8, 9, 14, 15 and 23
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 July 14, 28, 29 and 30
Dun Laoghaire, Co. Dublin
 June 9, 15, 29, August 1 and 22
Dunmore East, Co. Waterford
 June 7, July 8, August 14 (three times), 15 and 23
Eastbourne, East Sussex
 July 20, August 9, 13 and 19
Exmouth, South Devon
 June 28, July 29 and August 13
Falmouth, Cornwall
 July 15, 30 (twice), August 13, 14 (three times) and 16
Filey, North Yorkshire
 July 15
Flamborough, Humberside
 June 15, July 30 and August 27
Fleetwood, Lancashire
 June 6, 10, 15, August 3 (twice), 4, 9 and 13
Fowey, Cornwall
 June 24, July 16, August 5, 12, 14, 15, 20 and 23
Fraserburgh, Aberdeenshire
 June 3 and 30
Galway Bay, Co. Galway
 June 8, July 8, 13, 16 and 30
Girvan, Ayrshire
 August 10
Great Yarmouth and Gorleston, Norfolk
 June 16, 19, 24, August 16, 26 and 27
Hartlepool, Cleveland
 June 3, 12, July 18, August 4 and 19
Harwich, Essex
 July 21, August 9 and 13
Hastings, East Sussex
 June 17, July 19 and August 10
Holyhead, Gwynedd
 June 25, 30, July 28 and August 27
Hoylake, Merseyside
 August 12
Howth, Co. Dublin
 June 24, 30, July 7, 21, 30, August 11 and 26
Humber, Humberside
 June 2, 5, 13, 17, 25, July 6, 24, August 14, 25, 28 (twice) and 29 (twice)
Islay, Argyllshire
 August 1 and 27
Kilmore, Co. Wexford
 August 21
Kirkwall, Orkney
 June 28, 21, August 17 and 19
Lerwick, Shetland
 July 28 (twice), 31, August 13 and 19
The Lizard—Cadgwith, Cornwall
 June 2, 26, July 30, August 5, 12, 13, 15 and 19
Llandudno, Gwynedd
 July 8
Longhope, Orkney
 July 18
Lytham—St Anne's, Lancashire
 July 2
Margate, Kent
 June 3, 24, July 12 and 13
Moelfre, Gwynedd
 June 7, July 8, 28, 30 and August 18
Montrose, Angus
 June 30
Newcastle, Co. Down
 August 19
Newhaven, East Sussex
 June 2, 10, 14, 20, 21, 24 (twice), 25, July 7, 8, 25, 31, August 5, 9, 19, 29 and 30
Oban, Argyllshire
 June 9 and August 2
Padstow, Cornwall
 July 1, 25, August 10, 14 (four times) and 15
Penlee, Cornwall
 June 2, 10, July 7, August 2, 16 (twice) and 27

Plymouth, South Devon
 August 3, 9, 14, 28 and 29
Poole, Dorset
 July 25, 29, August 10, 24, 25 and 27
Port Erin, Isle of Man
 August 6, 25 and 30
Porthdinllaen, Gwynedd
 June 22, July 4, 31 and August 7
Portpatrick, Wigtownshire
 August 3 and 31
Portrush, Co. Antrim
 June 13
Port St Mary, Isle of Man
 July 16 (twice) and July 1
Ramsey, Isle of Man
 June 28 and July 29
Ramsgate, Kent
 June 2, 3 (three times), 4, 20 (twice), July 23, 26, 28, 30 and August 26
Redcar, Cleveland
 June 3, July 22 and August 7
Rhyl, Clwyd
 August 19
Rosslare, Harbour, Co. Wexford
 June 10 and August 2
St Helier, Jersey
 June 14, 24, July 7, 8, August 16 and 25
St Ives, Cornwall
 June 9, 12, 30, July 6, 25 and August 14 (twice)
St Mary's, Scilly Islands
 June 21, August 8, 11, 14 (four times) and 25
St Peter Port, Guernsey
 July 13, August 15, 23, 24 and 26
Salcombe, South Devon
 June 13, 24, 30, July 1, 14, 29 and August 31
Scarborough, North Yorkshire
 August 4, 14 and 27
Selsey, Sussex
 June 20, 21 (twice), July 29, August 9, 14 and 17
Sennen Cove, Cornwall
 August 4, 14, 16 and 26
Sheerness, Kent
 June 10 (twice)
Sheringham, Norfolk
 August 26
Skegness, Lincolnshire
 July 10 and August 14 (twice)
Stromness, Orkney
 June 28
Sunderland, Tyne and Wear
 June 17, July 1 (twice) and 18
Swanage, Dorset
 June 3, 16, 19, July 9, 13, 18, August 9 (three times), 11 (twice), 17, 22, 26 (twice) and 27
Tenby, Dyfed
 August 22 (twice), 28, and 29
Thurso, Caithness
 August 2
Torbay, South Devon
 June 2, 10, July 22, August 9 and 14
Troon, Ayrshire
 June 9, 10, 18 (twice), July 3, 14 and August 11
Walmer, Kent
 June 5, 20, 25, July 20, 21, August 9, 10 and 14
Walton and Frinton, Essex
 June 9, 22, August 2, 9 and 29
Weymouth, Dorset
 June 10 (twice), July 29, August 9, 10, 12 and 24
Wick, Caithness
 June 8, July 29 and August 13
Wicklow, Co. Wicklow
 June 9, 10, July 8 (twice), 22, August 1, 18, 19 and 20
Workington, Cumbria
 July 27 and August 20
Yarmouth, Isle of Wight

June 4, 24 (three times), July 7, 8, 26, 27, 31, August 6, 8 (twice), 9, 12, 14 and 24
Youghal, Co. Cork
 July 27 and August 15

Services by Inshore Lifeboats, June, July and August, 1979

Aberdovey, Gwynedd
 June 2 (twice), 15, July 12, 22 (twice), 26, 28, 29, August 15, 26 and 30
Abersoch, Gwynedd
 June 22, 27, July 21, 30, August 2 (twice), 7, 9, 16, 23 and 26
Aberystwyth, Dyfed
 July 6, 29, August 19 and 29
Aldeburgh, Suffolk
 June 22
Amble, Northumberland
 July 4, August 8 and 13
Appledore, North Devon
 June 10, 26, 29, July 9 (twice), 23, 27, 31 (twice), August 1, 6 and 16
Arbroath, Angus
 June 8, 29 and August 22
Arran (Lamlash), Buteshire
 June 24, July 7, 15, 17, August 4, 8, 17 and 27
Atlantic College, South Glamorgan
 July 12 and August 15
Bangor, Co. Down
 July 15 and August 9
Barmouth, Gwynedd
 June 2 (twice), July 8, 16, 28, 31, August 1, 5 and 29
Beaumaris, Gwynedd
 June 2, 3, 18, 23, July 8, 26, 30, 31, August 6 and 10
Bembridge, Isle of Wight
 June 7
Berwick-upon-Tweed, Northumberland
 July 3, August 12 and 20
Blackpool, Lancashire
 June 3, 19 (twice), July 2 (twice), 23, 29, 31, August 11 (twice), 12, 18 and 19
Blyth, Northumberland
 July 17 and 19
Borth, Dyfed
 June 9, 17, July 21, 22, 27 (twice), 28 (twice), 29, August 5 and 27
Bridlington, Humberside
 June 10 (twice), July 17, 18, 23, 29, August 8 and 12 (twice)
Brighton, East Sussex
 June 13, 30 and July 30
Broughty Ferry, Angus
 July 1 and 23
Bude, Cornwall
 July 3, 12 (twice), 24 and August 4
Burnham-on-Crouch, Essex
 July 19 and 24
Burry Port, Dyfed
 June 11, 13, July 2, 8 and 22
Cardigan, Dyfed
 June 3, August 1, 6 (twice), 13 and 21
Clacton-on-Sea, Essex
 June 10 (twice), 30, July 17, 27, 31 and August 26
Conwy, Gwynedd
 July 28 and August 5
Craster, Northumberland
 June 17
Criccieth, Gwynedd
 July 31 and August 21
Crimdon Dene, Co. Durham
 June 12, August 5 and 13
Cromer, Norfolk
 June 11, 22, July 6, 16, 22, August 5 (twice), 6, 20 and 28

Cullercoats, Tyne and Wear

July 2, August 7 and 15

Dunbar, East Lothian

August 6

Eastbourne, East Sussex

June 7 (twice), 25, July 18 (twice), 20, 28, August 1, 5, 19, 26 (twice) and 28

Exmouth, South Devon

June 1, 10, July 1, 16, 23, August 18 and 20

Filey, North Yorkshire

June 15 (twice), 23, 24, July 22, August 6 and 28

Fleetwood, Lancashire

June 15, 24, August 1 and 3 (twice)

Flint, Clwyd

June 11

Great Yarmouth and Gorleston, Norfolk

June 1, 11, 20, 24, 28, July 8, 16, 17, 20, 30, August 4, 13, 14, 20, 27 and 29

Happisburgh, Norfolk

July 14

Hartlepool, Cleveland

June 25 (twice), 30, July 1, 2, August 4 and 5

Harwich, Essex

June 18, 24, and August 12

Hastings, East Sussex

June 8, 16, 22, July 7, 11, 13 (twice), 28, August 10 and 31

Hayling Island, Hampshire

June 9, 10, 24 (twice), July 12, 21 (twice), 31 (twice), August 5 and 11 (twice)

Helensburgh, Dunbartonshire

June 2 (twice), 21, 29, July 12, 18 (twice), August 5, 7, 14, 21 and 26

Holyhead, Gwynedd

June 3, 24, July 29 and 30

Horton and Port Eynon, West Glamorgan

June 27, July 14, 19, 21, August 7, 12, 23 and 26

Howth, Co. Dublin

June 20, 24, July 7, 10, 30, August 13, 19 and 27

Humber Mouth, (Cleethorpes), Humberside

July 11 (twice) and 24

Hunstanton, Norfolk

July 8, 15, 22, 28, August 7, 14, 22 and 27

Kinghorn, Fife

June 15, July 1, 2 and 12

Kippford, Kirkcudbrightshire

June 2, August 10, 12 and 27

Largs, Ayrshire

June 2 (twice), 3 (twice), 24, July 1, 15 (twice), 18, 29, August 3, 8, 12, 13, 16 and 20

Little and Broad Haven, Dyfed

July 23, 27, August 2, 6 (twice), 11 (three times), 12 and 19

Littlehampton, West Sussex

June 3, 10 (twice), 21, 24, July 8, 23, August 5, 6 (twice), 8 (three times), 12, 16, 26 and 30

Littlestone-on-Sea, Kent

June 24, July 1, 29, 30, 31, August 2, 6 and 27

Llandudno, Gwynedd

June 27, July 4, 11, 15, 16, 28, August 1, 15, 22 and 28

Lyme Regis, Dorset

June 15, 29, 30, July 4, 5, 21, 29, August 5 (twice), 10, 11, 13, 15, 18 and 22

Lytham—St Anne's, Lancashire

June 30, 31 and August 10

Mablethorpe, Lincolnshire

June 24, July 2, 24, 25, 26, August 1 (twice), 6, 12 (twice), 16 and 21 (twice)

Margate, Kent

June 6, 8, 24 (three times), July 7, 12, 21, 28, 30, August 7 and 16

Minehead, Somerset

August 12, 20 (twice) and August 5 (twice)

Moelfre, Gwynedd

June 18, 22, July 8, 9, 25, 28 (twice), 31, August 1, 5 (three times), 12 (three times) and 15

Morecambe, Lancashire

June 30, July 15, 22, 23, August 9 and 11

The Mumbles, West Glamorgan

June 2, July 6 and August 11

New Brighton, Merseyside

June 22, 25, July 17, 28, August 7, 12 and 14

New Quay, Dyfed

July 24, 26, 28, 31, August 17 and 29

Newquay, Cornwall

June 9, 13, 26, 30, July 25, August 6 and 8

North Berwick, East Lothian

June 14 and 15 (twice)

North Sunderland, Northumberland

July 22

Oban, Argyllshire

June 9, July 30 and August 2

Peel, Isle of Man

July 7, 28, August 13 and 26

Plymouth, South Devon

June 11, 22, July 2, 22, August 12, 18, 22, 28 and 29

Poole, Dorset

June 3, 21, July 25, August 1, 2, 7, 8, 9, 10, 14 (twice), 25, 27 and 29

Port Isaac, Cornwall

June 10, July 8, 9 (twice), 13, 14, 30, August 12, 15 (three times), 21, 23 and 26

Portsmouth, (Langstone Harbour), Hampshire

June 23 (three times), 24 (twice), July 4, 7, 8, 28, 29, August 6, 8 (twice) and 16

Port St Mary, Isle of Man

July 30 and August 26

Port Talbot, West Glamorgan

August 22

Pwllheli, Gwynedd

June 8, July 4 and 15

Queensferry, West Lothian

June 1, August 16 and 27

Ramsgate, Kent

June 5, July 14, 25 and 27

Red Bay, Co. Antrim

June 21 and August 6

Redcar, Cleveland

June 3, 12, 14, July 8, 22 and August 9

Rhyl, Clywd

June 10 (twice), 17, 19, 23, August 5 (twice), 12, 19, 20, 25 and 26

Rye Harbour, East Sussex

June 1, July 1, 13 and August 23

St Abbs, Berwickshire

August 8

St Bees, Cumbria

July 6 and August 20

St Ives, Cornwall

June 16, 17, 27, 30, July 3, 9, 10, 18, 29

(twice), August 1, 17 (twice) and 25

Scarborough, North Yorkshire

June 14, 20, July 21, 26, 27, August 5, 22, 23 and 24

Selsey, West Sussex

July 5, 18 and 21

Sheerness, Kent

June 10 (twice) and 25

Shoreham Harbour, West Sussex

June 10, July 7 (twice), 10, 17, 28, 30, August 5, 8 and 18

Silloth, Cumbria

July 14, 22, August 8 and 26

Skegness, Lincolnshire

June 1, 30, July 7, 17, 28, 31 (twice), August 2, 4, 21 and 24

Southend-on-Sea, Essex

June 2, 15, 17, 19, 24 (three times), 27, July 7 (twice), 8 (three times), 15 (twice), 21, 22, 27, 29 (twice), 31, August 2, 9, 12, 29 and 30

Southwold, Suffolk

July 15, 26, 29, August 9 and 26

Staithe and Runswick, North Yorkshire

June 23, July 1 and August 9

Stonehaven, Kincardineshire

August 12 and 26

Stranraer, Wigtownshire

August 9, 17 and 25

Sunderland, Tyne and Wear

June 3 and July 1

Tenby, Dyfed

June 7, 23, July 1, 6, 10, 14, 16, 17, 18, 21, 25 (twice), 31 (three times), August 1, 5 (twice), 8, 9, 14, 15 (twice), 17, 18, 19, 20, 21, 22, 23, 27, 29 and 30

Tighnabruiaich, Argyllshire

June 30 and August 6

Torbay, South Devon

June 5, 15, July 10, 13 and August 8

Tramore, Co. Waterford

June 7 and July 18

Trearddur Bay, Gwynedd

June 2, July 1, 28, August 4, 5 (twice), 9 and 28

Tynemouth, Tyne and Wear

July 2 and 7

Walmer, Kent

June 18, 20, 24 (twice), July 7, 12, 21 (twice), 22 and August 9

Wells, Norfolk

July 9, August 3, 4 and 6

West Kirby, Merseyside

June 11 and 12

West Mersea, Essex

June 24 (twice), July 12, 14 (four times), 21 (three times), 27, August 11, 16, 17, 29 and 31

Weston-super-Mare, Avon

June 11 (twice), 24, July 7 (twice), 14, August 4 (twice), 7, 11 (twice), 12 (twice) and 20

Whitby, North Yorkshire

June 10 (twice), 26, July 4, 6, August 5 and 21

Whitstable, Kent

June 3, 19, 21, 22 and 24 (twice), July 6, 8 (twice), 13, 29, 31 (twice), August 7, 8, 25 and 29

Withernsea, Humberside

July 1, 2, 24 (twice) and 29

SERVICES AND LIVES RESCUED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1979, to October 31, 1979: Services: 2,292; lives saved 943

THE STATION FLEET

(as at 31/10/79)

132 offshore lifeboats

127 inshore lifeboats operating in the summer

50 inshore lifeboats operating in the winter

LIVES RESCUED 105,197

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



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 **(02013) 79444**

Personal details	Name	Tel. No.
	Address	
	Experience	
	Accident/Losses/Claims in last 5 years	Yes/No
	(Details on separate sheet)	
Details of craft	Name	Class/Type
	Construction	Year Built
	Length	Beam
	Engines	H.P. Inboard/Outboard
Values	Hull, Machinery, Equipment £	Special Equipment £
	Dinghy/Boats £	Outboard Motor £
	Trailer £	TOTAL £
Use	In commission fromto (inclusive)	
	Moored at	
	Laid up fromto	Inclusive. Ashore/Afloat.
	Cruising Area	
General	(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,
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29 High Street, POOLE BH15 1BR**

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MEDITERRANEAN VIA CANALS

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

PAINTINGS

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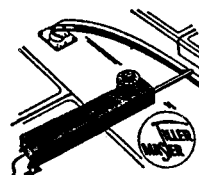


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