

THE LIFEBOAT

THE JOURNAL OF THE RNLI



Volume XLVII Number 473 Autumn 1980

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THE LIFEBOAT

Autumn 1980

Contents

Volume XLVII Number 473

Chairman:
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Notes of the Quarter	75
Lifeboat Services	77
Annual General Meeting and Presentation of Awards	83
HM Queen Elizabeth The Queen Mother, by Jeff Morris	88
Naming Ceremonies: Falmouth, Tynemouth, Campbeltown, Holyhead and Harwich	90
Building the Fast Slipway Lifeboat—Part I: preparations	93
Shoreline	95
Books	96
Some Ways of Raising Money	97
Letters	101
Cherbourg to Hamble, by John Spicer	102
Offshore Lifeboat Services, March, April and May, 1980	105
Inshore Lifeboat Services, March, April and May, 1980	106
Index to Advertisers	108

COVER PICTURE

Silver medals for outstanding gallantry were presented to three lifeboatmen at the annual presentation of awards on May 22: to (l.) Coxswain Kenneth Voice, Shoreham Harbour, for the service to the Greek cargo vessel Athina B on January 21, 1980; to (c.) Coxswain Trevor England, Padstow, for the service to the Greek freighter Skopelos Sky on December 15, 1979; and to (r.) Coxswain Michael Grant, Selsey, for the service to the Panamanian cargo vessel Cape Coast on January 10, 1979. The photograph was taken by Margaret Murray.

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

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

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NOTES OF THE QUARTER

ON HER EIGHTIETH BIRTHDAY, August 4, HM Queen Elizabeth The Queen Mother was sent the following telegram by our Chairman, the Duke of Atholl:

'Members of the RNLI Committee of Management, lifeboat crews, voluntary workers and staff thank you for your 43 years of Patronage and send you sincere congratulations and loyal greetings on this happy and memorable anniversary.'

Her Majesty replied:

'I am extremely touched by your telegram of good wishes on my birthday and send my very sincere thanks to you and to all who joined in your kind message.'

The Queen Mother, who, with the Queen, is a Patron of the Institution, has been deeply interested in lifeboat affairs for many years. An account of the contributions she has made to its wellbeing since the early 1920s appears on page 88.

Budget benefits charities

The Finance Act 1980, which became law on August 1, has brought potential extra benefits to charities. Gifts to charities are exempt from Capital Transfer Tax, unless made within one year of death, when the exemption has been raised from £100,000 to £200,000. Deeds of covenant can be taken out over a four-year period, instead of seven years, and are allowable against income tax at higher rates as well as the basic rate. This last change can substantially increase the income from covenants at no extra cost to the donor and a more detailed explanation can be found on page 85.

A long-standing charity benefit which was not affected by the budget is the transfer of stocks and shares to a charity; such transfers can be made without incurring Capital Gains Tax.

New York victory

A team of RNLI lifeboatmen was invited to take part in international lifeboat races during the New York Harbor Festival again this year, following the success of the team from The

Mumbles, which came second in last year's finals. Pan Am generously provided flights to and from New York and arranged hotel accommodation for the team, which was drawn from Hartlepool, Teesmouth and Crimdon Dene lifeboat stations. Local firms in the north east, giving practical support, provided blazers, flannels, track suits and tee shirts for the occasion.

Although the crew had never rowed together before and had only had three weeks' training, quickly organised by their divisional inspector, Lt Alan Tate, they won their heat against the Australian and United States Coast Guards and, in an exciting final, won by five lengths, coming up from two lengths down at the halfway mark.

The day before the races, July 4, the lifeboat crew had carried the RNLI flag through the streets of New York in the Independence Day Parade, drawing warm applause from the thousands of people lining the route.

Station changes

Changes in patterns of casualties and advances in lifeboat technology lead to



On a visit to Hastings earlier this year HM Queen Elizabeth The Queen Mother, Patron of the RNLI for 43 years, stops for a word with Coxswain John 'Joe' Martin and members of the lifeboat crew.

photograph by courtesy of 'Brighton Evening Argus'

changing requirements at lifeboat stations. The D class inflatable lifeboats stationed at Humbermouth and Coverack were withdrawn this year because of a decline in the number of incidents in their areas and the improved coverage provided by Arun class lifeboats, at Humber and Falmouth respectively. Falmouth's 18ft 6in McLachlan boarding boat has also been designated as a lifeboat. At Invergordon, where there is a 52ft Barnett lifeboat, the McLachlan lifeboat has been withdrawn.

New stations, operating inflatable lifeboats, were opened on trials at Hunstanton (Norfolk) and Portaferry (Co. Down) last year and at Penarth (South Glamorgan) this year. The Search and Rescue Committee of the Institution keeps the whole of the coast constantly under review with the aim of making such changes to give the best possible lifeboat coverage.



When HRH The Prince of Wales visited Conah's Quay, Deeside, on July 11, he met Garry Jones, station honorary secretary (c.) and Flint lifeboatmen who were there to launch their D class inflatable lifeboat down the new slipway built as part of renovation works carried out voluntarily by Conah's Quay Watermen's Association. The slipway, about three miles from Flint, is proving very useful to the lifeboat station.

photograph by courtesy of Graham Catherall

New York Harbor Festival, July 5: the RNLI team of lifeboatmen from the north east, seen here with an Australian team after the first heat, went on to win the trophy. The course was over one mile in 28ft wooden pulling boats.





(Above) Mountbatten of Burma, prototype of the RNLI Medina class lifeboat, visited the liner SS Canberra in Southamton Docks last July, taking out Commodore F. B. Woolley, Deputy Captain Ian Gibb and other P and O representatives for a demonstration trip. Successive captains, officers, crew members and passengers have contributed generously to the RNLI over many years, and in particular, have given over £6,000 to the Mountbatten of Burma appeal.

HM Coastguard

HRH THE PRINCE OF WALES has agreed to become Honorary Commodore of Her Majesty's Coastguard Service, an appointment which has been graciously approved by Her Majesty The Queen.

Prince Charles served as an auxiliary coastguard during his education at Gordonstoun.

Birthday Honours

In the Birthday Honours List, Mr W. F. G. Lord was awarded the OBE for services to the RNLI, particularly in Scotland. Mr Lord, honorary secretary of the City of Edinburgh branch from 1950 to 1975 and a vice-chairman of the Executive Committee of the Scottish Lifeboat Council, served on the Committee of Management from 1971 to 1979, when he resigned because of ill health. He was awarded the silver badge in 1962.

Miss Pattie Price

With the death of Miss Pattie Price in Simonstown, South Africa, on June 1 the RNLI lost a revered honorary life governor and seafarers a remarkable friend. Apart from her work for lifeboats, Pattie Price, of rare versatility, excelled in her time as a teacher, journalist, musician, artist and athlete.

After reading a letter from Sir Godfrey Baring, Chairman of the Institution, published in *The Times* in 1940 on the wartime work of the lifeboat service, Miss Price launched an appeal in South Africa which ultimately funded three lifeboats: the 46ft Watson Cabin lifeboat *Field Marshal* and *Mrs Smuts*,



About 2,000 people gathered on Moelfre beach, Anglesey, on Saturday June 7, to celebrate the 150th anniversary of the lifeboat station. A service of thanksgiving and re-dedication was conducted by His Grace, The Archbishop of Wales, during which the new D class inflatable given to the Institution in memory of Gillian Powell was dedicated.

photograph by courtesy of 'Holyhead and Anglesey Mail'



During a visit to Islay on July, HRH The Duke of Kent, President of the Institution, with Coxswain Alistair Campbell on the flying bridge, brings in the 50ft Thames class lifeboat Helmut Schroder of Dunlossit.

photograph by courtesy of Fraser McArthur

built for Beaumaris in 1945; the 51ft Barnett (Stromness) lifeboat *Southern Africa*, built for Dover in 1949; and the 46ft 9in Watson *Deneys Reitz*, built for Fowey in 1954. Between them, in their service lives, these three lifeboats rescued more than 351 people.

In April, 1966, disaster struck a fishing vessel off Stilbaai, South Africa, when 17 members of the crew were drowned. Miss Price wrote to *The Argus* advocating the formation of a sea

rescue service in South Africa similar to the RNLI and her letter was to lead directly to the formation of the National Sea Rescue Institute of South Africa in May, 1967.

Anniversary vellums

Broughty Ferry and Moelfre lifeboat stations were both awarded vellums on the occasion of their 150th anniversaries in 1980.

LIFEBOAT SERVICES

Eastern Division

Radio ship aground

WHILE HER CREW were still on board after returning from a rough weather exercise on Wednesday March 19, *Sheerness* lifeboat received a VHF call at 1753 from Thames Coastguard telling them that the radio ship *Mi Amigo* had dragged her anchor to a position three cables north west of NW Long Sand Beacon, 24 miles east north east of the station, and might need help. The honorary secretary was informed.

At 1815 Thames Coastguard asked the lifeboat to launch and a minute later the 44ft Waveney class lifeboat *Helen Turnbull* under the command of Coxswain/Mechanic Charles Bowry slipped her moorings and set out down the Medway approach channel to Oaze Deep at full speed.

The evening was overcast with fair visibility. There was a strong gale, force 9, blowing from the east and once clear of the harbour the lifeboat met rough breaking seas. It was four hours before high water.

When just north of Shivering Sands Tower, at 1855, speed had to be reduced to two thirds because the lifeboat was shipping water and pounding heavily in the very rough, short head seas. Visibility from the wheelhouse was almost nil through the shipped seas and continuous spray, while sea clutter made the radar difficult to read. Lookouts were posted port and starboard aft of the wheelhouse to confirm the characteristics of the buoys passed and a further check on position was relayed from the Port of London Authority radar at Warden Point.

At 2010 the lifeboat was off NE Shingles Buoy and speed was further reduced to confirm position before starting to cross into Black Deep at half speed. A quarter of an hour later the lifeboat was off No. 12 Black Deep Buoy and the casualty could be seen on Long Sand shoal; VHF contact was made with *Mi Amigo* on channel 6.

Mi Amigo was between two and three cables north north west of NW Long Sand Beacon, her anchor streamed to the north east and her bow also north east. She reported to the lifeboat that she was aground and was trying to get some pumps working; there were four people on board, all

wearing lifejackets. Seas were breaking right over the ship and Coxswain Bowry estimated that she was in about two feet of water; Thames Coastguard further estimated that she would be afloat at about 2315 and Coxswain Bowry decided to maintain position in Black Deep between No. 10 and 12 Buoys; minimum revolutions were kept on the engines to reduce the rolling and violent pounding of the lifeboat in the very heavy seas.

The easterly gale was still force 9, gusting to storm force 10, and very rough, short breaking seas were building up; they could be seen peaking and becoming confused as they met the edge of Long Sand Bank.

At 2236 *Mi Amigo* called to say that she was now afloat but could still not start her pumps. Coxswain Bowry decided to close and began to crab in from the north west trying to keep head to sea, with Second Coxswain Arthur Lukey calling out depths from the echo sounder and another crew member on the radar giving distances off so that the coxswain could concentrate on handling his boat in the breaking seas.



Coxswain Charles Bowry of *Sheerness* with his son, young Charles.

photograph by courtesy of CTVC

At 2305 the lifeboat was about two lengths astern of *Mi Amigo's* port quarter and the radio ship could be seen to be pitching and rolling heavily and shipping seas overall. The lifeboat herself was rolling heavily in the confused seas and putting her side decks under.

Coxswain Bowry urged the casualty's crew to abandon before their ship either sank or parted her anchor cable, but they did not realise the danger. It was only when they asked for their gear to be taken off and the lifeboat approached so that she could be seen at one moment 20 feet below them on deck and then as much above them that the danger was appreciated. They asked to be taken off at 2350.

The lifeboat dropped back to 100 feet off *Mi Amigo's* starboard quarter and as the confused seas gave no lee on either side Coxswain Bowry decided to try to come in on her starboard side where some rubber tyres would act as fenders. He told the four men to gather just aft of midships. Second Coxswain Lukey and three other crew members lashed themselves inside the forward guardrails with their safety lines while the last crew member stood between

the wheelhouse and the rails on the port side to hand the survivors aft.

Coxswain Bowry then tried to approach so that the lifeboat would come alongside between the peaks; three attempts were made and had to be abandoned as the lifeboat was in danger of being landed on the casualty's decks, but a fourth attempt was successful. One of the survivors was plucked off, then full helm and engines had to be used to take the lifeboat clear before the casualty's counter stern slammed down on her.

Another four unsuccessful attempts were made before the lifeboat again managed to close *Mi Amigo* and a second of her crew could be pulled aboard. Then a third member of her crew ran down the deck with a canary in a cage and jumped aboard. His action caught everyone unprepared and the lifeboat could not get clear in time; she was caught by the next sea and flung against the ship's side. Luckily the crew member by the wheelhouse managed to jump clear and avoid injury.

Three more attempts were made to take off the last survivor, who could be seen clinging to a stanchion as waves swept the vessel, but without success. Then, on the fourth run in, at 0025, he was safely pulled aboard the lifeboat.

The lifeboat was quickly taken into deep water and time spent retuning the radar and obtaining an exact position before course was set for *Sheerness* at 0040. Passage was made as fast as possible in the prevailing weather and the lifeboat arrived at 0300. She was refuelled and once again ready for service at 0340.

For this service the silver medal was awarded to Coxswain/Mechanic Charles H. Bowry. The thanks of the Institution inscribed on vellum were accorded to Second Coxswain Arthur C. Lukey, Assistant Mechanic Roderick M. Underhill and Crew Members Malcolm E. Keen, Ian J. McCourt and William L. Edwards.

Eastern Division

On Scroby Sand

WHILE WORKING aboard their lifeboat on Saturday December, 1979, *Great Yarmouth and Gorleston* crew, at 1758, heard a mayday from the fishing vessel *St Margarite*. Coxswain/Mechanic Richard Hawkins told Yarmouth Coastguard that the boat was manned and as the honorary secretary was on the road and could not be contacted he agreed to an immediate launch; at 1805 the 44ft Waveney lifeboat *Khami* set out from her pen. The honorary secretary was subsequently informed of the launch and went to the Coastguard lookout.

The weather was overcast. A strong breeze, force 6, was blowing from the north east with a short steep sea and, following two days of easterly winds,



Twin brothers, Coxswain/Assistant Mechanic Anthony Hawkins of Dover (l.) and Coxswain/Mechanic Richard Hawkins of Great Yarmouth and Gorleston, met aboard their lifeboats when Great Yarmouth and Gorleston's new 44ft Waveney class lifeboat to be named Barham made Dover one of her ports of call on passage to her new station last May. Coxswain Richard Hawkins has been awarded the bronze medal for the service to MFV St Margarite on December 22, 1979; Coxswain Anthony Hawkins was awarded the bronze medal, while second coxswain/assistant mechanic of Dover lifeboat, for the service to the coaster Primrose on December 1, 1975.

there was a heavy easterly swell. It was just on low water.

On clearing the pierheads Coxswain Hawkins asked the casualty to fire a red flare to pinpoint her position. This was done and a bearing and radar target showed her to be on Scroby Sand, about 3½ miles away on a bearing of 045°. At 1812 a message came from *St Margarite* on VHF channel 16 to say that she was breaking up. Coxswain Hawkins decided he was going in to the casualty over the banks and, continuing on course at full speed, he gave orders for all watertight doors to be checked and lifelines rigged and that all the crew should wear their bump caps.

At 1825 the lifeboat was about 500 yards west of the casualty. By the light of a parachute flare the fishing boat could be seen lying bows pointing south west and listing to port on the bank. She was pounding on the bottom and being washed overall by the heavy breaking swell and sea. On being told that the echo sounder was indicating no water Coxswain Hawkins said switch it off; they had to go in.

On a first approach Coxswain Hawkins tried to come alongside the casualty to port, but he was touching the bottom in the troughs and it was clear that he could not keep enough manoeuvrability; the surf would always stop him closing. Taking the lifeboat clear, he decided to head straight into the sea and put his starboard side on to the starboard side of the casualty. At this time the wind was still force 6 from the north east with a rough, steep sea and, with the heavy easterly swell, 10 to 15 foot breaking seas were sweeping across the bank.

As she was approaching *St Margarite* the lifeboat took a heavy sea over the bows. She hit the bottom and was rolled first to port and then to starboard to strike the starboard bow of the casualty. She was held there by Coxswain Hawkins while the first survivor

jumped and was grabbed and hauled aboard by the lifeboat crew.

Although the crew shouted to the second survivor to wait, he jumped just as a heavy sea forced the boats apart. He missed the reaching arms of the crew and grabbed on to the forward starboard lifting eye. While the crew held on to him as best they could, Coxswain Hawkins, using his engines, fought to prevent the lifeboat slamming alongside the casualty again, crushing the survivor and injuring his crew. This he managed to do and the survivor was hauled safely aboard. The lifeboat then went astern clear of the bank and into the safer waters of Yarmouth Roads. It was now 1835.

The rescued owner of the fishing vessel asked if there was any chance of saving his boat. Coxswain Hawkins refused to attempt to go on to the bank for her but agreed to wait to see if she would be washed clear on the rising tide. At 1915 the casualty was bounced clear of the bank and the lifeboat was taken alongside. While an RAF helicopter from Coltishall illuminated the scene, a lifeboatman was put aboard and a tow line fixed. The casualty was towed back to Gorleston, entering the harbour at 1930. The lifeboat was back on station and ready for service at 2200. The casualty, however, later sank at her moorings.

For this service the bronze medal was awarded to Coxswain/Mechanic Richard J. Hawkins and medal service certificates were presented to Acting Second Coxswain/Assistant Mechanic Michael T. Brown and Crew Members Stanley C. Woods, John L. Cooper and David R. Parr.

North Western Division

Fishing boat aground

THE HONORARY SECRETARY of Peel lifeboat station was informed by Ramsey Coastguard at 0145 on Saturday March 29 that the motor fishing vessel *Southern Scott* was aground on Old Bath's Beach just to the north east of Peel Harbour; the harbour master had asked for lifeboat assistance. The honorary secretary went to the boathouse at once to fire the maroons and the Atlantic 21 semi-inflatable lifeboat was launched at 0159.

Although the night was overcast, visibility was good. The wind was gusting force 3 to 4 from the north west and the sea was moderate. It was four hours after high water and the effect of the tidal stream was minimal.

The Atlantic 21, manned by Helmsman Edward Allen and Crew Members John Keig and Philip Quane, set out for the casualty, which was visible just under half a mile to the north east. *Southern Scott*, illuminated by her working and navigation lights, was seen to be aground, her bows heading east north east. She was listing heavily to starboard and her propeller, half out

of the water, was turning. She could be heard talking with Ramsey Coastguard by VHF radio.

As the Atlantic reached *Southern Scott's* position at 0205 radio communications were established and a request made that the fishing boat's main engine be stopped. The general area was illuminated by parachute flares and the Atlantic's signalling lamp. The fishing boat was aground on a rocky ledge with the deepest water on her port side amidships. Waves were breaking against her and, from time to time, washing right over her.

The approach would have to be made from seaward and after consultation with his crew Helmsman Allen decided that he would make several downwind approaches on *Southern Scott's* port side amidships, holding the Atlantic's bows on to her hull long enough for one of her crew to lower himself down into the lifeboat on each run in. This plan of action was passed to the casualty, with some difficulty, by radio. The skipper was asked to rig a rope over the side; he replied that it would be done and that the crew would be ready to disembark. Shortly afterwards men could be seen on deck sheltering under the galleys.

After standing off up wind to wait for a comparatively calm bit of sea, Helmsman Allen chose his moment, ran in straight down wind and brought the Atlantic's bows on to *Southern Scott's* port side amidships by the rope which had by then been rigged. The first man climbed over the rail and lowered himself down the rope, dropping the last five to six feet to be caught by Crew Member Quane and helped into the boat. The engines were put astern and the Atlantic cleared the casualty. The time was 0218.

The next man was then asked to prepare to disembark and a second run in was made as before. A man climbed over the rail and hung on the rope but he could not be persuaded to lower himself down. As he climbed back over the rail a heavy sea lifted the stern of the Atlantic, driving her bow under *Southern Scott's* bilge keel. The wave broke over boat and crew, filling the Atlantic to the top of her sponson. Helmsman Allen was flung heavily against the wheel; both crew members were thrown forward on to the deck and were under water for a time; the survivor already taken off managed to remain in the after starboard seat.

As the water receded the Atlantic's bow lifted and caught under the bilge keel, tearing the bow tube as she cleared. The starboard propeller touched bottom, stalling the starboard outboard engine. Helmsman Allen went astern on the port engine, turned and went ahead at the same time, bump starting the starboard engine again. As the boat accelerated clear of the casualty the last of the water drained off her decks.

Southern Scott's skipper was again

asked by radio to have a man ready for transfer. Two men appeared on deck by the rope and the lifeboat approached as before. A man climbed over the rail and lowered himself half way down the rope and, as he hung there, Crew Member Quane was able to leap and pull him into the lifeboat. The Atlantic went astern and stood off; it was 0234.

Helmsman Allen decided that he would have to land the survivors soon because the first man to be taken off appeared to be suffering from hypothermia and shock. As the weather was expected to deteriorate *Southern Scott's* skipper was advised that the remaining men should disembark, but he replied that he and the engineer would stay with the fishing boat. There was a fifth member of the crew, but at this time it was not known where he was.

At 0245 the Atlantic 21 returned to her slip and landed the two survivors into the care of station personnel to await the arrival of an ambulance which was on its way from Douglas.

Within minutes the Atlantic had once more left the slip and returned to the

MFV *Southern Scott*, stranded on Old Bath's Beach just to the north east of Peel Harbour, Isle of Man, in the early hours of March 29, was by morning being driven further aground by north west gale force winds and pounded by heavy seas. Two of her crew had been taken off successfully by Peel Atlantic 21 semi-inflatable lifeboat during the night and one man had been helped ashore at low water by HM Coastguard. *Southern Scott's* skipper and engineer, however, were still on board. Despite a punctured bow section of her sponson, Peel Atlantic 21 (below) anchored and veered down several times in an attempt to take off these last two men but, as they hesitated to board the lifeboat, the Coastguard (right) eventually took them off by breeches buoy.

photographs by courtesy of Stanley Basnett



casualty, advising her skipper that she would stand by to take off the rest of the crew, if required. A reply was received confirming that the skipper and engineer would remain on board. By 0300 Helmsman Allen decided that nothing further could be achieved since the tide had fallen to the point where the Atlantic could not get in close enough to make another rescue. The lifeboat returned to station at 0305 and was rehoisted.

During the night the fifth member of *Southern Scott's* crew, who had been unaccounted for, was found sheltering out of sight in the fore part of the boat, and he, with the help of the Coastguard, got ashore at low water.

At 0920 that morning, Peel honorary secretary was informed by Ramsey Coastguard that *Southern Scott* was

being driven further ashore and she was being pounded by heavy seas; the skipper and engineer were still on board and lifeboat help might be needed. The honorary secretary replied that the Atlantic 21 had been damaged during the night; he would, however, go to the boathouse and assess the situation.

On reaching the boathouse it was learned that the casualty was asking for immediate help to abandon ship. The wind was north west near gale to gale, force 7 to 8, and the sea very rough. It was two hours to high water. The sky was overcast and it was raining, but visibility was moderate to good and *Southern Scott* could be seen listing to starboard, broadside to the weather and rolling heavily with seas breaking over her. The honorary secretary

agreed to launch the damaged Atlantic immediately on condition that the flank lifeboat at Port Erin was launched in support. Maroons were fired and Peel Atlantic launched at 0950. At Port Erin the 37ft 6in Rother lifeboat *Osman Gabriel*, which had been on stand by since 0830, launched ten minutes later under the command of Coxswain Peter Woodworth and started on the 11-mile passage north to Peel.

The Atlantic, manned this time by Helmsman Brian Maddrell and Crew Members James Coulson and Charles Horne, set out at full speed until clear of the breakwater when speed was reduced in the very rough seas. She arrived off the casualty at 0953 and Helmsman Maddrell decided that the only way he could take the men off was to anchor and veer down under the stern of the fishing boat. His intentions, passed by radio to the casualty, were agreed by her skipper who said that he would shut down all auxiliaries and be ready to disembark. *Southern Scott* was lying bows east north east, as she had been during the night, but further up the beach and rolling heavily.

Helmsman Maddrell took the Atlantic up wind, anchored and veered down to the casualty, a manoeuvre that had to be repeated about five times because the lifeboat's anchor dragged. The whole operation was made exceedingly difficult by seas coming inboard over the punctured bow section and filling the boat as she was veered down through the very rough water, and at one time her VHF aerial was damaged. Nevertheless, the Atlantic was successfully brought under *Southern Scott's* stern several times. Two bags were thrown into the lifeboat from the fishing boat but the men themselves hesitated to board her.

It was decided, therefore, that the Coastguard should try to take off the skipper and engineer by breeches buoy while the Atlantic stood by. Both men were safely taken off in this way by 1036. Port Erin lifeboat, which had made good seven miles and was just north of Niarbyl, was recalled.

By 1110 Peel Atlantic 21 was once again rehoused and Port Erin lifeboat had returned to station. As wind and sea were too bad for *Osman Gabriel* to be recovered up her slipway she was moored at the harbour pier until 1600, when she was finally rehoused.

For these services the thanks of the Institution inscribed on vellum were accorded to Helmsmen Edward Allen and Brian B. Maddrell. Vellum service certificates were presented to Crew Members John Keig, W. Philip Quane, Barry Horne and James D. Coulson.

South Western Division

Three stranded men

HM COASTGUARD informed the honorary secretary of *Torbay* lifeboat station at 1050 on Tuesday August 14, 1979, that three men were stranded on rocks at Southdown Cliff, two miles south of Berry Head, and that it looked as though it would be safer to take them off by sea rather than attempting to haul them up the cliff face.

At 1103 *Torbay* lifeboat, the 54ft *Arun Edward Bridges* (Civil Service and Post Office No. 37), slipped from her mooring and set out with Coxswain Arthur Curnow in command. There was a gale, force 8, gusting to strong gale, force 9, blowing from the south west. Visibility was good and the tide was in the last hour of flood.

Edward Bridges arrived off Southdown Cliff at 1115 and found a six foot swell breaking over the rocks and boulders along the shoreline where the three men were stranded. Coxswain Curnow decided to send in the lifeboat's Y class 10ft 6in inflatable dinghy manned by Acting Assistant Mechanic Brian Caunter and Crew Member Michael Kingston.

The *Arun* was lashed half a cable off shore, in about ten feet of water, and the inflatable dinghy was veered down on a 200-fathom one-inch nylon line which is kept on board for this purpose. Brian Caunter used the dinghy's outboard engine to manoeuvre into a gully while Michael Kingston lay across the bows to prevent a capsize and eventually to grasp the rocks while two of the men were taken aboard.

Breaking waves had filled the dinghy with water. Coming out under power, her propeller struck a rock, shearing its drive pin, but she was hauled back to the lifeboat on her nylon safety line and the two men were taken on board.

Coxswain Curnow now took the lifeboat as close as he dared to a shallow area to the south to get as near

directly up wind as he could of the third man, still stranded on the rocks. The inflatable dinghy was again veered down, this time using paddles for manoeuvring and leaving the disabled engine tilted up. The remaining man was on an overhang of rock and he jumped into the dinghy as she rose on a swell.

No sooner had the man jumped into the swamped dinghy than she grounded on a pinnacle of rock with waves and spray breaking over her. Realising the dinghy's predicament, Coxswain Curnow quickly made fast the nylon line on the bows of the lifeboat and went very slowly astern, pulling the dinghy clear. When she was only about 25 feet clear of the rocks, however, the line pulled away from the inflatable dinghy, which was blown rapidly back towards the rocks.

While the crew tried to slow down their drift, first by rowing and then by paddling, Coxswain Curnow took *Edward Bridges* ahead again until the re-coiled nylon line could be dropped down into the dinghy, by which time the lifeboat could have had no more than two feet under her keel in the troughs of the swells. This time, the dinghy crew held on to the line while the lifeboat again went slowly astern and towed them into deeper water where all were safely taken aboard, although the dinghy's crew were bruised by the buffeting they had experienced among the rocks. The time was 1148 and the complete rescue had taken 33 minutes. The lifeboat returned to station at 1200.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Coxswain Arthur Curnow, Acting Assistant Mechanic Brian Caunter and Crew Member Michael Kingston.

On the afternoon of July 9 a giant wave washed three boys off Sterlochy Rocks immediately east of Findochty Harbour. Two were pulled to safety by Uwe Brandt, an oil rig worker, who waded more than waist deep into the rough seas. Buckie lifeboat, the 47ft Watson Laura Moncur, was launched at 1515 and together with the Coastguard, the Police, an RAF helicopter from Lossiemouth and local people, she searched for several hours, but no trace of the third boy could be found.

South Western Division

Liquid gas carrier fire

A SPANISH LIQUID gas carrier *Butaseis*, lying at anchor three quarters of a mile off Brixham breakwater with a fire in her crew's quarters, was reported to the honorary secretary of *Torbay* lifeboat station at 0749 on Friday December 28, 1979, by Brixham Coastguard. Lifeboat assistance was urgently required. Maroons were fired immediately and within 15 minutes the 46ft 9in Watson relief lifeboat *Lilla Marras, Douglas and Will*, on temporary duty at *Torbay*, set out under the command of Coxswain Arthur Curnow. There was a fresh, force 5, north-westerly breeze blowing and the sea was slight. It was low water.

Meanwhile, the master and crew of *Butaseis* had abandoned ship and by 0806 they had been picked up from their ship's lifeboats by an outward bound trawler, *MFV Shirley Betty*. They were landed at Brixham.

The real cause for alarm was the danger of explosion aboard the casualty as she was carrying 740 tons of liquid butane gas. It was estimated later by the chief salvage officer that had she exploded it would have created a 'ball of fire', consuming everything within a three-mile radius.

A Brixham harbour pilot went aboard the casualty to clear her anchor so that she could be towed out to sea. Although a request had been put out for any tugs in the area able to help, it was thought at first that the only boat immediately available capable of taking *Butaseis* in tow was the 80ft *MFV Devon Ray* for which Coxswain Curnow is the skipper. Coxswain Curnow had handed over command of the lifeboat to Acting Second Coxswain Fradd and got *Devon Ray* under way

photograph by courtesy of Aberdeen Journals



when an outward bound coaster, *Deneb*, returned to take the tow. Brixham pilot cutter passed her the tow, but it was found impossible to release the casualty's anchor because there was no power and the engine room was now on fire and inaccessible. The anchor cable was finally cut with acetylene cutting gear brought out from shore by the pilot cutter and *Deneb* then towed *Butaseis* out to sea escorted by the lifeboat, once more under the command of Coxswain Curnow. Everyone was conscious of the risks involved and during the passage *Deneb*'s master called the lifeboat to say, 'It is a great relief to see you there keeping us company.'

When about eight miles off land, *Deneb* hove to head to wind. Although the weather was fine the breeze, now from the west, had risen to strong, force 6, and the sea was moderate with a 15-foot swell. HMS *Anglesey* and HM tug *Typhoon* arrived soon afterwards. A Sea King helicopter took the chief salvage officer, Mr J. Evans, from shore and put him aboard *Anglesey*, which was asked to assume the rôle of 'on scene commander'.

From one mile off, *Anglesey* launched an inflatable boat with the chief salvage officer, ten RN personnel and fire fighting equipment on board, while the lifeboat transferred the first and second mates from *Deneb* to *Butaseis*. On the way to the casualty the engine of the naval inflatable failed and the boat was swamped. The lifeboat was soon on hand, however, to take off nine of the men and put them aboard *Butaseis* with their equipment, and she lent a bucket to the two men remaining in the inflatable so that they could bale out their boat. After putting the naval men aboard *Butaseis* the lifeboat transferred the tow line from *Deneb* to the tug *Typhoon*.

Despite the efforts made the fire could not be brought under control and at 1330 HMS *Anglesey* asked the lifeboat to take off the 11 men on board *Butaseis* and return them to their own ships. This was done. The chief salvage officer decided to keep *Butaseis*, now under tow of *Typhoon*, head to wind and, *Anglesey* patrolling a three-mile perimeter round the casualty to keep other shipping clear, to await HM tug *Robust* with full fire fighting equipment.

There now being no further need for the lifeboat, she was recalled; she returned to station at 1500 having been more than seven hours at sea. During the operation the lifeboat had been asked a number of times by the Coastguard and by *Anglesey* to go in close and report on the extent of the fire; for example smoke and flames coming from ventilators and port holes, and the state of blistered paint which at the waterline was so hot that steam rose as waves washed by.

It was December 30 before the fire fighting tug *Robust* and civilian fire

crews were able, finally, to extinguish the fire on board *Butaseis*, which was eventually towed to Plymouth Sound.

For this service a letter of appreciation signed by John Atterton, deputy director of the Institution, was sent to Coxswain Arthur Curnow and his crew: Acting Second Coxswain Ernest Fradd, Motor Mechanic Stephen Bower and Crew Members Philip Burridge, Colin Bower and Michael Smith.

Scotland South Division

Trawler talked in

EYEMOUTH LIFEBOAT STATION honorary secretary received a message from the harbour master at 0030 on Thursday May 1, saying that the trawler *Glen Urquhart*, which had been bound for fishing grounds, was taking water and making for Eyemouth. Forth Coastguard was informed, radio communications were established and it was learned that *Glen Urquhart* was 21 miles east of Eyemouth. She was heading for the harbour at 10 knots in company with M/V *Glencoe* and she had a crew of nine. Eyemouth lifeboat was put on stand by and the crew were alerted.

At 0134 *Glen Urquhart*, now about ten miles east of Eyemouth, reported that the water level was increasing by about 12 inches an hour. In view of her size (length 106ft, draught 14ft), that the wind was from the north east and that her skipper had never been into Eyemouth Harbour, Eyemouth lifeboat was asked to launch and escort her in. (*The Admiralty North Sea (West Pilot) states that 14ft is the maximum draught for entry into Eyemouth Harbour at high water, that the approaches are flanked by rocks and that Eyemouth should never be attempted with strong winds between north and east, for then the bay, where there is little clear space with depths of over 18 feet, is a mass of broken water.*)

The 47ft Watson relief lifeboat *TGB* on temporary duty at Eyemouth slipped her moorings at 0140 under the command of Coxswain Alexander Dougal. The night was cloudy but visibility was good; a moderate to fresh breeze, force 4 to 5, was blowing from the north east and the sea was moderate. It was approaching high water.

Good radio contact was made and the lifeboat and trawler rendezvoused at 0217. A request was made that the restricted approaches to the harbour should be kept clear and the lifeboat escorted *Glen Urquhart* in and led her on to the green leading lights. Then, with numerous radio messages, Coxswain Dougal 'talked' her safely right into harbour; a fine feat of seamanship on the part of both the lifeboat's coxswain and the trawler's skipper. The lifeboat was back on her moorings and ready for service at 0345.

For this service a letter of apprecia-

tion signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Coxswain Alexander Dougal.

North Eastern Division

Seven in water

FOLLOWING A MESSAGE received at 1553 on Saturday March 29, that a sailing longboat from Wellesley Nautical School Community Home with six crew and an instructor on board had capsized one mile south of the fairway buoy, Blyth D class inflatable lifeboat manned by Helmsman Dallas Taylor and Crew Member Les Fay launched at 1557, and the 37ft 6in Rother lifeboat *Shoreline* under the command of Coxswain George Turner at 1600. Blyth pilot cutter also set out for the casualty.

It was a fine day with good visibility but a fresh to strong breeze, force 5 to 6, was blowing from the north north west and the sea was moderate. The tide was high.

The inflatable lifeboat reached the casualty at 1603 and found five young men clinging to the upturned hull of the longboat; by 1612 she had picked them all up, while a yacht in the vicinity, *Enchanter*, skippered by Mr R. Charlton, had picked up the two remaining men who had become separated from their boat. Blyth inflatable lifeboat returned to harbour by 1622 and *Enchanter* soon afterwards and by 1630 all seven survivors, suffering from shock, were on their way to hospital.

After landing the survivors, the inflatable lifeboat returned to help *Shoreline* with the capsized training boat. *Shoreline* had the boat in tow by 1647, reached harbour at 1830 and was rehoused and once again ready for service by 1900.

While returning to harbour the inflatable lifeboat was diverted to give help to a sick man on the pier, but she, too, was rehoused by 1905.

A letter received from Mr N. M. Gladstone, a member of Northumbria Police and a foundation manager of Wellesley Nautical School, commended the first-class seamanship and sound common sense shown by the lifeboatmen, and for this service a letter conveying the appreciation of the Institution to both crews and signed by Cdr Bruce Cairns, chief of operations, was sent to Dr Reginald Carr, honorary secretary of Blyth lifeboat station.

Scotland South Division

Capsize

TWO BOYS, aged 17 and 15, who had set out from Cove Sailing Club on a 15ft sailing surf board capsized off Baron's Point, lower Loch Long, at about 1240 on Sunday April 20 and were unable to right their boat because water was get-

ting into her buoyancy tanks. A lady driving through Cove saw the capsize, stopped at the first house with a telephone and reported the incident to Clyde Coastguard. **Helensburgh** Atlantic 21 lifeboat was launched at 1245 and Kilcreggan Coastguard mobile made for the scene.

Meanwhile, however, Terence Wade, a member of the local Coastguard coast rescue company and also a member of Cove SC, saw that the boys were in difficulties and realised that immediate action was necessary because the water was so cold.

A north-westerly gentle breeze, force 3, was blowing at the time with occasional squalls gusting to moderate, force 4. The sea was moderate with a slight confused swell. The tide was 2½ hours flood.

Terry Wade immediately launched his own dinghy but, as it was without rowlocks, he paddled out to another dinghy which was lying at a nearby mooring and which had oars and rowlocks on board. He then rowed this 9ft clinker built dinghy towards the casualty, reaching the now half submerged sailing surf board in just over five minutes.

Talking to the boys Mr Wade concluded that they were not likely to panic and possibly capsize the little dinghy while trying to get aboard, and they were both wearing lifejackets. He told them to come to the transom one at a time so that he could haul them aboard. This achieved, Terry Wade rowed to the nearby shore where, at 1300, the boys were landed into the care of a local doctor's wife who took them to her house to get dry and warm. They were found to be suffering from slight shock and hypothermia but were fully recovered after an hour or so.

Helensburgh Atlantic 21 arrived on scene just as the boys were being landed, at 1300. She managed to recover the waterlogged sailing surf board and beach it near Baron's Point, returning to station by 1345. She was rehoused and ready for service at 1400.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Terence Wade.

North Eastern Division

Caught out

ON THE MORNING of Thursday January 31 a fleet of fishing boats sailed from Hartlepool in comparatively good weather which, however, deteriorated fast. Within an hour, a near gale, force 7, had blown up from the east north east accompanied by very heavy swell and sea.

At 0925 Tees Coastguard informed the honorary secretary of **Hartlepool** lifeboat station that several of the smaller fishing boats were in need of help off The Heugh Lighthouse. The crew were mustered and at 0940 the 47ft

Watson relief lifeboat **TGB** on temporary duty at Hartlepool slipped her moorings and set out under the command of Coxswain Robert Maiden. It was low water.

Although the morning was overcast, visibility was good. After watching the coble *Clare S* into Hartlepool, **TGB** escorted the cobbles *Northern Star* and *Fair Ladies* to the River Tees. She then returned to escort the coble *Barbara Anne* into harbour.

Some of the larger seine netters had also been escorting the smaller fishing boats, and when the lifeboat reached harbour she heard that one of these seine netters, *Press On*, was herself now in trouble five miles east north east of Hartlepool; her rudder was broken and jammed hard to port. The lifeboat immediately set out to sea again and rendezvoused with *Press On*, taking her in tow for the River Tees. Twice the tow rope parted because of the length of the tow line and the inability of the casualty to steer, so Coxswain Maiden suggested that a tug should meet *Press On* at Tees Fairway.

A tug arrived at about 1600 and took over the tow up river while the lifeboat stood by until, an hour later, smoother water was reached. The lifeboat then returned to Hartlepool, arriving back at 1800. She was once more ready for service at 1830.

Following this service a letter signed by Rear Admiral W. J. Graham, director RNLI, expressing the Institution's appreciation to the crews of the seine netters for their help in escorting the smaller cobbles, was sent to the secretary of Hartlepool Fishermen's Association.

North Western Division

Falling tide, rising tide

ONLY AN HOUR OR TWO after **West Kirby** lifeboat crew had been receiving instruction on mouth to mouth resuscitation from their divisional inspector, Cdr George Cooper, on Thursday March 6, and while they were still assembled at the boathouse, a call came from Liverpool Coastguard to say that a canoe had capsized and two men were in the water off Hilbre Island. The time was 1350.

Within two minutes West Kirby's D class inflatable lifeboat, manned by Helmsman Ronald Jones and Crew Members John Curry and Robert Lydiate, had been launched and was on her way to top speed. It was a fine morning with a light south-westerly breeze and a slight sea, but it was half an hour after high water and the men were being carried out by the fast-running ebb tide.

Guided straight to the two men by someone on Hilbre Island firing white flares over them, the lifeboat reached the two men by 1357. Both were in a bad way, one, who was unconscious, being supported by the other. Both were quickly pulled into the inflatable



(l. to r.) Crew Member John Curry, Crew Member Robert Lydiate and Helmsman Ronald 'Taffy' Jones who, on March 6, manning West Kirby D class inflatable lifeboat, rescued two men from a capsized canoe.

photograph by courtesy of Keith G. Medley

lifeboat and a radio message was sent ashore asking for an ambulance.

On the way back, while John Curry looked after the conscious man, the unconscious survivor was given mouth to mouth resuscitation by Robert Lydiate. They were landed at West Kirby Sailing Club into the care of the honorary medical adviser, Dr E. S. A. Ashe, and oxygen was given to the more seriously affected man. As soon as they were fit to move they were taken to hospital; both were discharged the following day.

For this service, letters of appreciation signed by Cdr Bruce Cairns, chief of operations, were sent to Helmsman Ronald H. Jones and Crew Members John L. Curry and Robert D. Lydiate.

Just two days before, on Tuesday March 4, West Kirby D class inflatable lifeboat had been called out at 1105 to help two boys, aged 16 and 15, who had tried to walk ashore from Hilbre Island to Middle Eye and who had been cut off by the rising tide. They had managed to find an isolated rock but even so were already up to their waists in water. Once again it was a fine day with a light breeze, this time from the north west, and a calm sea, but there was still about an hour and a half of flood before high water.

With Helmsman Richard Farnworth and Crew Member Gareth Bird as crew, the D class inflatable lifeboat was launched within three minutes and by 1124 had picked up the two boys and returned with them to West Kirby. The boys were taken home by the local coastguard and the lifeboat was rehoused and ready for service by 1230.

South Western Division

Swimmers far out

A COUNCIL LIFE GUARD at **Sennen Cove**, Nick Bryant, although not on duty was down painting his hut on Friday May 16 when he saw two swimmers a long way out to sea. He immediately put out on a surf board and, on reaching the two swimmers, he found that they were indeed in difficul-

continued on page 105

ANNUAL GENERAL MEETING

and presentation of awards

ROYAL FESTIVAL HALL, LONDON, THURSDAY MAY 22

‘The RNLI . . . the finest club in the country . . .’

MORE PEOPLE THAN EVER BEFORE gathered at the Royal Festival Hall on the South Bank of the River Thames on Thursday May 22 for the Institution's yearly day of meetings, the annual general meeting of the governors in the morning and the annual presentation of awards in the afternoon; and, looking back over 1979, there was much for which to be both thankful and proud. More than 1,000 people had been rescued by lifeboat crews during the year and, to make this possible, more than ten million pounds had been raised by the RNLI's branches and guilds helped by the lifeboat service's other friends and supporters. And looking back over the testing years of the 1970s there was also much cause for satisfaction, not only in the first class service given by the lifeboats to the community throughout those ten years, which resulted in the rescuing of nearly 12,500 men, women and children, but also in the technological progress made in the design of the lifeboats themselves and in their equipment, and in the fact that the Institution's income, raised entirely by voluntary contribution and voluntary effort, had kept pace with the fast onset of the inflation from which the whole world had suffered.

So May 22 was a day for business and for the recognition of achievement. And, as always, it was also a day, happy but all too short, for the reunion of friends from all parts of Great Britain and Ireland, and, indeed, from overseas as well.

* * *

When the governors of the RNLI met for their annual general meeting in the Purcell Room at 11.30 am it was almost a ‘full house’, and in welcoming his fellow governors as their Chairman for the first time the Duke of Atholl remarked how encouraging it was that so many took such a keen interest in the work of the Institution. Apologies for absence, too numerous to be read out, had been received, but the Duke felt that there should be one exception:

‘We have received an apology from Captain Wyndham-Quin, who you may remember was Chairman of the Institution in the early ‘60s. Today is his ninetieth birthday and he is celebrating it with a family party. I think that it would be your wish that we should send him a telegram of good wishes on that occasion.’

When assenting applause had died down, the minutes of the last meeting were agreed as a correct record and

signed before the Chairman presented his report.

‘This is the first time that I have had the privilege of addressing you as your Chairman and I am in the happy position of being able to report that, due to the wise leadership of my predecessors, and in particular of Major-General Ralph Farrant, who as the immediate past Chairman has guided the affairs of the Institution through four testing years, the RNLI is today in good shape. It is also the first meeting of the Governors at which Rear Admiral Wilfred Graham has sat at this table as Director and Secretary of the Institution and I am sure you would like me to welcome him in your name.’

‘Admiral Graham and I have taken up our offices on the threshold of the 1980s, when the sights of the Institution must be set on the future. But first, perhaps, we should pause to take stock and review the progress made by the RNLI during the ten eventful years which made up the 1970s, starting, as they did, at a time of great sadness.’

The Duke of Atholl recalled how, a little over ten years before, two major lifeboat disasters, at Longhope and Fraserburgh, had followed swiftly upon each other with the tragic loss of 13 lifeboatmen; how, as a result, the Committee of Management had decided to double the speed of boat building with the aim of providing, by the end of 1980, a fleet which, with the exception of the largest cruising lifeboats, would be fully self righting; how it had been hoped that the special fund-raising events planned for 1974, the ‘Year of the Lifeboat’ celebrating the Institution's 150th anniversary, would go a long way towards financing this ambitious boat-building programme, but how in fact 1974 had seen the start of the massive world-wide inflation which has overshadowed recent years . . .

‘Because of the financial situation, boat building had to be slowed down for a time, but so magnificent have been the efforts made by our fund raisers and so great has been the support of our friends that lifeboat construction is now once again going ahead at full speed and we have nearly achieved our original target. It is now 1980; only 11 lifeboats without the required self-righting capability remain on station and all these should be replaced within the next two or three years.’

The Committee of Management's policy of providing a self-righting fleet in the shortest possible time had indeed been fully justified:

Since the Fraserburgh disaster in 1970, three lifeboats have been capsized while on service in storms of unusual ferocity, one off the east coast of Ireland on Christmas Eve, 1977, and two off the west coast of Scotland one wild night last November. All three boats righted successfully and in all only one lifeboatman lost his life. The three lifeboats were built to different designs and for each the righting capability was provided in a different way. It was the first time that any of these righting methods had been put to the test on service and it is a great credit to our designers and technicians that all three boats performed exactly as intended. There was only superficial damage to the boats and their gear and, apart from the one man who, sadly, was lost, only minor injuries were suffered by the crews, who were full of praise for the way their boats had performed.

‘Perhaps it is not out of place to remember that the service of our lifeboat crews and station personnel does not necessarily end when the lifeboat reaches harbour. After the two Scottish lifeboats had returned to station last November, repairs were put in hand at once and crew members, local people, coastal staff and equipment suppliers all worked together to ensure that both boats were back on full service in a remarkably short space of time.’

That the two lifeboats, Barra Island and Islay, are based on islands, the Duke pointed out, made the task of getting them back on service quickly all the more difficult, and all the more praiseworthy. He then went on to recall the four new lifeboat designs which had been introduced during the 1970s: The Atlantic 21, the 52ft Arun, the 50ft Thames and the 37ft 6in Rother:

‘All have proved themselves to be highly successful in their different spheres; indeed one of two of them have, if anything, exceeded our expectations.’

Looking to the future, development work was going ahead on three new lifeboat designs:

‘The first is the RNLI Medina, a rigid inflatable lifeboat similar in concept to the Atlantic 21 but a much larger boat, over 7 tons, powered by twin diesel engines instead of twin outboards. The first prototype started her trials in the autumn last year and she has already shown herself to be an exceptionally seaworthy boat of great promise. This boat is being named Mountbatten of Burma and is being funded by an appeal the details of which Earl Mountbatten had approved just before his assassination. There has been such an enormous response to the appeal, both at home and overseas, that it has already

exceeded its original target of £100,000 and money is now being raised for a second lifeboat, to be named Countess Mountbatten of Burma.

'Another new lifeboat, a little smaller than the Medina, has also started her trials. She is the Brede, adapted from the Lochin 33, a well established production GRP hull which has been fitted out to meet the Institution's specifications.

'The third new design is for a fast slipway lifeboat which will, we hope, replace some of the slower lifeboats launched down slipways when they come to the end of their operational lives. Like the Medina, the fast slipway lifeboat is extending the bounds of small boat design, for in her will be reconciled two requirements which, up till now, have been regarded as irreconcilable: the requirement to retain those characteristics which make possible housing ashore and rescue work in shoal waters, and the requirement for higher speed. While she will still have the necessary shallow draught, long straight keel and protected propellers, the new fast slipway boat is expected to reach speeds of 15 to 18 knots, just about doubling the speed of traditional slipway boats.'

The Duke of Atholl then explained how the initial work on this boat had been made possible by the provision of a line plan for a semi-planing hull by the National Maritime Institute and how the RNLI had been helped in its development work at the model stage both by the Institute and by British Hovercraft. The two full size prototypes were now to be built by Fairey Marine. He continued:

'Because there is a possible commercial application for this new design and because of its safety aspects, great interest has been taken in the progress of the fast slipway lifeboat by the Government's Ship and Marine Technology Requirements Board, known as the SMTRB, and it has been agreed that its development should be regarded as a joint project between the RNLI and the SMTRB from which both will benefit. An agreement has been entered into under which the SMTRB will contribute towards the cost of the two prototypes. While these two prototypes will be the property of the RNLI, and no royalties will be paid by the Institution on future boats built to this design, the industrial property rights of the design will belong to the SMTRB.'

Turning to the accounts, the Duke of Atholl pointed out that in 1979 the income of the Institution exceeded ten million pounds for the first time and was 24 per cent over that of the previous year.

'This fine result has allowed us not only to finance our day-to-day operations, but also to undertake a boat-building programme at almost double the level of two years ago.'

Capital expenditure had increased by more than 35 per cent. While this increase was largely a reflection of the increase in boat building, there had also been heavy and unavoidable capital expenditure on shore works, such as the rebuilding of Tenby lifeboat house, and the Duke reiterated the hope

expressed by Major-General Farrant at the 1979 AGM that donors would be found to meet the costs of work of this sort at lifeboat stations. He continued:

In 1979 there was a small surplus of £337,698 of income over expenditure, which was transferred to the general fund. However, while this is a most commendable result, I have to point out that the fund now represents a reserve of only 14 weeks' expenditure compared with a reserve of 16 weeks' expenditure at the end of 1978, so that in spite of a very successful year there can be no room for complacency. The financial target for 1980 is 12 million pounds—that is one million for each month of the year. Looking back once again to 1970, the cost of running the lifeboat service in that year was just over two million pounds. If anyone had suggested then that in ten years we should need six times that figure even the stoutest of hearts might have quailed. However, the staunch resolve of our fund raisers has matched that of our lifeboat crews and the challenge of increasing costs has been met with mounting enthusiasm and great hard work. I cannot believe that even a target of 12 million pounds will daunt such valiant hearts.'

With the aim of holding down administrative costs the RNLI was purchasing its own computer:

'For several years different departments have used the services of outside computer bureaux, but the time has now come to rationalise this development if the full benefits offered by modern technology in terms of both efficiency and economy are to be realised. The installation of an in-house computer is a sound business decision because it will mean that the fast increasing load of work can be carried with little, if any, increase in staff.'

Although 1979 had been a good year in many ways, it had not been without its sadness, and the Duke of Atholl recalled the tragic loss of life in the Fastnet Race and how, with the death of Lord Saltoun at the age of 93, the RNLI had lost one of its most outstanding and devoted supporters.

Ending his address, the Chairman concluded:

'The 1970s, including 1979, at which we are particularly looking this morning, have been years of considerable success for the RNLI. In those years nearly 12,500 people have been rescued from the sea, 1,032 of them in 1979. Our lifeboats and lifeboat crews have come through some of the most gruelling conditions with triumph. You will hear more of the feats of some of these men this afternoon, but every lifeboat crew member around our coasts deserves, and enjoys, our respect and our admiration. It is in this knowledge that we can go forward into the 1980s with confidence.'

The report and accounts were agreed without further discussion.

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

Committee of Management. These elections were all agreed unanimously with a show of hands. Price, Waterhouse and Company were then elected auditors for the coming year.

Coming to any other business, Mr. R. Leigh-Wood, a Vice-President, asked the present position regarding gifts made to the Institution under deeds of covenant following the new legislation arising from the budget, a question to which, at the request of the Chairman, Mr P. Hainsworth, on behalf of the RNLI's auditors, replied (a note on the 1980 Finance Act and its application to charities appears on page 85).

Mr P. R. Threlfall, Chairman, Wellington (Somerset) branch, then asked if, in view of the fairly large proportion of lifeboatmen who served over a considerable period of years without winning medals for gallantry, consideration could be given to some visible and tangible form of long service award being made which could be worn with pride on lifeboat occasions? The Chairman thanked Mr Threlfall for his suggestion which was noted by the Director.

There being no further business, the Chairman declared the meeting closed.

* * *

Even before the governor's AGM had ended, other lifeboat people had started to gather and The Embankment, the foyer, the balcony and the restaurants were all fast becoming cheerful, informal meeting grounds. Stalls, information centres and displays were being set up in the main foyer, special guests were being greeted and then, in what seemed like no time at all, everyone was moving up the stairs to fill the Royal Festival Hall ready for the start of the annual presentation of awards meeting at 3 o'clock.

The welcoming speech was made by the Chairman, the Duke of Atholl:

'When I addressed the governors of the Institution this morning I was able to report that not only the last year, but the last decade, had been highly successful for the RNLI. 1979, during which the lifeboats of the RNLI launched on service 2,608 times and rescued 1,032 lives, began with a period of storm and blizzard and at last year's annual meeting, gallantry awards, including the gold medal, were presented to lifeboatmen who performed outstanding services to merchant vessels during those storms. Later this afternoon you will hear of a rescue by the Selsey lifeboat of 20 people from a disabled freighter in the same storms.'

'That spell of ferocious weather proved that any vessel at sea, whether she be large or small, may find herself in difficulties and may need to call for lifeboat help.'

'This truth was highlighted again in August when tragedy struck the Fastnet Race and 15 yachtsmen lost their lives. An international fleet of more than 300 yachts was strung out across the 150-mile stretch of sea between Land's End and the Fastnet Rock off the

south-west coast of Ireland when it was hit by storm force winds and huge, confused seas. A massive search and rescue operation was mounted, co-ordinated by Her Majesty's Coastguard in England and the Marine Rescue Co-ordination Centre, Shannon, in Ireland and involving helicopters, aeroplanes, warships, merchant and fishing vessels, the yachts themselves and 13 of our lifeboats from both sides of the approaches to the Irish Sea. The lifeboats, which were at sea for a total of 187 hours, rescued 60 people and towed in or escorted 20 yachts.

'The Fastnet Race proved that our co-ordinated search and rescue network, in which the RNLI works closely with the Coastguard, the Royal Navy, the Royal Air Force and the search and rescue agencies in the Republic of Ireland, is one of the finest in the world. Some critics have suggested that one national body should take over all marine search and rescue. Others have said that helicopters should replace lifeboats. Anybody who is professionally involved with sea rescue will tell them that the present system is extremely efficient. Helicopters and lifeboats are complementary, and often it is when they are working in partnership that they achieve the best results.

'Each rescue vehicle has its advantages and of course there are jobs which each can do better than the other. But overall, marine accidents are being dealt with more efficiently than in the past by combining the talents of the various rescue services.'

Remembering that the one factor which has remained constant throughout the 156 years of the Institution's history is the severity of the weather in which our lifeboats may be asked to put to sea, the Duke of Atholl spoke of last November's storms, gusting to severe storm force and hurricane, during which the Barra Island and Islay lifeboats both launched to help a Danish coaster whose cargo had shifted; both had been capsized by tremendous breaking seas, but both had righted immediately with no serious injury to

either crew. The Chairman went on to speak of the boat-building programme in the 1970s and how, as a result, the RNLI now has a fleet composed almost entirely of lifeboats which have a self-righting capability.

'I regard this as the biggest achievement of the past ten years and would like to pay tribute to all our branches and guilds who, by working so hard to provide the funds, have made this important operation possible. I should also like to thank all our friends who, as individuals or as groups and associations, have given us their invaluable support.

'If the 1970s were the self-righting years, I think we can look to the 1980s to be the speed years. We already have some fine fast lifeboats in our fleet—the Waveneys, Aruns and Atlantic 21s have all proved themselves repeatedly. Based on the success of these lifeboats we are now engaged in developing three new designs, two of which are exploring entirely new ideas and which, when they go on station, will represent considerable advances in small boat naval architecture.'

Of the RNLI Medina, the Brede and the new fast slipway boat the Duke said:

'These new lifeboats are essential if we are to maintain and improve our efficiency as a service. I stress "improvement" because we want to take every opportunity of using modern technology to improve our service. The new lifeboats have more than twice the capability of the boats they are replacing so that while we will improve the cover provided we can achieve this with fewer boats.'

All our work, the Chairman emphasised, has to be done in the face of rising costs.

'To take just one example, inflation has increased the cost of a new Arun lifeboat to over £300,000. Last year it cost ten million pounds to run the lifeboat service and our splendid fund raisers made sure that amount was raised with a safe margin of over

£300,000. This year we shall need 12 million pounds. That is, I know, an enormous challenge, but I am confident that our fund raisers will rise to meet it as they always have in the past. All events, however large or however small, will contribute to the total ...

'The RNLI has been described as the finest club in the country with members in every community ... It is my belief that our system with thousands of dedicated men and women supporting our lifeboat crews is the best there is and that our independent voluntary status is something of which every member of the club can feel proud.

'We are privileged to have one of our club members here today as our guest speaker. Mr Edward Heath is well known not only as an eminent politician but also as an accomplished musician and yachtsman. He was the winner of the Sydney to Hobart Race in 1969, captain of Britain's winning team in the Admiral's Cup Race in 1971 and was one of the many yachtsmen in last year's Fastnet Race who made port safely without assistance. He has long been a supporter of the RNLI and it is my pleasure to introduce him this afternoon.

The Duke of Atholl then invited The Right Honourable Edward R. G. Heath, PC MBE MP, to present the awards for gallantry. As Simon Hall was unable to be at the Festival Hall—he was sitting O level examinations on that day—the presentation of his medal was postponed.

Helmsman John Hodder, Lyme Regis: bar to his bronze medal

Crew Member Colin Jones, Lyme Regis: bronze medal

On August 13, 1979, Lyme Regis Atlantic 21 lifeboat with John Hodder at the helm saved the yacht *White Kitten* and rescued her crew of five in a south-westerly near gale which was to rise to storm force before the service was completed; the sea was very rough. The anchored yacht was dragging on to a lee shore. Three of her

FINANCE ACT 1980 and its effect on charitable gifts

1. Gifts

Gifts to charities are wholly exempt from Capital Transfer Tax except that in the year prior to death the aggregate amount of money which one person can give to charities free of Capital Transfer Tax has been raised from £100,000 to £200,000.

2. Deeds of Covenant

a. The period for which a covenant needs to run has been reduced from 'over six years' to 'over three years'.

b. From 1981/82 a taxpayer will be able to set his covenant payment (subject to a maximum of £3,000) against his higher-rate tax liability. In other words, the taxpayer may covenant a larger amount to the RNLI without ultimately decreasing the 'pound in his own pocket'. Take, for example, the application of the 1980 Act to a net covenant of £200 (that is, after-tax cost of £200 to the covenantor) by a taxpayer liable to a 50 per cent tax rate:

	to 1980/81 £	from 1981/82 £
After-tax cost to covenanting taxpayer	200.00	200.00
Higher rate tax relief obtained (20 per cent)	—	80.00
<i>Net Covenant</i>	200.00	280.00
Tax at base rate (30 per cent)	85.71	120.00
<i>Gross Covenant:</i> i.e. value to Institution	285.71	400.00

Thus, for the same ultimate out-of-pocket cost of £200.00 to the tax-payer, the RNLI will gain £114.29 if the net covenant is revised to £280 to take advantage of the tax relief offered. It is hoped, therefore, that existing covenantors will be prepared to increase their covenants to the higher net figure which will involve them in the same after-tax cost as before, while enabling the Institution to increase its claim upon the Inland Revenue.



The Right Honourable Edward R. G. Heath, PC MBE MP, was guest speaker at the afternoon meeting and also presented the awards. With him, seated, are the Duke of Atholl, Chairman of the Institution, and Rear Admiral W. J. Graham, Director.

photograph by courtesy of Peter Hadfield

crew, two women and a five-year-old boy, were transferred to the lifeboat and taken to Lyme Regis and Crew Member Jones sailed the yacht to safety with two of her crew still on board. After landing the three survivors Helmsman Hodder returned to escort the yacht back to harbour.

Coxswain Thomas Henry 'Harry' Jones, Hoylake: bronze medal

On September 20, 1979, the 37ft Oakley relief lifeboat *The Will and Fanny Kirby*, on temporary duty at Hoylake, launched to go to the help of the catamaran *Truganini* anchored in shallow water on a lee shore in a westerly storm and a very rough sea; the waves around the casualty were confused and broken and about 15 feet high. The lifeboat was taken alongside and two crew members transferred to the catamaran with great difficulty. As it was too hazardous to try to take off her crew of three, *Truganini* was taken in tow and brought to safety.

Simon Hall, Robin Hood's Bay: bronze medal

On June 10, 1979, 16-year-old Simon Hall rowed out single-handed in an eight foot dinghy into the rough, confused seas under a high sea wall to rescue a youth who had jumped overboard from a home-made raft which was starting to break up. Simon brought the boy safely to a moored fishing boat.

Coxswain Michael Grant, Selsey: silver medal

On January 10, 1979, the 48ft 6in Oakley lifeboat *Charles Henry* rescued the crew of 20 from the Panamanian cargo vessel *Cape Coast* in a violent southerly storm and a very rough sea. Coxswain Michael Grant manoeuvred the lifeboat in to the starboard quarter of the cargo vessel three times to take off her entire crew. *Cape Coast* was rolling and pitching heavily and on several occasions large seas picked up the lifeboat and drove her hard against the casualty's plating.

Coxswain Trevor England, Padstow: bar to his silver medal

On December 15, 1979, The 48ft 6in Oakley lifeboat *James and Catherine Macfarlane* stood by the Greek freighter *Skopelos Sky* which was listing in a westerly hurricane and seas so high that the lifeboat, although no more than a quarter of a mile offshore, was lost to view of watchers on the cliffs for many seconds at a time. Coxswain Trevor England succeeded in taking her alongside the casualty five times but the freighter's crew could not be taken off; so the lifeboat stood by while helicopters lifted off the survivors, the last man being lifted clear just before the freighter was driven hard on rocks. Throughout this nine-hour service the coxswain provided the only communications link for the Coastguard and helicopters with *Skopelos Sky*. Rehousing the lifeboat was a long and arduous operation, the shore helpers on the slipway often being up to their necks in water.

Coxswain Kenneth Voice, Shoreham Harbour: silver medal

On January 21, 1980, Shoreham lifeboat, the 42ft Watson *Dorothy and Philip Constant*, rescued 26 people including two women and two children from the Greek cargo vessel *Athina B* which was in difficulties on a lee shore in winds rising to storm force 10 and violent seas; she finally grounded on Brighton Beach. In all, the casualty had to be closed four times to take off the survivors and on the last approach, although the lifeboat was rising and falling 12 to 15 feet in the surf, Coxswain Kenneth Voice skilfully held her alongside while 10 men jumped to safety. The last man jumped into the sea and only prompt action by coxswain and crew saved him from being crushed between the two vessels. The lifeboat returned to Shoreham with survivors three times and great skill was needed to navigate, with drogue streamed, into the harbour entrance.

After making the presentations for gallantry, Mr Heath rose to move the Resolution:

'That this meeting fully recognising the important services of the Royal National Life-boat Institution in its

national work of lifesaving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's lifeboats, and its deep obligation to the local committees, honorary secretaries and honorary treasurers of all station branches; to all other voluntary committees and supporters and to the honorary officers and thousands of voluntary members of the financial branches and the ladies' lifeboat guilds in the work of raising funds to maintain the service.'

'Mr Chairman, Your Worships, Ladies and Gentlemen. I am delighted to be invited to be present here at this annual occasion of the presentation of awards for gallantry. It is customary, of course, for politicians to say that they are pleased to be invited—it becomes more necessary to say it as time goes past—and they then go on to say that they are honoured by being asked. But what greater honour could anyone have than to be asked to present the awards for gallantry to the six men who have appeared before you this afternoon, when we have heard the accounts of the work they did to earn those awards? Not, of course, forgetting the young man who is unfortunately detained by his academic exercises this afternoon.

'You have heard the accounts of the tremendous jobs they did, and many of you can visualise the circumstances; some of you have perhaps been in similar circumstances; and some of us who sailed in the Fastnet also experienced the same thing. And so on your behalf I want to offer our warmest congratulations to the recipients of the awards for gallantry, and to thank them and their crews for services they have rendered to those who go down to the sea in ships. There is no way by which we can really repay them for what they do, all we can do is to acknowledge that we understand it, and we are deeply grateful to them.

'You, Mr Chairman, said in your opening words that I had long been a member of this Institution. That is true. I was in fact born between lifeboats, if I may use that expression, those of Margate and Ramsgate, and on our small jetty in Broadstairs there was a ship's lifeboat from the Lusitania, just to remind us of what does happen from time to time to even the largest of ships. Every time I went down to the cliffs as a boy, throughout all my boyhood until the time I went to university, I looked across to the Goodwins and on occasions saw them in their most fearsome conditions; and I heard the maroons go and dashed

The medallists aboard the Atlantic 21 rigid inflatable lifeboat displayed on The Embankment (l. to r.): Helmsman John Hodder, Lyme Regis; Coxswain 'Harry' Jones, Hoylake; Coxswain Trevor England, Padstow; Coxswain Kenneth Voice, Shoreham Harbour; Crew Member Colin Jones, Lyme Regis; and Coxswain Michael Grant (Selsey).

photograph by courtesy of Peter Hadfield



on a bicycle to Ramsgate Harbour to see what was going on. So the lifeboat service has really been part of the background of my life from my very earliest boyhood days. But then, of course, in recent years I have experienced this at perhaps rather closer quarters, as a sailor on *Morning Cloud*. And I am always glad to think how good our relations are with those who man our lifeboats.

'It is characteristic, is it not, of the British and Irish that a service which is absolutely vital to all those who are on the sea should be manned entirely by a voluntary organisation; financed by a voluntary organisation; technically advised by a voluntary organisation; in fact absolutely run by a voluntary organisation. This is one of the best aspects of our way of life and I think it is one of which we should be, perhaps, inordinately proud.

We have heard this afternoon that the total revenue for last year was £10 million and that this year, 1980, it will have to be £12 million. That is a vast sum to raise and you here this afternoon are, to such a large extent, responsible with your helpers all over the country, for raising that sum of money. Well, you have an even more formidable task in front of you for the current year.

'Of course I frequently come to this hall in another capacity. It is my habit to come in quietly by the artists' entrance, not because I am an artist but because it is a short cut, and I am greeted there by one of those knowing servants of the hall and he looks at me and he shakes his head gloomily or he shakes it up and down. And when he shakes it up and down he says to me "There's a lot of money in the hall tonight, Sir". I hope you feel there's a lot of money in the hall this afternoon! And that you are going to be capable of raising this tremendous sum which is required for our great voluntary Institution.

'And so I would like to thank all of you for the work which you do; many are to receive acknowledgement of that work a little later this afternoon. I know how intensive it is; you never spare yourselves. I have, still living in Seaview in the Isle of Wight an aunt and uncle, one over 90 and one just approaching 90, who have devoted their voluntary service all their lives to this Institution and are still persuading people to contribute to it, so I know exactly how much is involved and how grateful we are to you for what you have done.

'Mention has been made in the beginning of your speech and in the reports, Mr Chairman, of the tragedy of the *Fastnet Race* last year. It was, of course, the first occasion on which anything like this had been experienced in the whole history of ocean racing—we had been a very safe sport until last year's *Fastnet*. And it is true that the conditions were extraordinary as your report describes them—a gale, a storm and then gusting to hurricane force—and the result was that 15 lives were lost from those in the race and four from a boat which was accompanying us. The work which the lifeboats did on that occasion was absolutely magnificent, and the co-ordination between them and the other rescue services could not have been bettered. I must also add tribute to that remarkable Dutch frigate, whose skipper rolled her over in order to be able

to lift people off our small racing boats. There in the storm, hearing continuously on the radio what was going on, we marvelled that such rescue operations could be carried out. There can be no tribute high enough to those in the lifeboat service who were responsible for saving 60 lives and bringing 20 boats into safety.

'We felt that we, for the first time, had experienced while racing the extraordinary conditions which our lifeboatmen face very often indeed, and, as we have heard, those who have been recipients of gallantry awards have faced in the past year. For us it was an initial experience; for them, it is part of their everyday voluntary occupation.

'Many people have asked, ought a race like the *Fastnet* go on, or go on in its present form? I am quite convinced that it should, but it will also be necessary for those who are responsible for the race, the *Royal Ocean Racing Club*, whose tie I am wearing this afternoon, to ensure that the race regulations which we observe are satisfactory. We know that we must always respect the sea in all its different moods. I listened to one of the citations this afternoon about the dangers of a lee shore. What was worrying me going up to the *Fastnet Rock*, and we were one of the boats up front, was that we had a south-westerly driving us on to the Irish Coast, and I think in all of the *Fastnets* in which I have sailed up until last year, some six of them, we had always hit the Irish Coast before going south-westerly, down towards the *Rock* and then round the lighthouse; so I was deeply worried that we were going to be driven by a south-westerly gale on to that Irish shore. It was with immense relief that only a few minutes before we went round the *Rock* we saw it directly ahead of us and the loom on the cloud which was only just above our mast.

'We got round the *Rock* and then two hours later we were hit by the full force of the hurricane gusts and we realised exactly what these circumstances are like. We were fortunate; we were only knocked down once. My crew is still arguing as to whether we were knocked down to 110 degrees or 130 degrees; I said that when they had spent the winter arguing that out we would start sailing again this summer! But we righted immediately, and let me add here how delighted I was to hear you say, Mr Chairman, how almost complete now is the programme for self-righting lifeboats throughout the Institution. It is of the utmost importance. . . .

'There is one thing, however, we have to recognise in all these things: the gallant actions with great danger to the lives of those concerned, the citations for which we have heard today, were carried out in order to help those whose work it is to transport our goods on the sea. We are using the sea for recreation and for racing. Our attitude must therefore be to recognise that if we are foolish, or incompetent, or inadequate, then we are putting other peoples' lives at risk because of our own inefficiency. And however readily they respond, the responsibility is on us to ensure that the conditions we observe are of the highest in safety and in equipment and in the organisation of our sport.

'So I would like to congratulate again those who have played such a noble part in the past year, and to thank all of you, and all the voluntary workers, for what

you have done, not only in the past year but, I know, over many, many years, to ensure the financial stability of the *Royal National Life-boat Institution*. And to thank you, Mr Chairman, and all your officers and your committees for the work they do in giving leadership to all the voluntary workers spread up and down the country. Yours is the most worthwhile task that anybody could have, and may you always have the greatest satisfaction in carrying it through.'

The Duke of Atholl then invited Mr Heath to make the presentations to voluntary workers. Since the last annual presentation of awards meeting the Committee of Management had awarded four honorary life governorships and 22 gold badges to voluntary workers for long and distinguished service. All but one of the recipients, Mrs A. Will, were present to receive their awards.

Honorary Life Governor

Mrs E. A. Harris, MBE

A branch member of *Connah's Quay* and *Shotton* branch from 1931 and honorary secretary from 1941 to 1951. Honorary secretary of *Hawarden* branch from 1951 to 1973, chairman from 1973 to 1979 and president since 1979; awarded record of thanks in 1952, gold badge in 1959 and bar to gold badge in 1970.

Dr F. Severne Mackenna

President of *Tarbert* branch since 1969. Dr Mackenna has represented Scotland on the Fund Raising Committee, serves on the Scottish Lifeboat Council and lectures on behalf of the Institution all over Scotland.

N. O. Mabe

Honorary treasurer of *Fishguard* station branch from 1935 to 1953 and honorary secretary and treasurer from 1953 to 1979; awarded binoculars in 1964 and gold badge in 1978.

G. T. Paine, MBE DL JP

Chairman of *Dungeness* station branch since 1931; awarded gold badge in 1963 and bar to gold badge in 1976.

Gold Badge

J. E. Chalcraft

Honorary treasurer and secretary of *Henley-on-Thames* branch from 1949 to 1975, honorary treasurer from 1975 to 1976 and president and honorary treasurer since 1976; awarded silver badge in 1960.

Mrs J. M. Allam

Souvenir shop assistant of *Weston-super-Mare* station branch from 1951 to 1966 and liaison officer, shore helper and souvenir shop organiser since 1966; awarded silver badge in 1974.

F. Bell-Scott, MBE

Vice-chairman of *Birmingham* social committee and then chairman from 1955 to 1974. Chairman of *Birmingham* branch from 1974 to 1978 and president since 1978; awarded silver badge in 1971.

continued on page 96

HM Queen Elizabeth The Queen Mother

PATRON OF THE RNLI SINCE 1937

by Jeff Morris

HER MAJESTY QUEEN ELIZABETH THE QUEEN MOTHER, who celebrated her eightieth birthday this year, has been concerned with the RNLI for more than a third of its history, for her active support of the lifeboat service goes right back to the Institution's centenary in 1924, 56 years ago. Since 1937, Her Majesty has been one of our Patrons.

By the time that Lady Elizabeth Bowes-Lyon married HRH The Duke of York, on April 26, 1923, the Duke was already a keen supporter of the RNLI, having attended several lifeboat events and been an annual subscriber to the Institution's funds for a number of years. The Duchess was herself soon to become involved in helping the RNLI, for on May 20, 1924, little more than 12 months after their marriage, she and the Duke made a tour of Kensington, Fulham, the City and the West End, thereby greatly helping to raise extra funds on what was the RNLI's centenary flag day in London.

The Duchess became only the fourth member of the Royal Family to name a lifeboat when, on September 1, 1926, she named the new Montrose boat. The Duke and Duchess travelled to Montrose from Glamis Castle accompanied by her father, the Earl of Strathmore, and the ceremony was witnessed by nearly 10,000 people, the day being observed as a local holiday. The new lifeboat was a single-engined 45ft 6in Watson and, after the usual ceremonial, the Duchess stepped forward and released a bottle of Australian wine, which smashed across the bows of the lifeboat as she named her *John Russell*. Afterwards, the Duke and Duchess made a tour of the docks in the new lifeboat, to the loud cheers of the assembled crowd. On stepping ashore, the Duchess was presented with a bouquet by the six-year-old grand-daughter of Coxswain William Stephen. During the evening there was a grand firework display, with portraits in fireworks of the Duke and Duchess of York, and of the *John Russell*.

On January 16, 1928, the Duke and Duchess of York accompanied HRH The Prince of Wales, President of the RNLI, to a grand gala performance of the film 'The Black Journey', a record of the Citroën expedition through the whole length of Africa. The gala was presented at the Plaza Theatre, London, and the theatre was full, the distinguished audience contributing over £1,000 towards RNLI funds.

London's lifeboat day in 1931 was held on May 19, and once again the Duchess of York greatly helped by visiting several of the collecting depots in the City. Then the next year the Duchess named another lifeboat, again in Scotland. This was at Arbroath on August 31 and the town and harbour were gaily decorated for the occasion, with thousands of people packing every vantage point. The new lifeboat was a single-engined 35ft 6in self-righter and, following a service of dedication, the Duchess named her *John and William Mudie*.

When, on February 9, 1940, in the troubled years of the second world war, *John and William Mudie* rescued seven of the crew of the bombed hopper barge *Foremost* despite continued bombing and crossfire between German aeroplanes and British mine-sweepers, one of the first messages of

congratulations received by Coxswain William Swankie and his crew came from Queen Elizabeth. Coxswain Swankie was awarded the bronze medal for gallantry and each member of his crew received the thanks of the Institution inscribed on vellum.

Following the accession of King Edward VIII in 1936, the Duke of York consented to assume the office of President of the RNLI, a post he was to hold for only two months, for on December 11 he acceded to the throne as King George VI. In January, 1937, he consented to become Patron of the RNLI and the next month Queen Elizabeth also agreed to become a Patron of the Institution.

The war years followed quickly, and then, on February 6, 1952, King George died. A telegram of sympathy was sent by the Institution to the Queen, to which Her Majesty replied, assuring everyone that the message was deeply valued.

When Walmer lifeboat station, in Kent, reached its hundredth anniversary in 1956, it was Queen Elizabeth The Queen Mother who visited the station on May 23 formally to hand over the centenary vellum. Later that same year, on August 18, the Queen Mother named another Scottish lifeboat, this time at Thurso. The boat was the first of the 47ft Watson class to be built and the thirty-first to be presented to the

1924: (right) On London's RNLI centenary flag day, the Duke and Duchess of York, touring collection depots, talk to Captain Lawson Smith, in diving kit, outside the Mansion House.

1956: (below) HM Queen Elizabeth The Queen Mother, at Walmer, presents the station's centenary vellum to Sir Gerald Wollaston, branch chairman.

photograph by courtesy of Keystone Press



Institution by the Civil Service Lifeboat Fund. Her Majesty named the boat *Dunnet Head* (Civil Service No. 31) and later went for a short trip in her. Sadly, this lifeboat was only launched once on service for, in a disastrous fire on December 10, 1956, both the lifeboat and her boathouse were totally destroyed.

On April 27, 1962, during a visit to the Scilly Isles, Queen Elizabeth The Queen Mother inspected St Mary's lifeboat station and met Coxswain Matthew Lethbridge, Jnr, and his crew. Later that year Her Majesty paid a visit to the lifeboat display staged by Thurso ladies' guild during their local lifeboat week.

The whole country was deeply shocked by the loss of the crew of eight men in the capsizing of Longhope lifeboat *TGB* on March 17, 1969. Under the command of Coxswain Daniel Kirkpatrick, the holder of three silver medals for gallantry, the lifeboat had been launched at 1930 from the island of Hoy, in the Orkneys, into a severe gale with exceptionally heavy seas to go to the aid of the 2,600-ton Liberian cargo vessel *Irene*. Before the lifeboat could reach the steamer, she was overwhelmed by mountainous seas in the turbulent waters of the Pentland Firth. Messages of sympathy poured in from all over the world and one of the first to send a telegram of sympathy to the wives and relatives of the men who died so tragically was the Queen Mother.

As a lasting tribute to the memory of those eight gallant men, a bronze statue of a lifeboatman was erected in Osmondwall cemetery, Orkney, and on August 9, 1970, the Queen Mother visited Longhope to unveil this statue. Her Majesty, who was staying at the Castle of Mey, in Caithness, at the time, spent some time talking to the widows and families of the men who had died before attending a memorial service in Walls Old Kirk, Longhope, where she unveiled a plaque recording the names of the eight lifeboatmen.

In December, 1970, two new lifeboats sailed together from their builder's yards on the south coast of England on a journey of some 1,000 miles of sea trials and final delivery to their respective stations. Both boats were of the steel-hulled, self-righting 48ft 6in Solent class and one was destined for Longhope. The other boat was for Thurso and on August 11, 1971, the Queen Mother drove to Thurso from the Castle of Mey, to name the new boat. Speaking of the crew of our lifeboats, Her Majesty said:

'Their devotion to duty, their enthusiasm and selfless voluntary work combine to form a service which is admired throughout the world.'

Her Majesty then named the new lifeboat *The Three Sisters* and went on board for a trip out into the Pentland Firth, taking the wheel under the guidance of Coxswain Gilbert Reid.

1971: (right) The Queen Mother talks to Thurso lifeboat crew after naming *The Three Sisters*, and . . .

1974: (below) . . . leaving St Paul's Cathedral after the Institution's 150th anniversary service of thanksgiving and dedication with Sir Hugh Wontner, Lord Mayor of London.



'The Year of the Lifeboat', 1974, when the RNLI celebrated its 150th anniversary, began with a service of thanksgiving and dedication in St Paul's Cathedral on March 4. This service was attended by Queen Elizabeth The Queen Mother and the Duke and Duchess of Kent; the nave was lined by lifeboatmen and the Cathedral was filled with lifeboat people from all over Great Britain and the Republic of Ireland. The sermon was preached by the Archbishop of Canterbury, Dr Michael Ramsey, and the first lesson was read by Rabbi Dr Leslie Edgar. The Moderator of the Free Church Council was present, as also would have been Cardinal Heenan had he not been prevented by ill health. Afterwards the Queen Mother sent a message to Captain Nigel Dixon, director of the RNLI, saying how much she had enjoyed being at such a moving and historic occasion and expressing her warmest good wishes for the future.

The Queen Mother visited Jersey, in the Channel Islands, on May 30, 1975, to name St Helier's new 44ft Waveney class lifeboat, the money for which had been raised entirely within Jersey. As a tribute to one of the island's most famous lifeboatmen, Her Majesty named the new boat *Thomas James King*. It had been on September 14, 1949, that Coxswain Thomas King had taken his lifeboat in among very dangerous rocks, in the pitch dark, to rescue the crew of four from the yacht *Maurice Georges*, a daring rescue for which he was awarded the gold medal. After the naming ceremony, Thomas King, who was then aged 89, was presented to Her Majesty, who spent some time talking with him.

The next day, the Queen Mother returned to Portsmouth on board the Royal Yacht *Britannia* and, as she came ashore at HMS *Vernon*, she met mem-



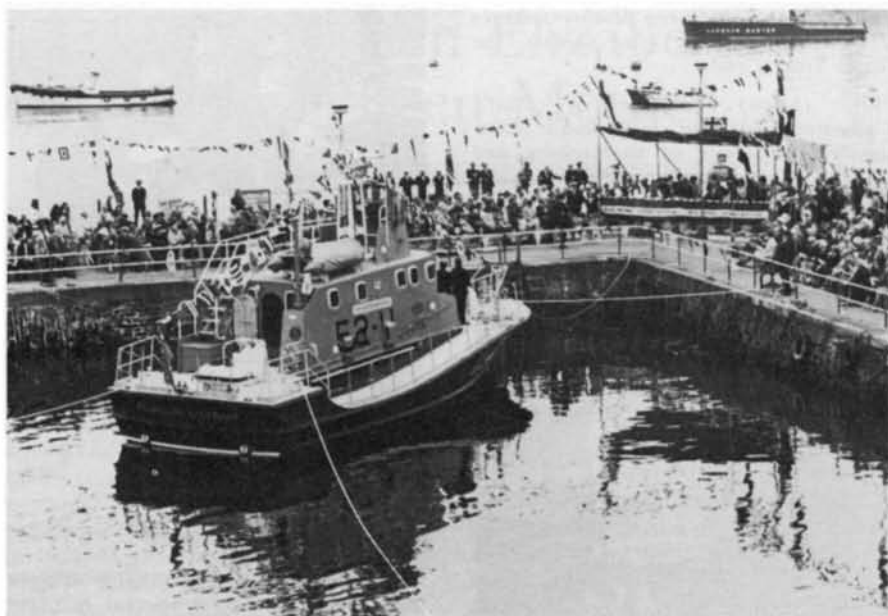
bers of Walmer lifeboat crew who were in Portsmouth for a special handing over ceremony of their new 37ft 6in Rother class lifeboat *Hampshire Rose*, the funds for which had largely been raised within Hampshire and the surrounding counties in response to an appeal launched by Sir Alec Rose.

In June, 1978—and again this year—the Queen Mother paid a visit to Hastings and among the scores of people who were presented to her during her busy day were Coxswain Joe Martin and the lifeboatmen of Hastings.

In 1979 HM Queen Elizabeth The Queen Mother was installed as Lord Warden of the Cinque Ports at a colourful ceremony at Dover. It was, therefore, very fitting that Her Majesty should agree to name that port's new 50ft Thames class lifeboat at a ceremony held on October 30, 1979. Despite persistent rain, lifeboat supporters gathered at Wellington Dock for the ceremony, being joined by Rotarians from all over the country, the major part of the cost of this boat, *Rotary Service*, having been provided by members of Rotary Clubs, whose motto is 'Service above Self'.

As a tribute to the Queen Mother's eightieth birthday, Walmer Castle, her official residence as Lord Warden of the Cinque Ports, was decorated throughout with flowers by the Flower Arrangement Association of Kent, and Her Majesty had a preview of the decorations when she visited the castle on July 8. A donation from the proceeds was given to the Institution.

Her Majesty Queen Elizabeth The Queen Mother has been Patron of the RNLI now for over 43 years, only Queen Victoria having served as Patron for a longer period. During those eventful years, Her Majesty has not only named six new lifeboats, but has visited many lifeboat stations and has always taken a great personal interest, not only in the lifeboat service in general, but in the men who man our lifeboats and their wives and families; on many occasions she has welcomed them and talked with them at Buckingham Palace Gardens Parties.



Falmouth: The 52ft Arun lifeboat Elizabeth Ann is named at the Customs House Quay, photograph by courtesy of 'Falmouth Packet'

Naming Ceremonies

AT FALMOUTH, TYNEMOUTH, CAMPBELTOWN,
HOLYHEAD AND HARWICH

Elizabeth Ann, Falmouth

EXACTLY AT 2.30 pm on Tuesday June 10, two RNAS Culdrose helicopters streaming RNLI flags flew past the Customs House Quay, Falmouth, thus raising the curtain on the first of the 1980 lifeboat naming ceremonies.

Guests met together on the quay were welcomed by Mr Philip Fox, president of Falmouth station branch, and then the station's new 52ft Arun was presented to the RNLI by the Right Honourable the Viscount Falmouth, Lord Lieutenant of Cornwall, who represented her donors. The lifeboat, which had been provided by gifts from the John Slater Foundation, the Sir Kirby Laing Foundation, the Cornish lifeboat appeal and other legacies and gifts including the proceeds of special efforts by Falmouth branch, was accepted by Surgeon Captain F. W. Baskerville, a vice-president of the RNLI, who gave her into the care of Falmouth station branch; she was received by the honorary secretary Captain D. G. Banks.

There followed a service of dedication conducted by the Right Reverend Graham D. Leonard, Lord Bishop of Truro, who was assisted by the Reverend Peter Boyd, Rector of Falmouth, and the Reverend David

Roberts, Port Chaplain, with Falmouth Parish Church choir and the volunteer band of HMS *Seahawk*, Culdrose, to lead the hymns.

Mrs M. Berry, chairman of Falmouth ladies' lifeboat guild, proposed a vote of thanks and then, at the invitation of Mr K. H. Williams, chairman of Falmouth branch, Mrs Joyce Hulme, a relative of Mrs Elizabeth Ann Slater after whom the boat is named, performed the naming ceremony, breaking the traditional bottle of champagne over the bows of *Elizabeth Ann*. In

command for the last time before his retirement, Coxswain Arthur 'Toby' West, demonstrated the fine manoeuvring qualities of the new Arun in the narrow confines of the inner harbour before the principal guests boarded for a short trip in *Elizabeth Ann*.

George and Olive Turner, Tynemouth

Bonds between past and future were strong when Tynemouth's new 52ft Arun lifeboat was named at the Fish Quay, North Shields, on Saturday June 28. Here was one of the RNLI's most modern fast afloat boats taking her place on the river by which the earliest pulling lifeboats had been built almost 200 years ago, and as the ceremony progressed, one name after another recalled outstanding milestones in the intervening years.

Henry Greathead had built the first 'Original' lifeboat at South Shields in 1789: one of the clergy taking part in *George and Olive Turner's* service of dedication was the Reverend E. B. Greathead, and another descendant, Mrs Greathead who is honorary secretary of Conisborough ladies guild, was present with members of her family.

The fourth, sixth and seventh Dukes of Northumberland had all served as President of the RNLI in their time, the fourth Duke being particularly remembered for the lifeboat design competition he initiated in 1851: back to 1980, and the present Duke of Northumberland, Treasurer of the Institution and a vice-president, was at the Fish Quay to accept the new Arun lifeboat and deliver her into the care of Tynemouth lifeboat station, while the naming ceremony itself was performed by the Duchess of Northumberland.

When the Duke and Duchess of Northumberland arrived at the Fish



Tynemouth: The Duchess of Northumberland names the 52ft Arun George and Olive Turner.

photograph by courtesy of
'Newcastle Journal'

Quay, they inspected a guard of honour provided by 216 (Tyne Tees) Squadron, Royal Corps of Transport (V); thus was recalled the association with the station of Captain H. E. Burton and his men of the Royal Engineers who helped to prove the RNLI's first petrol engined lifeboat, which was stationed at Tynemouth in 1905. Captain Burton went on to be awarded the gold medal for his part in the rescue of survivors from the hospital ship *Rohilla*, which ran aground off Whitby in 1914, and one of his descendants was at Tynemouth for the naming ceremony last June.

All the guests were welcomed by Mr P. Denham Christie, chairman of Tynemouth branch and a vice-president of the Institution who had himself at one time been coxswain of Tynemouth lifeboat, and *George and Olive Turner* was accepted on behalf of Tynemouth branch by Mr K. Middlemiss, station honorary secretary.

A service of dedication was conducted by the Reverend Richard A. Ferguson, Vicar of Christ Church, assisted by the Reverend Alan J. Spivey of St Columba United Reformed Church and the Reverend E. B. Greathead of Frodingham. Then the vote of thanks was proposed by Mrs S. B. Whatley, chairman of Tynemouth ladies' guild.

Almost half the cost of the new lifeboat was provided by a legacy from Mrs O. B. Turner and four other legacies. The remainder is being raised by the Tyneside lifeboat appeal, which has been greatly helped by a generous donation from the Sir James Knott Trust. The lifeboat was presented to the RNLI on behalf of the donors by Mr P. R. Easton and Mr J. Briggs, a nephew of the late Mr and Mrs Turner.

The ceremony over, *George and Olive Turner* took the principal guests for a short trip on the River Tyne, where she was greeted by an RAF helicopter streaming an RNLI flag and by a strong contingent of Shoreline members from the Royal Northumberland Yacht Club, Blyth, in their yachts.



Campbeltown: The dedication of the 52ft Arun Walter and Margaret Couper.
photograph by courtesy of 'The Campbeltown Courier'

Walter and Margaret Couper, Campbeltown

It seemed as though the whole town had come down to Campbeltown's inner harbour for the naming on Saturday July 12 of the station's new 52ft Arun lifeboat, and before the ceremony began they heard Campbeltown Pipe Band play a tune composed specially for the occasion by local piper Archie Duncan.

The service of dedication with which the ceremony began was conducted by the Reverend J. R. H. Cormack, Minister of the Lowland Church, with singing led by the Salvation Army Band and Campbeltown Gaelic Choir.

After a bouquet and souvenir programme had been presented to Lady Cunningham Graham by Lesley Gilchrist, daughter of the coxswain, there was a welcome for everyone from Rear Admiral R. W. Mayo, chairman of the branch, who also introduced the principal guests among whom was Sir Charles McGrigor, Convener of the Scottish Lifeboat Council.

Admiral Sir Angus Cunningham Graham, a vice-president of the RNLI, accepted the new lifeboat on behalf of the Institution from Mrs Thomas Couper. The lifeboat was almost entirely a bequest from the late Miss M. G. Couper and Sir Angus thanked the Couper family for this generous gift which is dedicated to their parents, Walter and Margaret. He then handed the lifeboat over to Mr J. P. McWhirter, station honorary secretary, who accepted her on behalf of Campbeltown branch. A vote of thanks was proposed by Mrs A. D. Wallace, president of Campbeltown ladies' guild, before Lady Cunningham Graham stepped forward to name the new Arun lifeboat *Walter and Margaret Couper*.

While the platform party embarked in the newly named life-boat the pipe band played 'Rowan Tree', changing to 'Mull of Kintyre' as she set out for a short demonstration trip in the loch under the command of Coxswain Alis-tair Gilchrist.

Hyman Winstone, Holyhead

One of the most rewarding aspects of the naming of a new lifeboat is that it is an occasion when the whole community can show its allegiance to the local station and on the sunny afternoon of Wednesday July 16 the town of Holyhead was bedecked with RNLI flags and at the Lower Promenade it seemed that every inhabitant had come to witness the naming of the new 52ft Arun *Hyman Winstone*.

Lord Stanley of Alderley, president of the station, began proceedings by welcoming HRH The Duke of Kent, President of the Institution, to Holy-



Holyhead: The Duke of Kent, President of the Institution, names the 52ft Arun Hyman Winstone.

photograph by courtesy of Jeff Morris



Holyhead: The Duke of Kent, accompanied by Mr G. M. Burnell, station honorary secretary, meets crew members' wives and children . . .

photograph by courtesy of J. C. Davies

. . . and talks with Mrs Winstone of Sheffield, donor of the lifeboat. With them (l.) is John Atterton, deputy director of the Institution.

photograph by courtesy of 'Liverpool Daily Post'

head and by thanking Mrs M. Winstone, the donor of the new lifeboat, for her generosity; as well as providing the lifeboat, Mrs Winstone is also funding the shore establishment and paid all the expenses of the naming ceremony. Her only reward could be, Lord Stanley said, that she and her husband, in whose memory the lifeboat was named, would always be remembered by the people of Holyhead and by those rescued by *Hyman Winstone*.

Mrs Winstone then stood to say how happy she was to see everyone at the ceremony and to thank those who had arranged the day. After this she formally delivered the boat to the RNLI. In reply, the Duke of Atholl, the Institution's Chairman, warmly thanked Mrs Winstone before he handed the lifeboat into the care of Holyhead station.

In his speech of acceptance Mr G. M. Burnell, the station honorary secretary, looked back over the 152 years' history of the town's lifeboats and pointed out that the station was accustomed to innovation: in 1892 the first steam driven lifeboat, *The Duke of Northumberland*, had been placed at Holyhead. He paid tribute to the 52ft Barnett St Cybi (Civil Service No. 9) for the faithful service she had given during the past 30 years and announced



that the station was proud to accept *Hyman Winstone* which would give a 'new dimension of lifesaving in the Holyhead area'.

The service of dedication that followed was, in its different parts, in three different languages: Welsh, English and Hebrew. It was conducted by the Very Reverend J. Ivor Rees, Dean of Bangor, Rabbi Robert Silverman, the Reverend Father Patrick McDonnell, the Reverend Henry James and the Reverend R. J. Hughes. Holyhead Sea Cadets provided the music.

At the invitation of the station chairman, Dr E. T. Lloyd, the Duke of Kent then rose to perform the naming. He spoke of the importance of Holyhead lifeboat station and he saw Mrs Winstone's gift as a tribute to the

'incomparable crewmen' who during Holyhead's history had rescued more than 1,200 people and who had been awarded no less than 49 medals for gallantry. Then, with the help of a shattering bottle of champagne, *Hyman Winstone* was officially and royally named.

Together the Duke of Kent and Mrs Winstone were taken aboard the lifeboat to be presented to her crew and to be shown her performance under way. On this return to shore the Duke was able to meet the wives of the crew and their children. Before he departed he returned to Mrs Winstone to thank her once again for her gift to the RNLI.

John Fison, Harwich

Harwich and Dovercourt station branch's new 44ft Waveney lifeboat was named at the Trinity House Pier on Saturday morning, July 26, in bright sunshine, and among the guests welcomed by Mr T. M. F. Bernard, president of the branch, were the Mayor and Mayoress of Harwich, Mr and Mrs Lindsey Glenn, Harwich MP and his wife, Mr and Mrs Julian Ridsdale, the High Steward of Harwich and his wife, Mr and Mrs William Bleakley, and Tendring Council chairman, Mr F. Good.

The new Waveney was handed over to the RNLI on behalf of Mrs Dorothy E. Fison, by Mr A. A. D. Phillips. The lifeboat had been funded by gifts from Mrs Fison in memory of her husband, John, after whom the boat is named, and from Mrs D. Knowles Franks, Fisons Ltd, the John Jarrold Trust and the bequest of Mrs Annie Sutcliffe.

The lifeboat was received by Captain J. B. Leworthy, a member of the Committee of Management, who in turn delivered her into the care of Captain R. A. Coolen, honorary secretary of Harwich and Dovercourt lifeboat station, on behalf of the branch.

The service of dedication which followed was led by the Reverend J. H. Chelton, Vicar of St Nicholas' Church Harwich and Chaplain of the lifeboat station, assisted by Captain R. Dare of the Salvation Army and Father J. Lindburgh of the Roman Catholic Church, Harwich.

After a vote of thanks by Dr B. E. Lovely, president of Harwich and Dovercourt ladies' guild, Shelly Moll, daughter of the lifeboat's assistant mechanic, presented a bouquet to Mrs Fison, who then moved forward to name the lifeboat *John Fison*. The breaking of the bottle of champagne was greeted with a vast chorus of hooting from Trinity House ships, British Rail ferries, the harbour tugs and yachts representing all the neighbouring clubs which had attended the ceremony dressed overall.

Harwich: The naming of the 44ft Waveney John Fison at Trinity House Pier.

photograph by courtesy of Alfred H. Smith



Building the Fast Slipway Lifeboat

PART I: PREPARATIONS

CONSTRUCTION HAS BEGUN of two prototypes of the RNLI's new 47ft fast slipway lifeboat. The boats are to be built by Fairey Marine at Cowes, Isle of Wight, but the start of building only comes as the culmination of much preparatory work.

For the proposed new lifeboat, intended to replace the Institution's 46ft 9in and 47ft Watson housed lifeboats when they reach the end of their station lives, it was specified that she should retain the traditional shallow draught, long straight keel and protected propellers which make possible housing ashore and rescue work in shoal waters; that she should attain a speed of at least 15 knots; that she should have a self-righting capability; and that her overall dimensions and weight should be such that she would fit into existing boathouses and could be launched from existing slipways.

As a starting point, a suitable basic lines plan was provided by the National Maritime Institute. These lines were for a semi-planing hull which, when she accelerates, will help the boat to rise clear of the water's drag. Protection for the propellers is given by partial tunnels, by very deep bilge keels, port and starboard, and by a straight, wide keel ending in a hauling shoe aft.

The next stage was an exhaustive programme of model testing. First there were tank tests at the National Maritime Institute to establish resistance, flow and powering data; then,

with the co-operation of the British Hovercraft Company, trials of a radio-controlled model were run at sea to obtain information about the proposed hull's manoeuvring, sea keeping and course keeping capabilities.

Work had, by now, begun in the RNLI's own design office. Resulting from model trials, modifications were made to the bows and stern; the water-tight aluminium superstructure which will give the self-righting capability was designed; while work was going ahead on the layout and all the many details of vital importance to a boat from which so much is to be asked. The general arrangement reproduced below, just

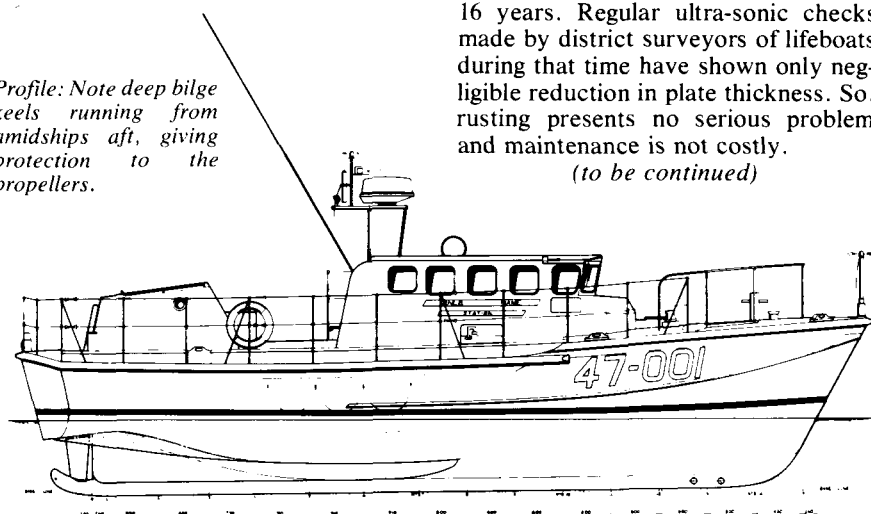
one drawing of many, gives some idea of the immense amount of work demanded at the planning stage.

The fast slipway lifeboat will be built in steel. Although steel may not give such a good surface finish as wood or GRP, it is a material which has much to recommend it. As a steel hull can be thinner, with the scantlings generally smaller, than would be possible with either wood or GRP, and as special seating for fittings do not present such a problem, there is an immediate saving of both internal space and weight. In the design of a boat which has to contain a considerable amount of machinery and equipment, but which has specific dimension limitations, internal space is of great importance; and weight is critical in the design of a boat from which high speed is required.

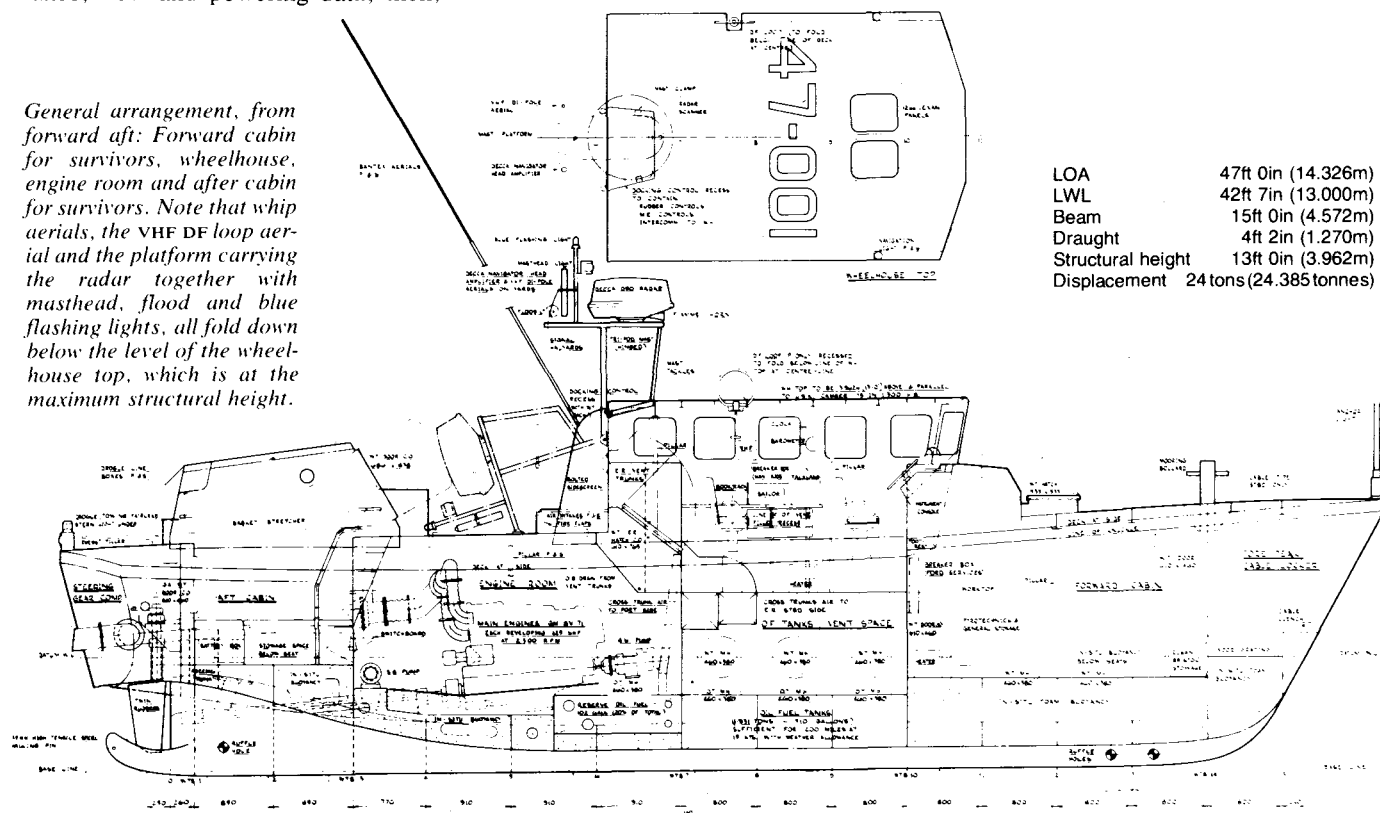
The fast slipway lifeboat's hull will be plated in 4 and 5mm Cor-Ten steel, the same material used in the building of 44ft Waveney lifeboats for the past 16 years. Regular ultra-sonic checks made by district surveyors of lifeboats during that time have shown only negligible reduction in plate thickness. So, rusting presents no serious problem and maintenance is not costly.

(to be continued)

Profile: Note deep bilge keels running from amidships aft, giving protection to the propellers.



General arrangement, from forward aft: Forward cabin for survivors, wheelhouse, engine room and after cabin for survivors. Note that whip aerials, the VHF DF loop aerial and the platform carrying the radar together with masthead, flood and blue flashing lights, all fold down below the level of the wheelhouse top, which is at the maximum structural height.



LOA	47ft 0in (14.326m)
LWL	42ft 7in (13.000m)
Beam	15ft 0in (4.572m)
Draught	4ft 2in (1.270m)
Structural height	13ft 0in (3.962m)
Displacement	24 tons (24.385 tonnes)

HERE and THERE

Dunkirk pilgrimage

When 30 of the Association of Dunkirk Little Ships sailed from Ramsgate for Dunkirk on May 30 to commemorate the 40th anniversary of the evacuation, they were accompanied by the new 52ft Arun relief lifeboat *Edith Emilie*, under the command of Lt-Cdr Andrew Forbes, RNLI Staff Inspector (Plans).

Nineteen of the Institution's lifeboats took part in the evacuation of Dunkirk in 1940. Ramsgate and Margate lifeboats were manned by their own crews and they brought off 3,400 men of the British Expeditionary Force and the French Army. The coxswain, Howard Knight, of Ramsgate lifeboat, was awarded the Distinguished Service Medal. Lifeboatmen Bill Stamford and Eric Davies, members of the present Ramsgate crew, were among the five-man crew of the *Edith Emilie* for this special passage.

While in Dunkirk the RNLI was able to exchange visits with the honorary secretary, the coxswain and the crew of the local lifeboat station.

Minehead dedication

Minehead's new Atlantic 21 rigid inflatable lifeboat, which has been on service and saving lives since July, 1979, was officially handed over at a ceremony on Sunday June 22. She is

the bequest of the late Ronald Mabbs, in memory of himself and his wife Catherine, and she was handed over by Mrs Mabbs' sister, Mrs Nancy Maskill.

After a morning of pouring rain the clouds rolled back just five minutes before the ceremony was due to start to allow the sun through for the first time that day. After Jack Waterhouse, the honorary secretary, had received the boat on behalf of the station branch, the Vicar of Minehead, the Reverend Christopher Saralis, conducted a dedication service.

Twenty years

To celebrate Skegness ladies' guild's 20th anniversary, its history has been written by Mrs Jane Major and published in a booklet, **Twenty Years On**. The guild was started in 1960 by lady members of the lifeboat station committee, and a condition of membership was the performance of some type of personal service to the RNLI each year. Mrs D. Smith has been guild president since that first year and several of the founder members still attend meetings. In 20 years, £28,720 has been raised.

The booklet, which extends an invitation to its monthly meetings to members of other guilds and branches visiting the town, is available, price 50p, from the honorary secretary, Mrs E. M. Patrick, 4 Wilford Grove, Skegness.

While on service to the coaster Heye P, wrecked at Prawle Point in severe gales last December, Salcombe lifeboat had to cut away her anchor. The anchor was later recovered by members of North East Essex and Ipswich branches of the British Sub-Aqua Club and given back to the station. It was accepted by (l. to r.) Assistant Mechanic Brian Cater, Emergency Mechanic Frank Smith and Second Coxswain/Mechanic Edward Hannaford.



Cornish award

Trevor England, coxswain of Padstow lifeboat, has been awarded the London Cornish Association Shield awarded annually by the Cornish Gorsedd for outstanding community service to the county. Coxswain England was awarded the silver medal for bravery in 1977 and a bar to his silver medal for the service to *Skopelos Sky* last December.

Sixty years

The service given by some of our fund raisers extends well over half a century. Miss G. Webb, 90 years old this year and the oldest member of Sutton Coldfield ladies' guild, has collected for the lifeboat service for more than 60 years; the statuette awarded to her some years ago has an honoured place on the RNLI flag at each guild meeting.

Formula One

A donation of £520 received from Ultramar as a result of Formula One 'racing for charities' was reported in our summer journal. At the meeting at Snetterton on August 10, allocated by Ultramar to the RNLI, Guy Edwards won the Formula One race in his FI Arrows. His win took the Ultramar team into second place in the British Formula One championship and resulted in £1,450 being donated to the lifeboat service.

Autographed copies

A few copies of the late Sir Francis Chichester's book **Gipsy Moth Circles the World**, and some first day Chichester stamp covers, all autographed by Sir Francis, are offered for sale by Colonel E. W. Milner of Inniscrone House, Queens Road, Datchet, Berkshire, SL3 9BN; one-third of the money received will be given to the RNLI:

Gipsy Moth Circles the World

de-luxe edition. £50 per copy

standard edition. £20 per copy

First Day Chichester stamp covers. £15 each.

Postage is extra on each purchase.

Ijmuiden - Cromer

Strong links are being forged between Cromer lifeboat station on one side of the North Sea and the Netherlands lifeboat station at Ijmuiden on the other. Over the weekend of May 8 to 11, Ijmuiden lifeboat Johanna Louisa (seen here alongside at Wells), visited Cromer, crewed by Inspector Dirk Van Noordt, Coxswain T. Haasnoot, Mate Rein Hennevanger, Engineer Joe Kloosterhuis and Crew Members Wim Schotvanger and Johnny Blokker. The Dutch crews' wives came across by aeroplane to join in what was to prove a very full and happy weekend, in which branch and crew members from Wells and Sheringham also took part. As well as trips out in Ijmuiden and Cromer lifeboats, visits to Sheringham and Wells and to RAF Coltishall, there was time for several social gatherings, including a traditional Cromer crab salad lunch prepared for the visitors by Coxswain Richard Davies and his wife Julie at their home.

photograph by courtesy of Frank Muirhead

Shoreline Section

WE ARE DELIGHTED to be able to publish below a photograph of the lifeboatmen of Blyth, the port at which the 37ft 6in Rother lifeboat RNLB *Shoreline* is stationed; and on page 81 is reported a fine service in which both *Shoreline* and Blyth's D class inflatable lifeboat took part.

Earlier this year we received a letter from Shoreline member Simon Macdonald, the master of the Isle of Eigg passenger/cargo ship *Eilean Ban Mora* which on occasion is asked to give help to other vessels by the local Coast-guard.

One such request, last spring, was to search for a small, singlehanded fishing boat overdue on passage from Arisaig to Isle of Eigg in a strong and freshening south-easterly breeze with darkness approaching. After sighting a flare and then the flame of a lighted diesel-soaked rag, *Eilean Ban Mora* came up with the fishing boat, some 20 yards from the rocky shore and between two reefs, and took her safely in tow. Simon Macdonald ends his letter:

'Back at Eigg harbour we moored his boat and the following morning repaired his engine for him. Another satisfied customer and a fiver in the lifeboat box which we carry aboard our little ship just

In the summer issue of the journal it was reported that Blyth lifeboat, RNLB Shoreline, accompanied Newcastle circumnavigator David Scott Cowper's yacht Ocean Bound in to Blyth for a reception at the Royal Northumberland Yacht Club. Here is a photograph of Blyth crew's greeting for the returning world yachtsman.



in case! We fly the Shoreline flag with pride.'

One of our American Shoreline members, Philip Weld of Gloucester, Massachusetts, was the winner of the Observer 3,000-mile Singlehanded Transatlantic Race last June from an international fleet of about 150 yachts, both mono and multihull. The start was from Plymouth on Saturday June 7, and Phil Weld, in his 51ft trimaran *Moxie*, completed the course to Newport, Rhode Island, in a record time of 17 days, 23 hours and 6 minutes. A telegram of congratulations was sent to him on behalf of his lifeboat and Shoreline friends.

The second place overall was taken by Nick Keig, who was elected president of Peel station branch last April. Sailing another trimaran, *Three Legs of Mann III*, Nick Keig was the first Briton to finish.

It has been our pleasure to welcome and enrol a number of schools into Shoreline membership over the years, and we have found that all these schools not only support us with their annual subscriptions but also by all sorts of schemes and plans thought out

by themselves to raise extra funds for the lifeboats.

Take just one example. The children of Moorside Junior School, Swinton, under the enthusiastic and dedicated guidance of Mr J. D. Lewis, have thought out almost too many schemes to mention here: pooling foreign coins and used stamps; making soft toys; dropping their self-denial week pennies into Lenten jars; and their own ingenious idea for trying to 'sink the lifeboat' (a bit of a twist here, we feel, but the end result is in our favour!). A cardboard lifeboat, given a waterproof coating and lined with polystyrene for buoyancy, is floated in a tank of water and coins are dropped into it. The owner of the final coin that sinks the boat is given the honour of counting the proceeds. The children are loyally backed up by their parents and friends—indeed the school parents' association gave a donation of its own—so that, at the end of the Lent term, the staggering sum of £108 reached us from this school.

Thank you children, one and all, for everything you do to help us—PETER HOLNESS, membership secretary, RNLB, West Quay Road, Poole, Dorset, BH15 1HZ.

The lifeboatmen of Blyth: (lower group, l. to r.): Motor Mechanic John Scott, Second Coxswain Charles Hatcher, John Foster, Stan Marshall, David Coussins, Keith Barnard and Barry Pearson, (upper group, l. to r.): Assistant Mechanic Dallas Taylor, Peter Morton, Tommy Moss, Steven Watson, Les Fay, Keith Long, Coxswain George Turner and Ronald Hatcher.



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

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

Name

Address

Over 105,000 people would have been lost without the lifeboat service.

Books

● Now that **This is Rough Weather Sailing** has been written by Erroll Bruce, everyone thinking of going offshore, cruising or racing, should read it. Those whose interest is purely in the work of the rescue services should read it, too, for it will surely give them a deeper understanding of the skill and fortitude shown by our lifeboatmen.

Here is good seamanship and common sense distilled into wisdom by a man of great experience gained both from sailing the oceans of the world and also from serving in a lifeboat in treacherous northern waters.

In his preface Erroll Bruce writes:

'We go to sea expecting a spice of danger; if we wanted only snug comfort and maximum safety we would have stayed on the land for which nature fitted us. In rough weather the thrill of adventure peaks; aboard a sound craft with a capable crew, we can actually enjoy a gale.'

'We have a "front row seat" to a stirring display of nature's strength. It is a strength that can certainly destroy our puny little craft if we ignore the maxims of sound seamanship; but it need bring no unreasonable danger if we apply the lessons learned by generations of sea-

farers around the world who dared afloat before us.'

Among his acknowledgements he writes:

'In writing this book I have been greatly helped by working with men of the Royal National Life-boat Institution to whom I am deeply indebted for showing me their sheer seamanship skill; and by the late lifeboat Coxswain Harold Hayles, who allowed me the use of some of his dramatic photos . . .'

This is Rough Weather Cruising, price £7.25, is illustrated with the good pictures and clear diagrams that can be expected from its publishers, Nautical Publishing Co.—J.D.

● **Radio and Radar in Sail and Power Boats** by Kenneth Wilkes (Nautical Publishing, £4.95) not only advises sail and power boat owners in the choice of modern communication and navigational aids that are available but also explains how they should be installed and operated to get the best out of the equipment when fitted. Communications, radio, radar and radio position finding systems are all fully covered in this well illustrated book.—E.G.

● Two books on the Fastnet Race 1979 have recently been published. **The Fastnet Disaster and After** by Bob Fisher (Pelham Books, £7.50) is a very detailed and fact-packed record of this exceptional race for those wishing to

know the full details and learn how survivals were made. The book, very well illustrated, describes a number of lifeboat rescues and analyses the conclusions of the official race inquiry.

John Rousmaniere's **Fastnet Force 10** (Nautical Publishing, £6.95) is another compelling account of the race and the brave rescues that were made. Written by a successful competitor, it makes very interesting reading and some of the photographs are magnificent. The work of the RNLI is well recorded for the very long hours of continuous operations.—E.J.

● Latest of the station histories written and produced by Jeff Morris is **The Story of the Aldeburgh Lifeboats**. It records many of the station's outstanding services since 1826, when a 24ft pulling lifeboat built by Pellew Plenty of Newbury was first placed at Aldeburgh by the Suffolk Association for Saving the Lives of Shipwrecked Seamen, and among the photographs are pictures of eight of the lifeboats which have been stationed there since then. The booklet is available from Ken Brown, 111 High Street, Aldeburgh, Suffolk, IP15 5AL, price 80p including packing and postage.—J.D.

● Also from Nautical Publishing (price £7.95), **America's Cup Fever**, an inside look at 50 years of America's Cup competition, by Bob Bavier.

AGM from page 87

Miss F. M. Coleman

Honorary secretary of Shipston-on-Stour branch since 1940; awarded record of thanks in 1948 and silver badge in 1963.

Mrs A. L. Kenyon

President of Bramhall and Woodford ladies' guild since 1953; awarded silver badge in 1969.

Mrs J. L. Weatherby

Honorary Secretary of Alsager ladies' guild since 1953; awarded silver badge in 1965.

Mrs L. Rigby

Vice-president of Silloth branch from 1952 to 1957 and president since 1957; awarded silver badge in 1971.

Mrs J. Matthews

Chairman of Amble ladies' guild from 1954 to 1980; awarded silver badge in 1968.

J. Matthews

Honorary secretary of Amble station branch from 1954 to 1979; awarded binoculars in 1965.

Mrs I. Ellis

Committee member of Caernarvon branch before 1954, assistant honorary secretary from 1954 to 1958 and honor-

ary secretary from 1958; awarded silver badge in 1968.

Miss K. Burnand

Honorary secretary of Dumfries ladies' guild since 1954; awarded silver badge in 1965.

Mrs R. Dalgleish

Vice-president of Selkirk ladies' guild since 1955, after having worked for the Institution for at least 16 years before taking office.

Mrs M. S. Russell

Convener at Selkirk from 1947 to 1952; convener at Hawick from 1952 to 1970; honorary secretary of Hawick ladies guild from 1970 to 1979, when she retired from office due to ill health; awarded silver badge in 1965.

Miss A. Sutherland Graeme

A founder member of Orkney Mainland ladies' guild, president from 1953 to 1973, when she retired from office due to ill health, and a guild member from 1973.

Mrs R. Traill Thomson

Honorary treasurer of Orkney Mainland ladies' guild from 1953 to 1978, when she retired from office due to ill health, and a guild member from 1978.

Miss G. MacDonald

Member of Peebles ladies' guild for very many years; awarded silver badge in 1960.

Mrs L. A. White

Fund-raising organiser of Dublin

ladies' guild particularly responsible for the souvenir shop since 1963; awarded silver badge in 1973.

C. A. Baxter, FBICC FRSA

Honorary secretary of Kilkeel branch since 1958; awarded silver badge in 1969.

J. M. Owen

In 48 years unbroken service for Rhyl station branch, shore crew from 1931 to 1935, lifeboat crew member from 1935 to 1952, acting honorary secretary from 1952 to 1957, honorary secretary from 1957 to 1977 and president since 1977; awarded binoculars in 1968. In addition to his operational duties Mr Owen is an active fund raiser.

Maj J. N. S. Allen-Mirehouse

Honorary Secretary of Angle station branch since 1952; awarded binoculars in 1964.

Dr R. W. Adam

Honorary medical adviser and chairman of Poole station branch since 1956. Dr Adam is also a member of the Medical and Survival Committee.

Mrs A. Will

Committee member of Fraserburgh ladies' guild since before 1937.

To conclude the business of the afternoon Lady Norton, a member of the Committee of Management, moved a hearty vote of thanks to Mr Edward Heath for addressing the meeting and presenting the awards.

Some Ways of Raising Money

Last March Hayling Island station branched raised £1,008 with a ball at Sinah Warren in aid of the *Mountbatten of Burma* appeal which was well supported by Islanders, by members of local sailing clubs and by members of neighbouring fund-raising branches; a number of people unable to attend sent donations and local firms subscribed handsomely to the tombola table. Draw prizes included a holiday for two in Majorca given by Warner Holidays Ltd and a gallon bottle of brandy given by Martell.

Local model clubs and individual exhibitors displayed their work at Leytonstone branch's model and hand-craft exhibition last May. The Pearly King and Queen and the Mayor and Mayoress of Waltham Forest were among the visitors, and the lucky programme draw prize was a 46in model kit of an ASR launch donated by Aero Kits of Essex.



History in the re-making: in January 1899 Lynmouth lifeboat was hauled up Countisbury Hill, ten miles over Exmoor and down the notorious Porlock Hill through a severe gale so that she could launch from the comparative shelter of Porlock Weir to go to the aid of the schooner Forrest Hall. To commemorate the occasion Minehead crew members, seen here on their way up Countisbury Hill, manhandled a D class inflatable lifeboat along the same route last June and raised more than £300. photograph by courtesy of 'Somerset County Gazette'

Mr and Mrs Bromilow of Harwood, Lancashire, wanted the lifeboats to benefit from their 25 years of marriage. At their silver wedding anniversary party they put out two collecting boxes and asked that, instead of giving the customary presents, their guests should contribute to the RNLI. £58 was later given to Harwood branch.

The new Petts Wood branch invited three Sheerness crew members to their spring luncheon last May. The event made £300 for Sheerness station.

One penny to taste it, 10 pence to have the recipe. This is what was charged at the Glenkens ladies' guild 'Recipes—Taste and Buy' in June for which members prepared dishes in a very profitable culinary exchange. Second dishes simply for display were sold at the end and £280 was made for the RNLI. Miss E. Tait of New Galloway cannot have taken full advantage of this event as she managed to lose 1½ stone in a sponsored slim to make £55 for the lifeboats.

Beverley Leclercq of Walmer, who works as a bench operator at Whispies shoe factory, Deal, is a quiet girl; nevertheless her workmates found it hard to believe that she could remain silent for a whole working day, nine hours. So they sponsored her to do so for a possible total of £32 to go to the RNLI. Beverley did not speak a word all day.

Star guest at a West Country folk evening presented by Chertsey, Addlestone and Ottershaw branch at Queen Mary Sailing Club, Ashford, was TV entertainer/folk singer Fred Wedlock, accompanied by Chris



Visitors looking round the lobster holding tanks at Padstow are encouraged to give to the RNLI. Gil Lobb, whose tanks they are, is seen here being presented with a plaque by Coxswain Trevor England for his efforts, which this year alone, up to June, had realised over £1,000. Mr Lobb is aided and abetted by his nephew Tim Lloyd, a Padstow crew member.

photograph by courtesy of George Barnes

How you are likely to end up after competing in the 'Daft Raft Race' organised by Shetland branch of the Scottish Sub-Aqua Club in Lerwick Harbour. Crews and their craft in last May's race were judged for ingenuity, bravery beyond care and sheer incredibility. Competition was so intense that outbreaks of egg, flour and water bomb throwing could not be suppressed. Nevertheless, £3,980 was raised in sponsorship with £1,000 each going to Aith and Lerwick lifeboat stations and the rest to local charities.



In support of Tyneside lifeboat appeal, a TWA holiday for two in the USA was offered as a prize in a special draw which brought in £4,820. Here, present at the draw on Independence Day, July 4, are (l. to r.): Graeme Stanton, editor of Newcastle Evening Chronicle, who pulled out the winning ticket, Tom Kirton, honorary treasurer of Newcastle branch, Mrs R. A. S. Sisterson, committee member, Terence Burden, RNLI Northern Depot, Fred Hoult, honorary secretary of Newcastle branch, Ken Thirlwell, DOS(NE), and Kevin Bell, TWA North East representative. The winner was Police Constable Christopher Mulrooney of Cramlington, Northumberland.

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



A gallon bottle of Cognac brandy, presented by Martell, made £250 for the RNLI in a draw organised by John Hudson (l.), station honorary secretary at Port St Mary, Isle of Man. Alan Bell, an announcer with Manx Radio, won the prize and Mrs A. N. Quillin, the coxswain's wife, made the presentation.



It took Shoreline member John Simpson 12 weeks to grow a beard six centimeters long; sponsorship for this growth industry brought in £76. On the night the beard was, somewhat recklessly, removed a further £94 was raised for Yeovil and District branch at the Royal George, West Coker, with a draw, a tombola, skittles and a darts match.

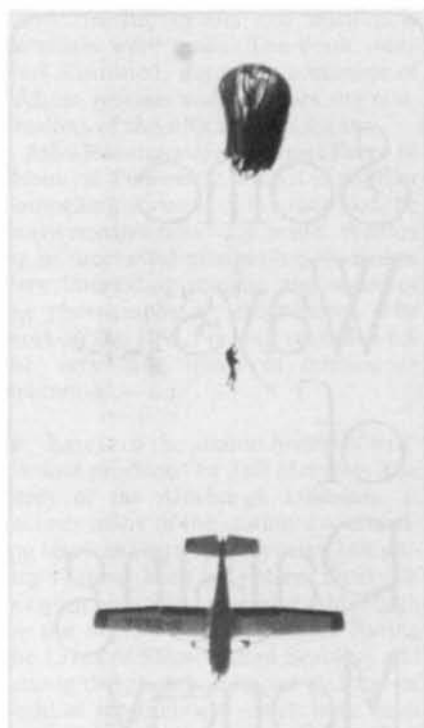
Newman. Other artists who took part were folk singers John and Cathy Knowler of 'Nola' and John Spiers. Tickets were £2.50 each, including hot Cornish pasties served during the interval, and a number of local firms contributed prizes for a bumper raffle. A hilarious and happy evening raised £720 for the lifeboats.

After reading about the *Mountbatten of Burma* appeal in *THE LIFEBOAT*, 77-year-old Mrs Evelyn Gudgin of Hertford put her past experience of charity work into action and within five weeks had collected over £1,000; the final sum, £1,055, went to the national appeal as a gift from Hertford Town. Although most of the fund raising was in Hertford, Mrs Gudgin received gifts from Wales, Norfolk and even from overseas.

Mary Hart, her son Andrew and his friends Andrew Hales, Lee Baskerville, Nicky Wilkins and Nicky Nodan, of Hull, support Humber lifeboat station by arranging coffee evenings; their last two efforts have totalled £66.

Every Friday morning for the past 25 years, Mr D. A. Boutle, a teacher at Beach Road County Primary School, Litherland, has organised a collection for the RNLI among the children, and in the school year just ended a record total of £106.70 has been achieved. A treasure island competition raised another £10 for Liverpool branch.

Mr Nutton of Primrose Valley collected £106.41½ on Filey's flag day, making a personal total of £380.01 in four years' collecting. In appreciation, Mr Nutton was invited to be the branch's guest on board Filey lifeboat at one Saturday exercise.



Mike Eacott, licensee of the Crown Hotel, North Scale, Barrow-in-Furness, his barmaid and 12 'regulars', determined to do something special for Barrow lifeboat, took lessons in parachute jumping, then raised £1,800 in sponsorship for jumps from Cark Airfield. They all enjoyed it so much that they returned the next day to jump again.

Bernard Marsh of Croydon does not have a car, yet, single-handed, he has collected enough waste paper for recycling during the past five years to be able to donate a total of £525 to his local branch.

A sponsored walk by 8 to 11 year olds in aid of school funds and lifeboats brought in £1,100 for Fairchildes Junior School, New Addington. A cheque for £600 was presented to the RNLI.



Over the weekend of May 17 and 18, 185 motor cruisers from 16 boat clubs on the River Thames assembled for Twickenham and District branch's 21st annual inter-club regatta at The Queen's Promenade, Kingston-upon-Thames. After an illuminated procession of 18 of the boats on Saturday evening, Sunday was given over to dinghy racing, rowing races and a 'most amusing nautical event' competition on the river, while, on shore, Shoreline, souvenir and book stalls did a roaring trade. A most successful weekend which achieved a final profit of about £500 for the lifeboats. photograph by courtesy of Huw Powell, 'Surrey Comet'



A summer wine and quiche party organised by Northampton ladies' guild and held at Castle Ashby, the home of the Marquess of Northampton, raised £1,133 for Aldeburgh lifeboat appeal. Conducted tours were taken round this delightful home. (l. to r.) Mrs C. Benton, guild honorary treasurer, Mrs D. Kennedy, chairman, Peter Osborne, ADOS (E), and Mrs A. Willett, honorary secretary. photograph by courtesy of 'Northampton Independent'



Twenty-six children, aged between eight and 12 years, from schools in Kuwait raised £820, half for Swanage lifeboat and half for RNLI funds, with a sponsored team swim. The children are all members of a swimming club run by Mr D. J. Hicks, headmaster of one of the schools, and the event was organised in just three days after a spur of the moment decision before the school holidays started. Seven or eight swimmers made up each team.

A building firm in Hull, Barratt Developments Ltd, erected a marquee for a luncheon to celebrate the opening of a new site in early July. Instead of letting it stand empty in the evening the firm offered its free use to Brough and District ladies' guild who put on a supper dance. All the catering for the three-course supper was done by committee members and, with the help of a raffle prize for a free trip to Rotterdam or Zeebrugge for two plus car donated by North Sea Ferries, the function made £620 for the Institution.

Littlehampton branch raised £338 with a film evening and ploughman's supper last November, and another £100 at a Christmas sale. During the sale, a collection at the door for the *Mountbatten of Burma* appeal raised £43.

Mr and Mrs Lepper of Wolverhampton celebrated their golden wedding recently, but asked their family and friends, instead of giving them presents, to pool their resources and make a donation to Flamborough lifeboat appeal; a cheque was sent for £160.

The ladies of Soroptomist International of Glasgow South Club are regular contributors to the RNLI; each year they give £50 from the takings of an annual coffee morning to Glasgow branch and they have also contributed £150 to Oban branch.

While steward at the Working Men's Club, Wooburn Green, Les Tomkins, a jovial Cornishman, managed to get £108 in the lifeboat collecting box in two years; then, as steward at the Royal British Legion Club at Flackwell Heath, he collected £244 in just over three years. In such high regard was he held at this club that after his recent sudden death a memorial, in place of flowers, was raised amounting to £250 for the RNLI.

In Torbay lifeboat week Brixham ladies' guild, backed up by their husbands and friends and by the lifeboat crew, raised £1,756. Paignton branch raised £1,192.22 and a further £2,141 from their annual fête on Paignton Green. During this week Torquay branch raised £1,390.



A splendid ten foot model of the RNLI Medina lifeboat Mountbatten of Burma is named by Councillor Mrs Frances Humpherson, president of Newton Abbot branch. Lt John Gorrill, chairman of the branch who once served aboard HMS Kelly under Earl Mountbatten, decided to build the model with the help of his friends from The Kings Arms at Kingsteignton. The model is to be used to raise funds in 20 local carnivals, from Barnstaple to Plymouth.



As part of Newquay's very full fund-raising programme the ladies of the guild join in the town's floral dance. When Rear Admiral Wilfred Graham visited Cornwall in June he presented a joint statuette to Michael and Pauline Morris: he is the branch honorary secretary and she, the ladies' guild chairman and over the past two years branch and guild have raised more than £23,000.

Councillor Michael Press, chairman of South Bedfordshire District Council, held a charity banquet and ball in aid of the RNLI in the Civic Hall, Dunstable, on April 18. It was attended by 502 people and a remarkable £1,310 was raised. A grand draw with prizes donated by local firms, a cabaret and dancing helped to make the event a huge success.

At Bourne End Carnival, Bourne End, Bucks, branch reproduced the graph showing lifeboat services and lives rescued over the last ten years from the RNLI annual report, but left out the figures for 1979; people were then asked to guess the correct figures for 10p a guess. From 270 entries the winner was Mrs E Holl. With the sale of souvenirs and produce, the branch raised £115.

Members of Sutton Coldfield ladies' guild, who get wonderful support from Shoreline members in the area, scarcely have time to draw breath between one fund raising function and another. In the past year they collected

over £1,800 during their flag week and with a nearly new shop, sponsored walks, strawberry tea and draw (which raised £800), coffee mornings and an autumn and Christmas function, they were kept extremely busy. Sutton Flower Club adopted the RNLI as its charity for the year and raised £600 for the *Mountbatten of Burma* appeal.

Delicious food, beautiful flowers on every table, a concert given by Ron Drew and Eleanor Atherton all contributed towards a very successful summer supper staged by the committee of Caterham branch and the ladies of Woldingham. It is an annual event and this year £336 was added to branch funds.

An evening at St Nons Hotel, St David's, which centred on counting the contents of a giant whisky bottle filled with coins for the RNLI resulted in £150 being raised. The crew of St David's lifeboat was responsible for raising much of this amount.

Lifeboat supporters in Northiam, Sussex, many of them Shoreline members, attended a coffee morning and sale in the village hall in May which realised a record £233.87 profit for Rye branch.

Form 3P of Dorchester Grammar School for Girls raised £160 for the RNLI by a sponsored spell during lessons and by a sponsored swim.

A donation of £100 was received by the RNLI from members of the Royal British Legion South Norwood and Woodside branch and of the Victory Club, South Norwood, in celebration of HM Queen Elizabeth The Queen Mother's eightieth birthday.



Remaining silent for an hour, a jumble sale, a raffle for a giant rabbit, 'Harvey', and a sponsored walk to Corfe Castle and back, were all ways that the children of St Mary's Church Sunday School, Swanage, raised money for their local lifeboat station. With the help of a concert of clarinets and flutes by Purbeck School Orchestra, Keeley Green, captain of the Sunday School, was able to present a cheque for £150 to Vic Marsh, coxswain of Swanage lifeboat.

photograph by courtesy of John Rutherford

A sunny Sunday heralded the start of Dungeness lifeboat fête on a morning in July. More than 2,000 people attended and crowded around the many sideshows and competitions. A lifesaving demonstration was given by the helicopter crew from RAF Manston. A grand draw raised £826.90 making a fine day's total of £2,709.26.

Bricknell Primary School raised more than £1,000 as a result of a sponsored walk in the summer, the money being divided equally between the RNLI, Leukaemia Research and the school funds; £365 was received for the lifeboats.

Swindon branch was helped by local Sea Cadets on its flag day, which made £1,536. The branch was also able to enrol new members to help with next year's collections.



The organisers of the Moelex 80 Business and Home Exhibition staged at the University of Essex for five days last spring, invited Colchester branch to set up a souvenir stand at the event. Here, Mrs Ruth Clarke, the honorary secretary, receives from David Judge, whose company arranged the exhibition, a cheque for £275 donated to the RNLI from admission fees. The branch took a further £479 in souvenir sales.

photograph by courtesy of 'Colchester Evening Gazette'

Children and parents of Mardale School, East Preston, raised £7.05 for the lifeboats during end-of-summer-term activities.

A crowd of 3,500 people saw a victim plucked to safety from rocks, a man being saved from his broken-down speedboat and more casualties being lifted from a lifeboat to a helicopter. These were three of the demonstrations put on at Brixham on the spring bank holiday Monday by Torbay lifeboats and a Dartmouth Royal Naval College helicopter. A collection of £201.75 was made by the ladies' guild during the display. A souvenir stall at the boat-house made £85, while boxes in hotels and pubs that night in Brixham were found to be unusually heavy!

Obituaries

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

June

Mr J. A. Clugston, who joined Port St Mary branch in 1958 and became chairman in 1966, retiring from this office due to ill health in 1970, when he became a vice-president.

Edwin J. T. Eustace, who began his work for the RNLI at the age of 11 in 1917 as a messenger at Newquay. He served in both Newquay and Padstow lifeboats, as a launcher and as an assistant coastguard at different times up to the end of the second world war, since when he concentrated on fund raising. 'Skipper' Edwin Eustace was an expert model maker and served as honorary archivist (technical) for the Lifeboat Enthusiasts' Society from 1964 until his death. His ashes were scattered at sea from Flamborough lifeboat and all

monies received in lieu of flowers were donated to Flamborough lifeboat appeal.

Sam Jeffries, an honorary vice-president of Canvey Island branch on which he had served for nearly 30 years. He is particularly remembered for the 3,000 people he showed over the Thames Barge *Marjorie* to raise funds for the branch.

Patrick 'Paddy Billy' Power, coxswain of Dunmore East lifeboat from 1947 to 1966. He had joined the crew in 1925 and served as bowman from 1928 to 1934 and as second coxswain from 1934 to 1946. He was awarded the bronze medal in 1941 and bars to his bronze medal in 1951, 1961 and 1964.

Miss M. Richards, who had helped with fund raising at St David's since 1923. She served as chairman of St David's ladies' guild and then, since 1973, as president.

Geoffrey F. Reason-Jones, Tenby station honorary secretary from 1964 to 1980, having previously served as assistant honorary secretary from 1957

to 1964. He was awarded binoculars in 1974.

July

Joseph Hall, coxswain of Redcar lifeboat from 1946 to 1957. He joined the crew in 1914 and served as bowman from 1932 to 1934 and from 1935 and 1946.

August

Harold L. Campini, coxswain of Rhyl lifeboat from 1955 to 1964. He joined the crew in 1950 and served as second coxswain from 1951 to 1955. He was awarded the silver medal in 1962.

Robert 'Bobby' Lee, BEM, coxswain of Douglas lifeboat from 1950 to 1970, having served as assistant motor mechanic from 1929 to 1950.

Mrs Dorothy M'Gonigle, a committee member of Stockton branch since the 1920s, serving as assistant honorary secretary from 1933 to 1942 before taking office as honorary secretary in that year. She was awarded the silver badge in 1960 and the gold badge in 1971.

Letters...

Butaseis

Together with countless people throughout Torbay, I was extremely concerned over the presence of the liquid gas tanker *Butaseis*. I have been advised of the outstanding action taken by the coxswain and crew of the lifeboat in going to the assistance of the crew of the vessel and later standing by to assist those who put their lives in peril whilst dealing with the fire on board.

Their outstanding courage in undertaking this most hazardous task deserves the highest praise.

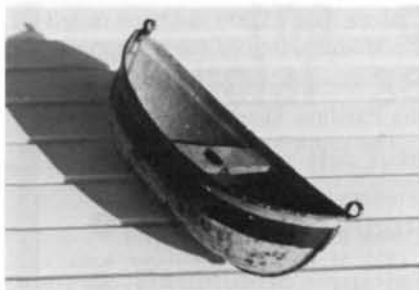
I write to express my most sincere thanks to the coxswain and crew of the lifeboat in going to the assistance of the crew of the vessel and later standing by to assist those who put their lives in peril whilst dealing with the fire on board. —LEN S. W. HOWARD, Mayor of Torbay, Mayor's Parlour, Torre Abbey Mansion House, Torquay, Devon.

This letter was written to Captain Barry Anderson, honorary secretary of Torbay lifeboat station. The service to Butaseis on December 28, 1979, is reported on page 80.—EDITOR

Grace Darling collecting box?

I bought the little tin lifeboat *Grace Darling*, shown in the accompanying photograph, in a junk shop in London. I wonder whether any of your readers

The little tin lifeboat Grace Darling.



can identify it? Could it have been an early collecting box? There are two eyes, bow and stern, for suspending the boat and a single eye on the bottom of the keel amidships. Inside amidships there is a thwart with a hole in it for a mast, which could have supported a sail with some exhortation on it. Any ideas or recollections would be welcomed.—MALDWIN DRUMMOND, *Cadland House, Fawley, Southampton.*

No more welcome sight ...

Myself and my three crew were taken from rocks by Berwick-upon-Tweed lifeboat on June 14, after our yacht *Havoc* had been holed in thick fog.

For many years I have been engaged in local fund raising and a Shoreline member, never expecting the need for active assistance. Along with many others I can confirm that there is no more welcome sight than a lifeboat.—D. M. H. MITCHELL, *Fairacre, 22 Albany Road, West Ferry, Dundee.*

Crew association

Last year at Tenby, we sounded out the crew on the idea of forming an association and, when they agreed, we held our first meeting in October. The coxswain, Josh Richards, was elected chairman with myself, the radio operator/signaller, as secretary. Two of the local management committee, Jack Thomas and Geoff David, were elected president and treasurer, and with four more of the crew we formed a committee.

Last Christmas we gave a children's party for all crew members' kiddies, when they each received a present, and we also gave a cash donation to all the local widows of ex-members. These were paid for by the crew out of a weekly contribution.

From such fund-raising events as a very successful dinner dance last

March and three rowing regattas this summer, we are able to make contributions towards amenities for the crew and also to local charities.

Since we started this association, we have spent a very enjoyable evening in the company of Burry Port lifeboat crew, and are hoping to return their hospitality in the autumn.—MICHAEL CROCKFORD, *Sheer Water, The Harbour, Tenby, Dyfed.*

'Modern Motor-Lifeboats'

As one of your Shoreline members, I would ask if any of your readers could assist me by providing a replacement for a very treasured book that I have recently lost.

The volume in question is *Modern Motor-Lifeboats* by the late J. R. Barnett which was published around 1933 and gave all hull lines and elevations plus plan drawings of the then standard classes of boat together with much essential detail of each type.

Its loss is very serious for me and I would be pleased to hear if anyone can help.—PHILIP M. CRITCHLEY, 26 Peel Road, Brighton, East Sussex.

Hobblers

A letter from R. M. Bere was published in the summer issue of THE LIFEBOAT asking about the derivation of the word 'hobbler'. The following definition appeared in a mid nineteenth century nautical dictionary:

'HOBBLERS—A name given to a class of men on the coast of Kent, etc., half smugglers, and half pilots, without license, ready for either occupation, but qualified only for the first, who go out in their boats when the barometer indicates a storm, and hobble off and on to pick up a job.'

Postscript ...

The summer issue of THE LIFEBOAT contained an announcement of the complete insurance and financial service for lifeboat supporters being promoted by Aegis Insurance Services (Group) Ltd, from which the RNLI benefits financially. Response to the scheme, details of which appear in the advertisement on page 103, has been encouragingly good.

DISTRICT OFFICES

Changes of Address

The City of London Office has moved to:

RNLI (City of London), Borneo House,
62-63 Mark Lane, London EC3
Telephone: 01-481 1219

The South West District Office has moved to:

Princes Wharf,
Wapping Road,
Bristol, Avon BS1 4RN
Telephone unchanged: Bristol 291939

The South West District Office, on a mezzanine floor of the projected National Lifeboat Museum, is being provided rent free by the museum Trustees. Car parking is available.

The Gift or Presentation with a difference!

Uncannily accurate miniature models and wall plaques of Yachts, Sailing Barges, Lifeboats and other vessels.

Models—Completely detailed scale replicas, with crews, mounted on realistic sea bases, with showcases and varnished hardwood plinths with nameplates. Each individually built and signed original truly 'live' works of art. Similar Standard range of Life-Boats, Thames Spritsail barges, West Coast trading ketches, Bristol Channel Pilot Cutters and Wherries etc. Wall Plaques—Very attractive replicas of sailing vessels, life-boats, yachts, dinghies and other craft, with the appearance of three dimensional framed miniature paintings by their outstanding production in relief. Each hand painted and a signed original.

Details and prices: Brian H. Williams, Marine Model Artist
"West Rock", The Cleave, Kingsand, Near Torpoint, Cornwall, PL10 1NF
(Tel: 0752 822638)

Cherbourg to Hamble

PULLING ALL THE WAY

by John Spicer

YE OLDE WHYTE HARTE, Hamble, has for a number of years supported the RNLI, culminating in a total of £1,500 being raised in 1979. Each year new ideas have been thought of to raise money and last year during opening hours and amid much hilarity a sponsored row across the Channel was first suggested.

Despite the cynics the idea gained momentum and in January the first meeting was held to discuss details. A committee was formed and the nucleus of the rowers themselves established. Whitsun, the spring bank holiday weekend, May 23 to 26 (neap tides), was chosen for the row, the proceeds from which were to be put towards the *Mountbatten of Burma* lifeboat appeal.

A four-oared gig was very generously lent, and after the row donated to the RNLI, by the School of Navigation at Warsash. She needed re-caulking and some other work, but finally proved ideal. With safety of prime importance, she was repainted Dayglo orange and was equipped with a radar reflector, navigation lights, compass and two-way radio.

A suitable escort boat, a motor fishing vessel, *Yarmouth Seaman*, was found in the River Hamble and nobly lent by her owner and skipper Jim Thornton, who with his first mate, Jackie (caterer and chief chef) proved to be indispensable assets.

*Hamble River, 1030
Whit Sunday morning:
half a mile to go!*

Sponsorship from commercial organisations was sought and it was decided to run a raffle in conjunction with the row. Publicity was arranged and kindly donated by national yachting and boating magazines. Articles appeared in the local press and the row was featured on both BBC and Southern Television.

Training, including a couple of rows to Cowes, began in February with the crews members being divided into four separate teams of four rowers, plus four coxswains. The usual degree of friendly rivalry resulted, one team being nicknamed 'the geriatrics'.

Captain Hans Hamilton, a well known figure in Hamble, took overall charge of the trip itself and altogether more than 30 people, including a doctor, galley workers and rota organisers as well as the rowers and coxswains, assembled on *Yarmouth Seaman* in Cherbourg harbour on Friday, May 23.

Yarmouth Seaman left Cherbourg in the early hours of Saturday morning with about force 4 blowing from the north east. The fishing boat rolled considerably and changeovers between the gig and the escort boat, always considered to be a prospective problem, were not pleasant in the rough conditions. Moreover, the rowers found their two-hour spells hard work.



However, after about eight hours the wind dropped completely and the sea became as calm as a mill pond, which is how the weather stayed for the duration of the row. With the sun out and shirts off, spirits rose. The interminable hours of rowing were enlivened by the passage through the shipping lanes, when *Yarmouth Seaman* kept a close watch, and by an intrigued and generous yachtsman coming alongside with a tenner.

Our extraordinary luck with the weather resulted in our reaching The Needles about five hours ahead of schedule and therefore with an adverse tide, but by keeping well in to the shore counter currents enabled us to reach Yarmouth Pier at about 0100 on Sunday morning.

Not wishing to arrive early for our triumphant homecoming, just before opening time on Sunday, we moored up for a few hours' sleep. The welcome was tremendous when we finally arrived, with numerous local boats out to meet us, all sounding their horns, a band playing and champagne as we landed on the hard at Hamble before making our way up the High Street to a welcoming party at the Whyte Harte.

More than £5,000 had been raised for the *Mountbatten of Burma* appeal.

Thirteen 'out of the hat'

IT WAS QUIPS AND LAUGHTER all the way when Paul Daniels, comedian and conjuror, drew the winning tickets for the RNLI's ninth national lottery at Poole HQ on Thursday July 31. The draw was supervised by Vice-Admiral Sir Peter Compston, a deputy chairman

of the Institution, John Atterton, deputy director, and Cdr Ted Pritchard, appeals secretary, and among those who gathered to watch was a group of Poole Sea Scouts and Cub Sea Scouts. Paul Daniels, who last summer helped sell souvenirs on Great Yarmouth's flag day, had come across to Poole from Bournemouth where he was enjoying a successful summer season at

the Pavilion Theatre.

The ninth lottery was the most successful yet, raising nearly £25,000; the winners were:

£1,000: P. Mount, London N13.

£500: M. Cleary, Canterbury, Kent.

£250: M. Beckton, Cumwhitton, Carlisle.

£25: Mrs. P. M. Pope, Liphook, Hampshire; Miss M. Thomas, Christchurch, Dorset; T. Marchbank, Thornhill, Dumfriesshire; Miss M. H. P. Gettings, Warrington, Cheshire; P. F. Whelan, Yealmpton, Devon; Mrs. H. Lane, Woolwich, London; D. Newport, Stone, Aylesbury; Miss M. Humphreys, Benbecula, Outer Hebrides; J. H. Lansdell, Melbourne, Derbyshire; and David Gaunt, Otley, West Yorkshire.

The tenth RNLI national lottery will be drawn on October 31, 1980.



The business of the morning over, Paul Daniels, with some of the Sea Scouts and Cub Sea Scouts who had witnessed the RNLI's ninth national lottery, took a look round the headquarters museum. One undoubted attraction was the working model simulating righting trials of an Arun lifeboat.

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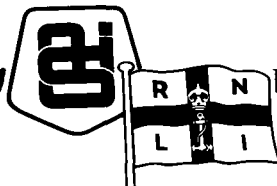
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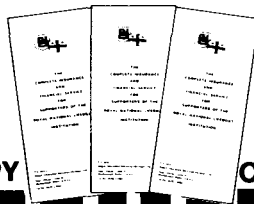
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	Construction	Year Built
	Length	Beam
	Engines	H.P. Inboard/Outboard
	Max. Designed Speed (Motor boats only) knots.	
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	Dinghy/Boats £	Outboard Motor £
	TOTAL £	
Use	In commission from to (inclusive)	
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The Captain takes his hat off to the RNLI.



Lifeboat Services

from page 82

ties, exhausted by the strength of the tide and the coldness of the water. He towed them to Cowloe Rocks, which were much nearer than the shore, and told them to clamber over the top to the shoreward side while he paddled his board round to meet them.

Second Coxswain John Pender had seen that there might be people in trouble and as he was running to the lifeboat house he could see the two swimmers struggling hard to climb over the rocks and knew that help would be needed.

Fortunately a 9ft inflatable dinghy, to be carried on board Sennen Cove's 37ft 6in Rother lifeboat *Diana White*, had been delivered some 18 hours earlier and was already inflated. Second Coxswain Pender launched her down the slip and brought the two swimmers, who were visitors from Germany, ashore. One, a boy in his teens, was suffering from hypothermia and exhaustion and was taken to hospital by ambulance.

For this service letters of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Nick Bryant and Second Coxswain John Pender.

Scotland North Division

Small trawler sinks

SHETLAND COASTGUARD received a mayday call at 0248 on Wednesday January 16, from the fishing vessel *Brighter Morn* saying that she had run aground on The Ord, a headland ten miles south east of Lerwick; she was holed and sinking and her crew of four were taking to their liferaft.

The coastguard called the honorary secretary of Lerwick lifeboat station and within 16 minutes of the mayday the 52ft Arun lifeboat *Soldian*, under the command of Coxswain/Mechanic Hewitt Clark, slipped her mooring and set course for the casualty.

It was almost low water on a fine night with a light breeze blowing from the north west.

A red flare was seen over The Ord at 0309 and a radar sighting was made five minutes later. At 0317 the lifeboat was alongside the liferaft and by 0320 the four fishermen had been taken on board. The fishing boat had sunk, but the liferaft was recovered and the lifeboat then returned to harbour. The four men had been landed and the lifeboat was back on her moorings and ready for service by 0346.

For this prompt service a letter of appreciation to Coxswain/Mechanic Hewitt Clark and his crew signed by Cdr Bruce Cairns, chief of operations, was sent to Magnus Shearer, honorary secretary of Lerwick lifeboat station.

Services by Offshore Lifeboats, March, April and May, 1980

Aith, Shetland
May 28
Aldeburgh, Suffolk
April 8
Angle, Dyfed
April 12
Arbroath, Angus
May 11 and 13
Arranmore, Co Donegal
March 7 and 26
Barra Island, Inverness-shire
April 7
Barrow, Cumbria
March 24 and May 16
Barry Dock, South Glamorgan
April 19 and May 2
Blyth, Northumberland
March 29, April 13 and 20
Bridlington, Humberside
March 10
Broughty Ferry, Angus
April 12 and 15
Calshot, Hampshire
April 6, 20 and May 4
Clacton-on-Sea, Essex
April 5 and 26
Clogher Head, Co Louth
May 3
Clovelly, North Devon
March 3 and 14
Courtmacsherry Harbour, Co Cork
March 5
Cromer, Norfolk
April 8 and May 3
Donaghadee, Co Down
March 15 and May 19
Douglas, Isle of Man
April 7 and 8
Dover, Kent
March 29, April 20, May 18 and 22
Dunmore East, Co Waterford
April 16 and May 7
Eastbourne, East Sussex
April 16 and 29
Exmouth, South Devon
March 19 and May 11
Eyemouth, Berwickshire
May 1, 19 and 25
Falmouth, Cornwall
March 14, May 20 and 31
Filey, North Yorkshire
April 8
Flamborough, Humberside
March 2, April 19 and May 2
Fleetwood, Lancashire
March 2, 23, April 7 (twice) and May 27
Fowey, Cornwall
May 11
Fraserburgh, Aberdeenshire
May 2 (twice)
Galway Bay, Co Galway
March 3, April 18, May 7 and 25
Great Yarmouth and Gorleston, Norfolk
May 7 and 28
Hartlepool, Cleveland
April 16
Hastings, East Sussex
March 14 and May 15
Holyhead, Gwynedd
March 18 and April 9
Howth, Co Dublin
March 9 and 18
Hoylake, Merseyside
March 1 and 17 (twice)
Humber, Humberside
March 3, 16, 20, 21, April 13, 24, May 10, 15 and 26

Ilfracombe, North Devon
April 4 and May 3
Kirkcudbright, Kirkcudbrightshire
May 7
Kirkwall, Orkney
March 15, April 12 and May 12
Lochinver, Sutherland
May 29
Lowestoft, Suffolk
March 23 and May 31
Margate, Kent
March 8, April 17 and May 6
Moelfre, Gwynedd
March 31, April 9 and May 25
The Mumbles, West Glamorgan
May 12
Newhaven, East Sussex
March 8, April 7, 12, May 11, 12, 13 and 15
North Sunderland, Northumberland
April 13
Padstow, Cornwall
March 14, 26 and May 5
Penlee, Cornwall
March 19, 31 (twice) and April 15
Peterhead, Aberdeenshire
May 30
Plymouth, South Devon
March 13, May 10 and 27
Poole, Dorset
March 28 (three times) and April 27
Port Erin, Isle of Man
March 29 and May 5
Porthdinllaen, Gwynedd
April 12 and May 3
Portrush, Co Antrim
May 15 and 17
Pwllheli, Gwynedd
April 7 and 9
Ramsey, Isle of Man
March 10, May 7, 10, 14 and 31
Ramsgate, Kent
March 11
Redcar, Cleveland
March 17
Rhyl, Clwyd
May 20
Rosslare Harbour, Co Wexford
March 17 and May 8
St Helier, Jersey
April 1 (twice) and May 6
St Ives, Cornwall
March 29, April 3, 13, 26 and May 15
St Mary's, Scilly Islands
March 5 and May 7
St Peter Port, Guernsey
March 31, May 17 and 25
Salcombe, South Devon
March 4, May 3, 10 and 20
Scarborough, North Yorkshire
March 18 and 19
Selsey, West Sussex
April 20 and May 31
Sennen Cove, Cornwall
March 4 and May 9
Sheerness, Kent
March 12, 19, 30, April 2 and 7 (twice)
Sheringham, Norfolk
April 8
Shoreham Harbour, West Sussex
March 30 and May 25
Stornoway, Ross-shire
May 4 and 24
Swanage, Dorset
March 16, April 7, May 10 and 18
Teesmouth, Cleveland
March 1
Tenby, Dyfed
March 19 and May 1
Thurso, Caithness
May 27
Torbay, South Devon
March 23, April 29, May 3, 4 and 9
Troon, Ayrshire
March 3 (twice), 17, April 12, May 18, 25 and 28

Tynemouth, Tyne and Wear
 March 1 and 29
Valentia, Co Kerry
 April 4
Walmer, Kent
 March 17, April 20 and 26
Walton and Frinton, Essex
 March 12, 16, April 6, 8, 12 and 19
Wells, Norfolk
 April 19 and May 3
Weymouth, Dorset
 April 1 and 19
Whitby, North Yorkshire
 March 22, 25, April 2, 6, 8 and 26
Wicklow, Co Wicklow
 May 18
Workington, Cumbria
 April 11 and May 6
Yarmouth, Isle of Wight
 March 14, 29, April 27, May 3 and 11 (twice)

Services by Inshore Lifeboats, March, April and May, 1980

Aberdovey, Gwynedd
 April 14, May 4 and 5
Abersoch, Gwynedd
 April 9 and May 28
Aberystwyth, Dyfed
 April 10, 12, May 4 and 16
Arran (Lamlash), Buteshire
 April 26
Atlantic College, South Glamorgan
 March 3, May 18 and 26
Bangor, Co Down
 May 3
Barmouth, Gwynedd
 May 4, 28 and 31
Barrow, Cumbria
 April 30 and May 21
Beaumaris, Gwynedd
 March 4, 18, 19, April 3, 13 and 31
Berwick-upon-Tweed, Northumberland
 May 31
Blackpool, Lancashire
 March 2 (twice), 24 (twice), April 12, May 11 (twice), 12, 14, 15 and 17 (twice)
Blyth, Northumberland
 March 29 (twice), April 13 and May 20
Borth, Dyfed
 April 19 and May 4 (twice)
Bridlington, Humberside
 April 12 and 19
Brighton, East Sussex
 March 30, April 2 (twice), 26, May 3 (three times), May 15 and 17
Broughty Ferry, Angus
 March 2, April 13, 15, 16, 20, May 18 and 31
Bude, Cornwall
 April 5
Burnham-on-Crouch, Essex
 April 12, 18 and May 17
Burry Port, Dyfed
 May 29
Clacton-on-Sea, Essex
 April 5, 6 and May 24
Conwy, Gwynedd
 May 14, 16 and 24

Criccieth, Gwynedd
 April 1, May 11 and 24
Cullercoats, Tyne and Wear
 May 7
Eastbourne, East Sussex
 April 18 and May 16
Exmouth, South Devon
 April 10, May 3, 4, 11 (twice) and 31
Falmouth, Cornwall
 April 6
Fleetwood, Lancashire
 April 3, May 2, 3, 17, 18, 25 and 27
Flint, Clwyd
 May 4
Great Yarmouth and Gorleston, Norfolk
 March 8, 16, April 6, 20 and May 18
Hartlepool, Cleveland
 March 7, 30, April 16, 28, May 11, 18, 19 and 20
Harwich, Essex
 March 8, 10, 14, April 7, 18, 30, May 13 and 18
Hastings, East Sussex
 April 7, 20, 25 (twice), May 11 (twice), 16 and 20
Hayling Island, Hampshire
 April 6, May 11, 18 and 31
Helensburgh, Dunbartonshire
 March 2, April 19, 20, May 2, 18 and 19
Horton and Port Eynon, West Glamorgan
 May 11 and 29
Howth, Dublin
 April 7
Hunstanton, Norfolk
 April 20 and May 11
Kippford, Kirkcudbrightshire
 April 7 and May 7
Largs, Ayrshire
 April 13, 14, May 5, 9, 11, 17, 25 and 28
Little and Broad Haven, Dyfed
 April 12
Littlehampton, West Sussex
 March 31, April 5, 6, 7, May 4, 10 and 28
Llandudno, Gwynedd
 April 29, May 11 (three times) and 26
Lyme Regis, Dorset
 March 14, April 6, May 6, 16 and 24
Lytham-St Anne's, Lancashire
 April 13, May 18 and 19 (twice)
Margate, Kent
 April 7, 16 and May 30
Moelfre, Gwynedd
 April 15 and May 16
Morecambe, Lancashire
 May 14
Mudford, Dorset
 April 16, May 3, 10 and 31
The Mumbles, West Glamorgan
 April 4, 13, May 4 (twice), 27 (twice) and 30
New Brighton, Merseyside
 March 1, 7, 11, 17 and April 29
New Quay, Dyfed
 April 5 and May 30
Newquay, Cornwall
 April 4, May 17 and 25
North Berwick, East Lothian
 April 5 and 23
North Sunderland, Northumberland
 April 5 and 13
Oban, Argyllshire
 April 27 and May 17

Peel, Isle of Man
 March 2, 9, 29 (twice) and May 10
Plymouth, South Devon
 April 5, 7, May 11 (twice), 18 and 25
Poole, Dorset
 March 3, 28, May 9 and 31 (three times)
Port Isaac, Cornwall
 May 12
Portsmouth (Langstone Harbour), Hampshire
 April 15, 18, May 1, 2, 4 (twice), 11 and 21
Port St Mary, Isle of Man
 April 20
Pwllheli, Gwynedd
 April 6, 7 and 20
Queensferry, West Lothian
 April 4, 6, 7 and 10
Redcar, Cleveland
 May 29
Rhyl, Clwyd
 April 13 and May 11
Rye Harbour, East Sussex
 May 4 and 21
St Abbs, Berwickshire
 May 24
St Agnes, Cornwall
 April 12, 15 and 26
St Bees, Cumbria
 April 27, May 26 and 31
St Ives, Cornwall
 March 26, April 3, 4 and May 15
Scarborough, North Yorkshire
 April 7 and 8
Selsey, West Sussex
 May 4, 25 (twice) and 31 (twice)
Sheerness, Kent
 March 22, 23, 26, May 3 (twice), 4 and 23
Shoreham Harbour, West Sussex
 April 12, 18, May 14, 23 (twice) and 29
Silloth, Cumbria
 May 7 and 18
Southend-on-Sea, Essex
 March 15, 30 (twice), April 13 (twice), 26 (twice), May 9 (twice) 16, 17, 19, 22, 26 and 31
Southwold, Suffolk
 May 11
Staithes and Runswick, North Yorkshire
 March 28, April 8, May 7, 14 (twice) and 26
Sunderland, Tyne and Wear
 May 9 and 15
Tenby, Dyfed
 May 19, 25, 26 (twice), 27 (twice), 28 and 29
Tighnabruaich, Argyllshire
 April 12 and May 28
Trearddur Bay, Gwynedd
 April 20
Wells, Norfolk
 May 23
West Kirby, Merseyside
 March 1, 4 and 6
West Mersea, Essex
 April 1, 10, May 2, 4, 18, 25 and 30
Weston-super-Mare, Avon
 May 20, 25 (twice) and 31
Whitby, North Yorkshire
 April 2, 6 and 26
Whitstable, Kent
 April 12, 13, 14, May 5, 18 and 30
Withernsea, Humberside
 April 4 (twice), 7 and May 10 (twice)

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Self-mousing hook (hook with a mousing that allows easy hooking but prevents accidental slippage)

Green sea (sea that sweeps over a vessel without breaking)

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Index to Advertisers

	Page
Aegis Insurance Services (Group) Ltd	103
Birds Eye Foods Ltd	104
Functional Clothing	Inside Front Cover
David Jolly (Tiller Master)	108
Maritime Book Society (Readers Union)	107
Martell Brandy	Back Cover
Mercantile Credit	Inside Back Cover
Peeks of Bournemouth	108
RNLI Kensington Branch	108
Rutland Publishing	74
Temple Insurance Brokers	103
Brian H. Williams Marine Model Artist	101
C. P. Witter Ltd	108

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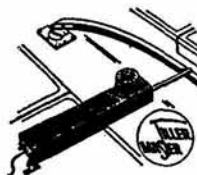
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