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THE JOURNAL OF THE RNLI



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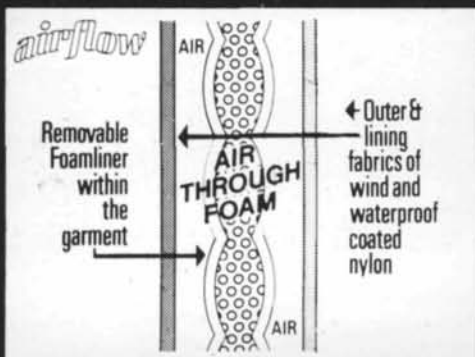
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THE LIFEBOAT

Autumn 1977

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Chairman:

MAJOR-GENERAL R. H. FARRANT, CB

Director and Secretary:

CAPTAIN NIGEL DIXON, RN

Managing Editor:

PATRICK HOWARTH

Editor:

JOAN DAVIES

Headquarters:

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

London Office:

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

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COVER PICTURE

After the naming of The Scout by HM The Queen, Hartlepool coxswain, Robert Maiden and crew members are presented to Her Majesty by Lieut.-Commander Harry Teare, divisional inspector of lifeboats (NE), and to HRH The Duke of Kent by Captain Alexander Kirk, Hartlepool honorary secretary (hidden); (r. to l.) Coxswain Maiden, Crew Members M. Elwine, K. W. Baxter, W. Constantine and R. Latcham and Second Coxswain/Mechanic D. Wilson. Attending the lifeboat are Crew Members R. McCormack (l.) and D. Howe. With them are Commander Bruce Cairns, Chief of Operations (l.), and Major-General Ralph Farrant, Chairman of the Institution. The photograph was taken by T. M. Carter.

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

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NOTES OF THE QUARTER

by Patrick Howarth

THE RNLI'S ASSOCIATION with the Queen's Jubilee and with activities of the Royal Family during the Jubilee summer were widespread and colourful. On July 14 the Queen named the new Hartlepool lifeboat *The Scout*. This was the first time a reigning sovereign had named a lifeboat at her station, although in 1972 the Queen named a reserve lifeboat *The Royal British Legion* at a special ceremony arranged at Henley-on-Thames.

Through Robert Maiden, the nine-

year-old son of the Hartlepool coxswain, the RNLI made its Jubilee gift to the Queen during the naming ceremony. This was a photographic record giving some impression of the wide variety of engagements which members of the Royal Family have undertaken in order to assist the work of the lifeboat service since Her Majesty came to the throne. In the inscription the album was appropriately described as 'a record of twenty-five years of service and concern'.

Another royal naming ceremony took place on July 24 when the Duke of Kent, the RNLI's President, named the new lifeboat at Yarmouth in the Isle of Wight *Joy and John Wade*. On page 65 a letter appears from a retiring member of the Committee of Management, Mr L. C. H. Cave, in which he describes how a lifeboat was not available for a naming ceremony as planned because she had been called out on service. The Yarmouth lifeboat nearly had a similar experience as she had in fact been called out on three separate occasions on the night before the naming ceremony, and was on service for ten hours. The first call came at 2115, to a yacht off St Catherines, the second took the lifeboat east to Gurnard Ledge, and the third was to investigate a reported flare off the Needles. These first services of the new Arun since she arrived on station on July 19 left no doubt of the advantages of the boat's high speed. On the first call it took her just 21 minutes to reach the Needles, on the first of the ebb, from the time she slipped her moorings; it would probably have taken the previous lifeboat about 50 minutes.



The RNLI's Jubilee tribute to HM The Queen reflects the great support given to the lifeboat service by various members of the Royal Family during Her Majesty's reign. . . . On a recent visit to the Isle of Scilly, HRH The Prince of Wales inspected the lifeboat station at St Mary's. The crew and their wives were presented to Prince Charles before he went afloat in the 46' 9" Watson lifeboat Guy and Clare Hunter.

photograph by courtesy
of Richard Lethbridge



River Thames Jubilee Pageant: Sheerness lifeboat Helen Turnbull with HMY Britannia at Tower Bridge (below) and (right) embarking the Lord Mayor of Westminster, for whom she acted as barge. (Left) A fund-raising cruise up the Thames following the Pageant took Canadian Pacific past Windsor Castle; it was her last service before being 'paid off'. photograph by courtesy of David Reed





At William Osborne's yard, Littlehampton, on June 18, Mrs Renske Kemp launched the 37' Rother lifeboat Horace Clarkson, the gift of H. Clarkson and Co., to be stationed at Moelfre. With Mrs Kemp were (l. to r.) Mr and Mrs T. Owens, John Atterton, Deputy Director RNLI, Mrs Atterton, W. H. Osborne, Charles Kemp and H. L. C. Greig.



When the Mayor of Poole, Councillor J. M. Norman, performed the opening ceremony of the RNLI depot at Poole on May 27, the Institution was also entertaining visitors from La Société Nationale de Sauvetage en Mer. (l. to r.) John Atterton, Admiral Picard-Destelan and (hidden) Madame Denise Merlin from France, Mrs Norman, I. K. D. Andrews, Poole Town Clerk, Captain Nigel Dixon, Director RNLI, Councillor Norman, Major-General Ralph Farrant, Chairman RNLI, Mrs Farrant and Commander David Wilford, superintendent of depot. General Farrant spoke of the traditional dedication and the fine, justly earned, reputation enjoyed by the depot staff.



'The impact of the boats and their crews upon everyone with whom I was in contact could not have been more favourable. They really were superb and undoubtedly drew their presence to the attention of hundreds of thousands—perhaps millions.'

At the Jubilee Review of the Fleet at Spithead on June 28 three lifeboats were also present, the Clovelly City of Bristol, the new Yarmouth lifeboat and the present Selsey lifeboat *Charles Henry*. Many coxswains were aboard, and it is doubtful whether a more distinguished gathering of lifeboat coxswains has ever occurred anywhere. Between them the lifeboatmen present had received no fewer than 25 medals for gallantry.

A number of lifeboat crews were presented to the Queen during her Jubilee tour of the United Kingdom. Hoylake lifeboat, *Mary Gabriel*, and New Brighton's Atlantic 21 took part in the Review of ships on the Mersey in June, and, in August, Torbay lifeboat, *Edward Bridges* (Civil Service No. 37) acted as an escort to HMY *Britannia* and then to the Royal Barge when the Queen visited Torquay. During the summer lifeboatmen took part in guards of honour to Her Majesty at such widely spread places as Norwich, Holyhead, Torquay and Falmouth.

Major-General Ralph Farrant, the RNLI's Chairman, represented the

On May 20, the Queen and the Duke of Edinburgh visited the RNLI stand at the Music Hall, Aberdeen, and spoke with (l. to r.) Coxswain Albert Bird, Second Coxswain Charles Begg and Motor Mechanic Ian Jack.

photograph by courtesy of Aberdeen Journals

RNLI at the Jubilee Service at St Paul's Cathedral in London and Raymond Cory, a member of the Committee of Management, represented the RNLI at the service of thanksgiving at Llandaff Cathedral on June 24.

Shipbrokers' Gift

A new lifeboat for Moelfre has been presented by the shipbroking firm, H. Clarkson and Co. She was launched at a ceremony at William Osborne's boatyard in Littlehampton on June 18, which was attended by many members of the firm. The staff of Clarksons, many of whom work on commission, were fully consulted before the gift was made and they were overwhelmingly in favour of the project. The launching ceremony was performed by Renske Kemp, the wife of the longest serving member of the staff, Charles Kemp.

Another welcome and encouraging gift from industry was received jointly from Chevron Oil (UK) Limited and Chevron Petroleum (UK) Limited at a small ceremony when a cheque was presented to Major-General Ralph Farrant.

End of the Poplar Depot

One of East London's links with the lifeboat service will disappear shortly when the former storeyard of the RNLI in Poplar is demolished.

The storeyard was formally opened in 1882 with sheds for the stowage of lifeboats and their carriages. Harbour trials of lifeboats were carried out in the Limehouse Cut canal before the boats went to their stations. With the development of the motor lifeboat the need for

new premises became increasingly evident and in 1939 the RNLI opened a new depot in Boreham Wood and disposed of the Poplar property.

Among the traditions which grew up at Poplar was the Christmas party organised by the RNLI's storeyard staff for poor children in the area. This became so popular that for the party in 1928 children queued up for two-and-a-half hours. Over 150 aged from six to ten received tea, toys, sweets and fruit. About 100 dolls which had been dressed by the RNLI staff were given to the little girls.

Two men who worked in the RNLI storeyard in Poplar are still in the full-time service of the RNLI. They are L. A. 'Bunny' Austin, who is now chief personnel officer, and Jack Chambers, who is now in charge of all publicity stores at the depot in Poole.

Obituary

Alfred James Schermuly, who died in July at the age of 77, was the inventor of the Schermuly identification flares. These were 7 million candle-power markers used by RAF Bomber Command Pathfinder for target illumination. His company had a long association with the RNLI, manufacturing line-throwing guns and a variety of flares and mortars. Since 1973 Schermuly has formed part of the Wilkinson Match Group. Alfred Schermuly was a well-known figure in Walmer and District and was president of the Goodwin Sands and Downs branch of the RNLI from 1958 until his death.

Duke of Kent at the Banqueting House

The RNLI's President, the Duke of Kent, has agreed to attend a reception at the Banqueting House in Whitehall on Monday, November 7, between 6 and 8.30 pm in aid of the American/British Lifeboat Appeal. Tickets at £6.50, including refreshments, from RNLI, 21 Ebury Street, London, SW1.



Littlestone (l.): The Duke of Kent meets crew members who had themselves built their boathouse; they are introduced by Senior Crew Member Henry Slade.

photograph by courtesy of the Folkestone Herald
 Flint (r.): The ILB given by Sedgley and Wombourne Rotary Club is handed over by their president, John Moore (r.) to honorary secretary John Latham. With them (l.) is Richard Pensom, assistant DOS (Wales).



Inshore lifeboats

EARLY SUMMER began with several inshore lifeboat ceremonies. On Saturday, May 14, a number of readers of the *Birmingham Evening Mail*, together with members of Birmingham branch committee, travelled to Exmouth, South Devon, for the handing over ceremony of a new D class ILB. The boat, which had been funded by an appeal launched by the *Birmingham Evening Mail* last year, was handed over by Clem Lewis, assistant editor of the *Mail* and chief organiser of the appeal.

Three days later, on May 17, members of the Sedgley and Wombourne Rotary Club, once again from the Midlands, visited Flint, North Wales, when their president, John Moore, handed over to Flint honorary secretary a D class ILB

for which they had raised the funds.

On Tuesday, May 31, HRH The Duke of Kent, President of the Institution, visited three Kentish lifeboat stations: Dover, Walmer and Littlestone. At Walmer he attended the dedication of the new D class ILB and unveiled a plaque commemorating its gift by the Wednesday Club of Deal, the Rook Brothers and Aspen Garages. At Littlestone, after the dedication of the Atlantic 21 and new boathouse, the Duke unveiled a plaque thus formally opening the boathouse which had been built by the crew members themselves from material either given to them or provided at reduced prices by local firms.

Saturday, June 11, was the day for the naming ceremony of the Atlantic 21

Wolverhampton, which will be stationed at Abersoch, North Wales, and for which the people of Wolverhampton had already raised £21,000 toward the £30,000 needed to cover the cost of the boat and all her equipment. She was named in West Park, Wolverhampton, by the Mayor, Councillor Jessie Beddows, thus renewing the town's links with lifeboats after 100 years. It was in 1866 that the town raised the money for the lifeboat *Wolverhampton* which was stationed at Swansea; the naming ceremony of that boat had taken place at Bushbury in the presence of the mayor of the time.

On to Friday, June 17, for the handing over ceremony and dedication of Mablethorpe's, Lincolnshire, new ILB and extensions to the boathouse. The D class ILB had been provided by the Women's Motor Racing Associates Club following a ball at the Dorchester Hotel, London; one is held each year in aid of a different charity. The extensions to the boathouse had been made by members of Alford Round Table, who not only raised the necessary funds but did the work themselves; all helpers were unskilled except for one plumber and one electrician. It took about 1,000 man hours and cost just under £1,800.

Two days later, Sunday, June 19, saw the dedication service at Lytham St Anne's, Lancashire, of the D class ILB purchased with the proceeds of the North West Green Shield Trading Stamps appeal. Four and a half million stamps were collected, for which a higher than normal exchange rate was given by the Green Shield company.



Exmouth: D. R. Allen, Birmingham branch honorary treasurer (l.) and Clem Lewis, Birmingham Evening Mail assistant editor, are taken afloat.

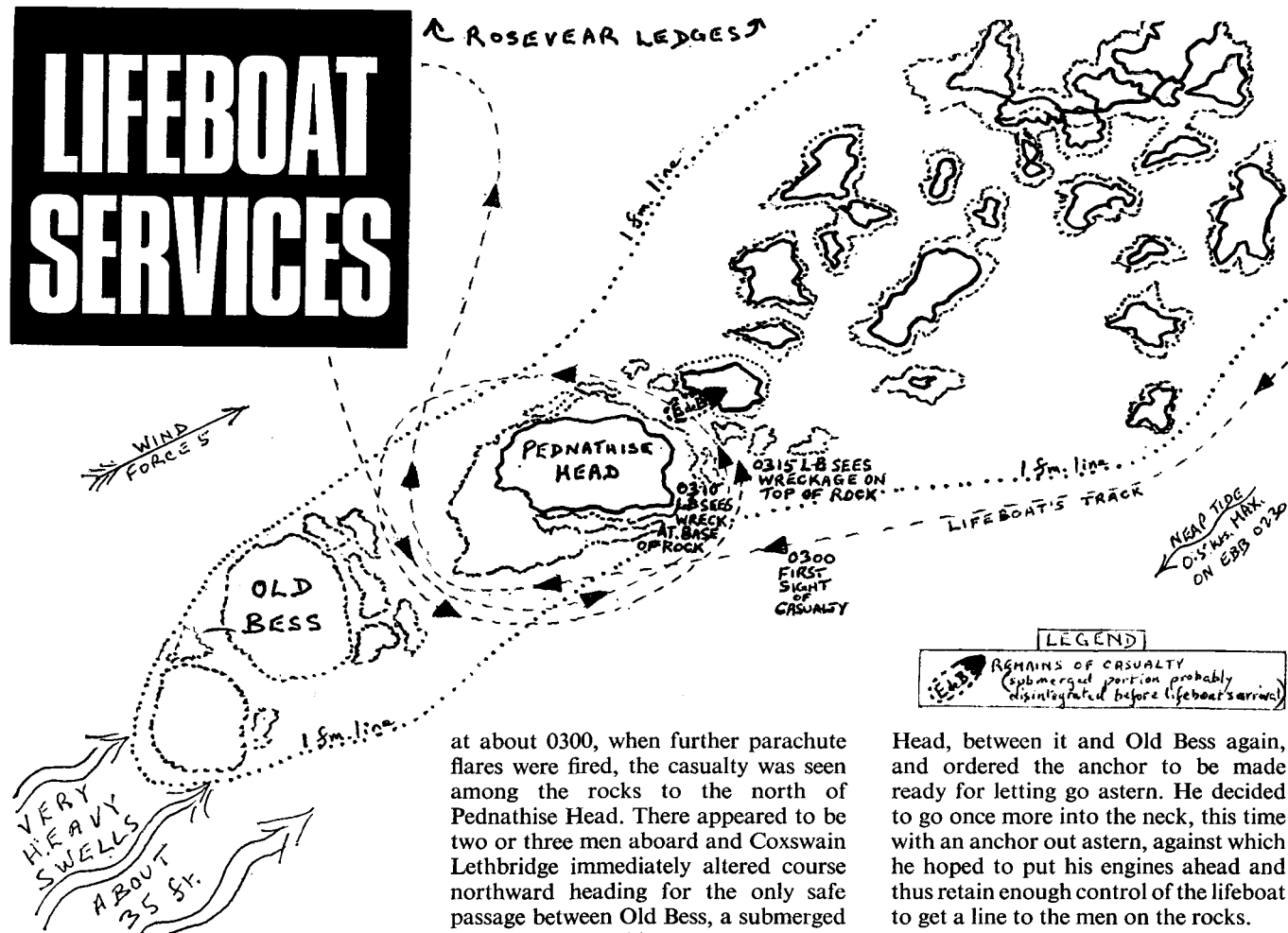
photograph by courtesy of Birmingham Evening Mail

Lytham St Anne's (below, left): Dedication of the ILB funded by the North West Green Shield Stamp appeal. Atlantic 21 Wolverhampton (below, right) is named by the Mayor.

photograph by courtesy of the Express and Star



LIFEBOAT SERVICES



South Western Division Aground on rocks

AT 0205 ON SUNDAY, February 13, the honorary secretary of St Mary's, Isles of Scilly, was requested by St Mary's Coastguard to launch to the aid of a French fishing vessel aground on rocks near Bishop Rock Lighthouse. The maroons were fired at 0210 and at 0215. St Mary's lifeboat, the 46' 9" Watson *Guy and Clare Hunter*, launched on service with Coxswain Matthew Lethbridge in command.

Wind was south west moderate to fresh, force 4 to 5, and there was a very heavy swell running in from the south west. Visibility was good but it was a dark night. Tide was half ebb running westward at about half a knot.

Coxswain Lethbridge headed south, then between the islands of Annet and St Agnes and then south west again. The Coastguard now informed the lifeboat that lights had been seen near Gorregan Neck and at 0246, when approaching Melledgan, the lifeboat crew detected the smell of diesel oil and saw pieces of polystyrene floating by. At 0250 parachute flares were fired, but there was no sign of the casualty anywhere in Gorregan Neck.

Coxswain Lethbridge, still guided by the smell of diesel, then continued on towards Pednathise Head, the largest of a number of rocks, many uncharted, which lie south west of the Daisy, and

at about 0300, when further parachute flares were fired, the casualty was seen among the rocks to the north of Pednathise Head. There appeared to be two or three men aboard and Coxswain Lethbridge immediately altered course northward heading for the only safe passage between Old Bess, a submerged rock, and Pednathise Head. There was a very heavy south-west swell running at about 35 feet and breakers were curling in over Old Bess.

Once through the passage the area around Rosevear Ledges was illuminated with parachute flares, searchlight and Aldis lamp and the casualty was seen to be right in on the base of the rocks immediately east of Pednathise Head.

Coxswain Lethbridge immediately came out southwards through the same tricky passage between Old Bess and Pednathise Head and then, without hesitation, turned north, resolving to go straight in between the even more difficult gap between the rocks on which the bow of the casualty lay and Pednathise Head's north-eastern side. This neck was little wider than the lifeboat's own length. The bow of the casualty was up on the rocks on the lifeboat's starboard hand with her stern submerged. Heavy swells were breaking over and around both sides of Pednathise Head on the lifeboat's port hand, causing extreme turbulence in the neck where the casualty *Enfant de Bretagne*, lay.

Coxswain Lethbridge found it almost impossible to control the lifeboat as she entered the neck and he was forced to go full ahead in order to avoid being swept on to the rocks. At this moment the searchlight failed and only the Aldis lamp on the rocks to starboard gave any guide.

Immediately he emerged on the other side, Coxswain Lethbridge turned to port, around the north of Pednathise

Head, between it and Old Bess again, and ordered the anchor to be made ready for letting go astern. He decided to go once more into the neck, this time with an anchor out astern, against which he hoped to put his engines ahead and thus retain enough control of the lifeboat to get a line to the men on the rocks.

By now the searchlight had been restored, and as the lifeboatmen prepared to let the anchor go astern, its beam revealed the remains of the bow of the trawler some 25 feet higher up on the rocks than the last time they had seen it. There was no longer any sign of life aboard.

Coxswain Lethbridge decided that it was now clearly impossible to effect a rescue from the sea, and any survivors left aboard the wreck would be relatively safe at that height up the rock. At 0325 he radioed for a helicopter to search the wreck. There was a lot of wreckage in the water and the lifeboat continued to search under very difficult sea conditions, often having to go uncomfortably close to one of the many rocks in the area.

At 0510 the helicopter arrived in the area and began to search. Communications were difficult as the helicopter's VHF was faulty, but by relaying messages via the Coastguard and Culdrose Operations Room, the pilot was directed to search the rocks where the survivors had last been seen. However, none could be found. The helicopter later recovered one body near Gorregan and the lifeboat recovered a second one south of the Rags at 0707. A relief Sea King had now arrived and the first helicopter winched the body from the lifeboat and took both bodies to the mainland at about 0730.

The search continued over a widening area northward and wreckage was eventually found as far as five miles

north of the stranding position. The helicopter search was called off soon after 1000 and the lifeboat was recalled by the honorary secretary at 1050. St Mary's lifeboat arrived back at station at 1110 and was rehoused and ready for service at 1135.

For this service a second bar to the silver medal for gallantry was awarded to Coxswain Matthew Lethbridge, BEM. The thanks of the Institution inscribed on vellum were accorded to Second Coxswain Ernest R. Guy, Motor Mechanic William R. Burrow, Assistant Mechanic William H. Lethbridge, and Crew Members George W. Symons, Rodney J. Terry and H. Roy Duncan.

South Western Division

French crew saved

AT ABOUT 1755 on Thursday, March 31, the Coastguard mobile from Beer arrived at **Lyme Regis** ILB house and the Coastguard informed Crew Member Christopher Greenhill that he was concerned about a small yacht which he had sighted, making heavy weather, off the mouth of the River Axe and which he now believed was heading for Lyme Regis.

Chris Greenhill alerted Helmsman John Hodder and two other crew members. As John Hodder arrived at the boathouse the yacht came into view about half a mile to the east and was seen to fire a red flare, so he immediately telephoned the honorary secretary explaining that the yacht was in immediate danger of being driven on to Broad Ledge. Knowing the experience of his crew the honorary secretary authorised the launch although the sea condition was greater than anything in which the ILB had previously been out during her four years at Lyme Regis. The wind had

been blowing from the south west for two days and a heavy swell was now accompanying the near gale force 7 south-south-west wind, producing waves of 15 to 20 feet, which were breaking over Broad Ledge. The tide was in the second hour of ebb and running at about 0.6 knots with the wind.

The Atlantic 21, with four crew on board because of the difficult conditions, was launched at 1802. Only one engine could be started but, because the yacht was drifting rapidly towards Broad Ledge, Helmsman Hodder decided to go out to sea on one engine. Once clear of the harbour he gave the helm to Crew Member Christopher Woodbridge and went aft to work on the defective engine. When the ILB was about half way to the casualty he discovered a fault in the starting cable connector and managed to short circuit this and get the engine started. He then took over the helm again.

A few minutes later the ILB closed the casualty, the French yacht *Verseau*, which was now in very broken water over Broad Ledge. She was a 20' bermudan sloop with mainsail partly hoisted and jib fully up. Her rigging had parted and she was unable to tack. There were four people aboard, none of whom appeared able to speak English. One man was aft in the cockpit with the two women, who appeared exhausted, and another man was on the foredeck secured by a safety line. None wore lifejackets.

Helmsman Hodder skilfully took the ILB within a few feet of the casualty so that, on the first attempt, a tow line was successfully passed to the man on the yacht's bow. Ten fathoms of 1" nylon was used and the ILB crew secured this to a towing span which they had devised and which secures on to cleats on either quarter, clear of the engines. They

signalled the casualty to take her sails down and John Hodder manoeuvred the ILB to start a dead slow tow to harbour. With the sea almost abeam to port on the return journey the yacht was rolling very heavily but the narrow harbour entrance was safely gained about eight minutes later.

Chris Greenhill had manned the radio throughout, keeping the Coastguard fully in the picture. As a result of the Coastguard reports the station HMA arranged for a doctor to meet the ILB. The two women were taken to the hospital on arrival, for check-up, and the ILB crew then helped the two men to secure the yacht alongside a berth in the harbour. The ILB was rehoused and ready for a service at 1830.

For this service the thanks of the Institution inscribed on vellum have been accorded to Helmsman John Hodder and vellum service certificates have been presented to Crew Members Christopher Woodbridge, Christopher Greenhill and Graham Turner.

Eastern Division

ILB in near gale

RED FLARES SIGHTED off Whitstable Street Buoy were reported to the honorary secretary of **Whitstable** ILB station by Warden Point Coastguard, Isle of Sheppey, at 2342 on Friday, February 25. In view of the bad weather prevailing—the wind was north easterly near gale force 7, causing a short, steep sea off the harbour, with poor visibility and drizzle—the honorary secretary went immediately to the boathouse to discuss the feasibility of launching with the helmsman. After consultation he informed the Coastguard that he would launch.

It was just after low water and, to find enough depth for launching, the Atlantic 21 was driven to a point one cable north west of the harbour entrance beyond the lee of its walls. As she launched, at 2356, tractor, trolley and boat were frequently covered in heavy spray. Once afloat, Helmsman David Foreman headed north of Street Bank and thence eastward towards the deck-lights of the casualty.

After a very rough passage at reduced speed, the ILB arrived on scene at 0005 and found a 23' MFV lying across the wind, dragging her anchor; her position had changed some four cables since the flares had been sighted. Her crew told the ILB that they had been on passage from Rye to Leigh-on-Sea but had run out of fuel; the anchor was not holding and they wished to be taken off before their boat was driven on to Street Bank.

During the first attempt to close the casualty in the heavy, short seas, the MFV yawed and rolled against the ILB, damaging the radio aerial with her after gantry; Helmsman Foreman opened the throttle and sheered away before

Tenby 46' 9" Watson lifeboat Henry Comber Brown launched on February 27 in gale force winds and a very rough sea to bring a man from Caldy Island for compassionate reasons.

photograph by courtesy of R. Thomas



making a second approach from astern to the port side. The ILB was secured briefly while the three men were helped aboard. In leaving the casualty the helmsman had to risk fouling the ILB's propellers on two ropes leading over the MFV's bow.

The area of Street Bank was a mass of white water and, with the boat more sluggish because of the extra weight of the survivors, Helmsman Foreman ran well northward before approaching Whitstable west beach.

Landing was difficult in the very rough weather; however, with considerable help from the two launchers and quick reactions from the tractor driver, the ILB was recovered safely on to her trolley and brought ashore. The survivors were landed at 0035 and the ILB was rehoused and ready for service at 0100.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman David Foreman and vellum service certificates presented to Crew Members David Holmes and Andrew Kennedy. A letter of appreciation signed by Captain Nigel Dixon, RN, Director, has been sent to the launching party, Tractor Driver Stuart H. Wilmot and Shore Helpers Donald A. R. Rigden and Nigel Scammell.

North Eastern Division

Two injured seamen

THE COXSWAIN SUPERINTENDENT of Humber lifeboat station, Brian Bevan, was informed by Humber Coastguard at 2103 on Friday, October 1, 1976, that the Belgian trawler *Marbi* was heading for the Humber with two injured crewmen on board and had asked that the lifeboat rendezvous with her to put a doctor aboard. Dr James Busfield, the station honorary medical

adviser, had also been informed and Coxswain Bevan told the Coastguard that he would place his crew on standby and launch on the arrival of the doctor.

It was raining very heavily, there was flooding on the road between the mainland and Spurn Point and visibility was poor, so when, after some 30 minutes, Dr Busfield had not arrived, Coxswain Bevan went to see if he had had a mishap on the road. He found Dr Busfield, carrying two bags and walking, about a mile and a half from the station; his car had skidded on the sand and become bogged down and he had already come a quarter of a mile on foot. Coxswain Bevan took him to the station.

Although soaked to the skin, Dr Busfield insisted on no further delay and Humber's 46' 9" Watson lifeboat *City of Bradford III* launched at 2223. It was 4½ hours after low water. The wind was south south east force 1 to 2 with heavy rain making visibility poor. The sea was slight.

The lifeboat had just cleared Spurn Point when the radar failed. Using his Decca navigator to check his own progress and plot the progress of *Marbi*, Coxswain Bevan set course to intercept her some 18 miles east by north of Spurn Point Lighthouse.

The trawler was sighted at 0045. There had been no change in the weather but there was now a moderate easterly swell, so Coxswain Bevan asked *Marbi* to steam east at slow speed to make boarding easier. Humber lifeboat went alongside at 0053, Dr Busfield, accompanied by the lifeboat first aider Bill Sayers, boarded *Marbi*, and the two men stayed aboard to treat the casualties under way. Both boats set course for Grimsby.

On arrival at Grimsby at 0350 the lifeboat crew learnt that the two injured men had been taken to hospital accom-

panied by both Dr Busfield and Bill Sayers. Half an hour later Humber Coastguard informed the lifeboat that a red flare had been sighted off Immingham and asked that she investigate. Although a thorough search was made, no sign of any casualty was found and the lifeboat returned to Grimsby to refuel and re-embark Dr Busfield and Bill Sayers. She sailed for station at 0717, arrived at 0800, and was rehoused at 1230.

In appreciation of his service, a special certificate inscribed on vellum has been presented to Dr James D. Busfield.

North Western Division

Two taken off

BEAUMARIS ILB STATION deputy launching authority was informed by Penmon Coastguard at 1646 on Saturday, October 23, 1976, that sailing dinghies had capsized in the vicinity of Gallows Point and Garth Point, Menai Strait; the crews were in the water clinging to the boats.

Maroons were fired and the Atlantic 21 B515, *Blue Peter II*, launched at 1653.

The wind was from the south, gale force 8, the sea moderate. The sky was overcast with squally sleet showers; visibility was moderate to good. It was 1½ hours before low water and the tidal stream was flowing to the north east at its spring rate of about 1.3 knots.

Blue Peter II, commanded by Helmsman John Askew, made full speed for a position just south of Gallows Point where two overturned dinghies could be seen being dragged into shallow water by their crews, who indicated that lifeboat assistance was not needed. To the north of Gallows Point someone could be seen swimming towards the shore

Harwich: When, on July 9, the ex revenue cutter L'Atalanta went aground on Cork Sands, with six people on board, the water was too shallow for Harwich's 44' Waveney lifeboat Margaret Graham to approach. Two crew members ran a tow line down in the inflatable dinghy, and, as L'Atalanta was taking in water, stayed aboard to help bail while she was being towed to Harwich. These photographs were taken by L'Atalanta's skipper, Robert Simper: (left) dinghy is hidden by surf. Mr Simper later wrote to Harwich honorary secretary, thanking

him and the crew and sending a donation to the station. He said, 'I have been sailing various boats at sea for 21 years and suppose that I have always had it at the back of my mind that the lifeboat service would come to my assistance in an emergency. What I was surprised and pleased about was the amount of help and kindness we received from the lifeboat crew at Harwich. To receive help like this for nothing does restore one's faith in human nature. . . Again on behalf of my family and myself, thank you to coxswain and crew . . .'



away from a capsized dinghy, but an onlooker standing at the water's edge told the ILB crew that the water was very shallow and the swimmer was out of danger.

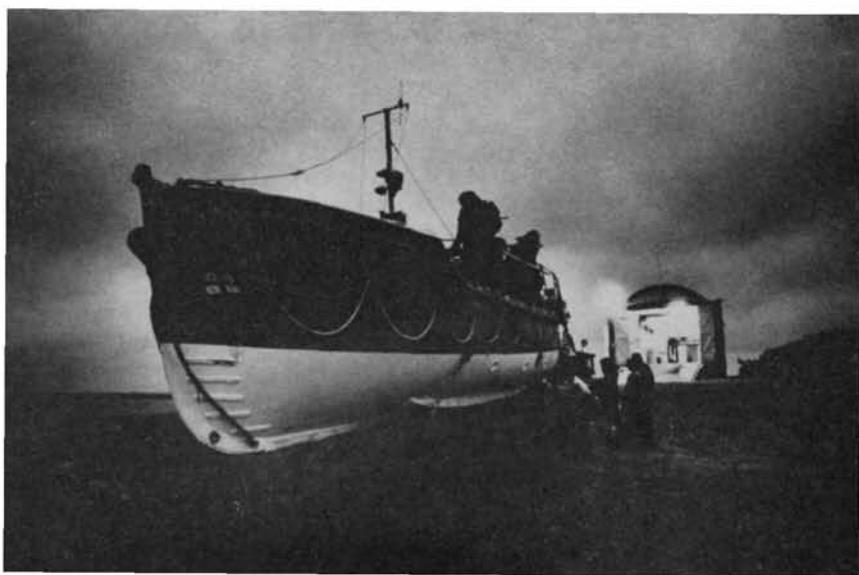
Having satisfied himself that the people reported to have been in the water were all accounted for, Helmsman Askew decided to return to station and advised Penmon Coastguard accordingly. The time was 1704. The Coastguard acknowledged receipt of the radio message and told the ILB that red flares had been sighted off Careg Onnen Point on the north-east side of Anglesey some six or seven miles away. Helmsman Askew replied that he would investigate and set off at full speed.

When half a mile south of Puffin Sound, just east of Penmon Point, rough and confused breaking seas were encountered and speed was reduced to half throttle. *Blue Peter II* was entering Puffin Sound at 1713 when the Coastguard asked her to investigate a yacht sighted 1½ miles north of Trwyn-du lighthouse. Course was altered to the north and the ILB headed into rougher water for about five minutes. At 1718 a yacht was sighted a quarter of a mile to the north west, sailing on the port tack under reefed main and jib. The yacht, later identified as *Tantivy*, a 5 ton bermudan rigged cabin cruiser, was being blown over on to her beam ends at times and appeared to be in difficulty. It was estimated that the wind was blowing force 7 from the south and the sea was rough and confused.

Blue Peter II made an up-wind approach, closed the stern of *Tantivy* and enquired if she had fired a flare. The two men on board said that they had not made any distress signal, but had sighted a red flare to the south west close inshore. John Askew said that he would return as soon as possible after investigating the flare, as *Tantivy's* crew were experiencing great difficulty in handling the boat in the strong wind and confused seas. A situation report was passed to the Coastguard along with a request for the offshore lifeboat to be placed on standby. *Blue Peter II* continued south-westwards to Careg Onnen Point.

On closing the land an intercepted radio message between a rescue helicopter and Coastguard mobile indicated that the boat which had fired the flare had been beached and her crew were safe. The Coastguard asked the ILB to return to *Tantivy*. The time was now 1730. Course was reversed and as *Blue Peter II* headed back to the north east a Wessex helicopter from RAF Valley arrived overhead and escorted her to *Tantivy*.

The quartering seas made steering difficult, and Helmsman Askew later reported the worst conditions were experienced during this part of the service. On arriving back with *Tantivy* she was seen to be lying beam to the sea with sheets flying. The main boom was



Wells-next-the-Sea: 0415 launch. The 37' Oakley reserve lifeboat, Calouste Gulbenkian, on temporary duty at Wells, was called out in the morning of July 10 after a 999 report of a missing swimmer. Together with Wells ILB and a helicopter, she searched for an hour and a half in fresh to strong winds and a moderate sea. No one was found or subsequently reported missing. photograph by courtesy of Campbell MacCullum

swinging from side to side as she rolled heavily in the rough sea. The crew indicated that they wished to be taken off and Helmsman Askew told them that he would attempt an up-wind approach on to the stern of the boat and would take one man off at a time. *Blue Peter II* was positioned downwind off the casualty's starboard quarter in preparation for the approach. On making the approach the helmsman was able to lay the ILB alongside *Tantivy's* port quarter long enough for both men to be taken off. At 1739 a message was passed to Penmon Coastguard that the crew were safe aboard the ILB and the yacht abandoned.

Course was set to close Tryn Dinmor to obtain a lee before attempting the passage back through Puffin Sound, and the helicopter remained in attendance until *Blue Peter II* reached quieter water. The survivors were landed at the lifeboat station at about 1825.

The abandoned yacht was taken in tow four days later off Holyhead and found to be in a good seaworthy state.

For this service the thanks of the Institution inscribed on vellum have been accorded to Helmsman John C. Askew. Vellum service certificates have been presented to Crew Members Gareth Parry and Huw G. Williams.

Eastern Division

Waterlogged dinghy

BOUND FOR THE WHELKING GROUNDS, MFV *Isabelle Kathleen* cleared her moorings abreast the lifeboat house at Wells at about 1120 on Thursday, June 3, 1976, and set out to sea. The 36' fishing boat was commanded by her owner, John Nudds, a lifeboat crew member, and crewed by Alfred Smith, another life-

boatman, and Martin Frary, a regular member of the shore party.

The weather was fine, with a north-north-east force 5 to 6 breeze causing a heavy sea and swell in the area of Wells Bar. High water was predicted at the bar for 1010.

When approaching the outer channel buoys, John Nudds sighted a 12' sailing dinghy in the breaking waters one mile to the east and, while he watched, saw her capsize, bow over stern.

He immediately tried to call Wells Coastguard but could not make contact. Realising there was no chance of ILB assistance, he altered course across the toe of the eastern sands and came up on the dinghy, the anchor of which had fallen out during the capsize, holding her in position. The breaking seas had righted the dinghy and her two men crew were sitting in the waterlogged boat; both were wearing a wrap-around buoyancy aid and it was later found that only one could swim. They had sailed from Wells to Burnham Overy Staithe on the earlier tide and, being unsure of the return course, had headed for the Fairway Buoy in worsening wind and sea conditions.

In a depth of only 10 to 12 feet of water, John Nudds manoeuvred the fishing vessel to windward, affording a lee, taking great care not to let his boat, which draws 4' 6", fall down wind to the lee shore. A lifebuoy on a line was thrown to the dinghy and, one at a time, the men were pulled to safety; considerable skill was necessary to get the men inboard without injury as the fishing boat was rolling and lifting heavily in the breaking seas. The non-swimming survivor was considerably distressed.

Having taken both men aboard, John Nudds returned to harbour where they were landed, at their own request, close to the lifeboat house. He then, at 1245,

returned to sea to continue his day's fishing.

For this service a framed letter of thanks signed by Major - General Ralph Farrant, Chairman of the Institution, has been presented to John Nudds, and letters of appreciation signed by Captain Nigel Dixon, RN, Director, to Alfred Smith and Martin Fray.

North Eastern Division

Cabin cruiser on bar

THE DEPUTY LAUNCHING AUTHORITY of Blyth lifeboat station was informed by Coastguard Tyne at 1440 on Sunday, August 29, 1976, that two swimmers had been swept out to sea off Cambois; a girl bather had been picked up by a helicopter from RAF Boulmer but her father was still missing. The assembly signal was made and Blyth ILB launched and set off at 1444. One minute later the message was given to Coxswain George Dawson of Newbiggin lifeboat station, who informed the launching authority and immediately fired the maroons. At 1455 Newbiggin's 37' Oakley lifeboat *Mary Joicey* launched on service.

The wind was south easterly force 1 to 2 with a slight sea. There was a moderate easterly swell, producing a heavy surf inshore.

Blyth ILB, with Helmsman David Tilmouth in command, arrived in the area off Cambois at 1453 and was soon joined by *Mary Joicey*. While the ILB made an extensive search along the surf line inshore, Newbiggin lifeboat searched offshore. Close communication between both lifeboats was maintained, but the co-ordinated close search was without success; no sign of the casualty was found.

At 1646, while the search was still in progress, information was received from Coastguard Tyne mobile that a cabin cruiser had been reported capsized off the mouth of the River Wansbeck and immediate assistance was requested. As lifeboat and ILB had been searching now for some hour and a half without success, this second incident was considered to take priority and both boats headed for the river mouth.

Because of her superior speed, Blyth ILB arrived at the scene before Newbiggin lifeboat; she found the cabin cruiser, upright, lying to her anchor on the bar in a most hazardous position, being pounded by heavy surf. Helmsman Tilmouth, realising the precarious position that the casualty was in, with the danger of the anchor failing to hold, headed in through the surf to assess the situation close to. The motion of the casualty was violent and Helmsman Tilmouth decided not to attempt to take the crew off at this stage but to await the arrival of Newbiggin lifeboat. One of the casualty's crew was seen clinging to the cabin top, while three others were sheltering in the cabin.

On arrival of the lifeboat, Blyth ILB

closed her and informed Coxswain Dawson of the situation. It was decided that conditions were such that to try to tow the casualty clear would be the most effective way of accomplishing the rescue, so the ILB took a line from the lifeboat and returned through the surf to the casualty. Two attempts were made to transfer the line but without success.

At about 1656, while she was running in for a third attempt, a large sea broke over the stern of the ILB, completely swamping her. The boat cleared herself of water but the engine had failed and could not be restarted. The crew manned the oars, rounded up into the surf and succeeded in pulling clear of the worst of the breaking water. Meanwhile, Newbiggin lifeboat, seeing what had happened, recovered the tow line and headed into the surf; passing a line to the ILB she towed her into calmer water. Once satisfied that the ILB was safe, Coxswain Dawson informed the Coastguard on shore that he was going to close the casualty and pass a line.

At the first attempt, approaching bow first, Newbiggin lifeboat touched bottom when some 30 yards off the casualty. A heavy swell lifted *Mary Joicey* and Coxswain Dawson pulled her clear by going full astern. Useful local advice about banks in the area was passed via the Coastguard and Coxswain Dawson made his second approach, stern first. On this attempt the lifeboat came close enough to pass a line which was secured aboard the casualty by her own crew. Newbiggin lifeboat, cutting the casualty's anchor warp, towed her clear of the surf, then, taking Blyth ILB in tow as well, headed for Blyth. Lifeboat and tow arrived in harbour without incident at 1753. The casualty was secured and one of the four survivors, found to have suffered an injury to his leg, was treated by a doctor before being taken to hospital.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain George Dawson of Newbiggin lifeboat and Blyth ILB Helmsman David Tilmouth. Vellum certificates were presented to Second Coxswain Christopher Main, Motor Mechanic Clifford Hancox and Crew Members John Mounsey, Robert Wrigglesworth, David Armstrong and Thomas Taylor of Newbiggin, and Blyth ILB Crew Members Dallas Taylor, John Long and Clifford Thompson.

Scotland North Division

Boy adrift

A HOLIDAYMAKER, with his wife, was setting up a wind break on Dalchalm Beach, Brora, at about 1400 on Wednesday, July 21, 1976, when he looked round to find that his 11-year-old son, a non-swimmer, had drifted about 100 yards out to sea in a 4' 6" dinghy. He ran and dialled 999 and at 1435 Police Constable (now Sergeant) Roderick Graham

arrived to find that the boy was already about 400 yards offshore.

The weather was fine and clear, there was an offshore westerly wind of force 2 to 3 with slight sea and long low swell. It was half an hour after low water and the tide was setting 065° at 0.5 knots.

Police Constable Graham drove to Brora Harbour, to find all the boats high and dry on the low water. However, he did find Douglas Thomson fitting up his 10' inflatable Avon Sports dinghy, which had a 7½ hp Mercury outboard engine, and Mr Thomson agreed at once to help.

The two men launched the boat over the beach and steered north for one mile to the last known position off Dalchalm Beach. Finding no sign of boy or dinghy, they headed west away from land and started searching. At about three miles from land the dinghy was glimpsed occasionally in the swell running. She was closed and the boy helped aboard the Avon Sports. No attempt was made to tow the dinghy back and shortly after the boy was rescued it was seen to overturn.

The boy was landed at Dalchalm Beach at 1615 and the rescuers returned to Brora Harbour; they were running out of petrol as they entered.

For this service framed letters of thanks signed by Major-General Ralph Farrant, Chairman of the Institution, have been presented to Douglas S. Thomson and Police Sergeant Roderick Graham.

North Western Division

MFV Ashore

A MOTOR FISHING VESSEL ashore on the south side of the Conwy approach channel was reported to a deputy launching authority of Conwy inshore lifeboat station by Penmon Coastguard at 0752 on Thursday, April 14. Maroons were fired and at 0810 the ILB launched and set out for Deganwy Point at full speed.

The wind was north west, strong to near gale, force 6 to 7, causing a short, steep, breaking swell in the harbour entrance. Visibility was good. It was 30 minutes before high water and the flood stream almost slack.

On reaching Deganwy Point speed was reduced because of the swell. By this time it was established that the VHF radio was not working properly since no contact could be made with Coastguard station or mobile. The casualty was sighted aground on the Morfa Mussel Bank about 200 yards south south west of Perch Light. She was lying with bows south south east and listing to port; seas were breaking over her starboard quarter. Someone could be seen standing on deck.

Helmsman Trevor Jones took the ILB alongside the casualty and secured under the lee of her port bow; the time was now 0815. The boat was on passage from Amlwch to Conwy and had anchored in the approach channel because of

gearbox trouble; she was without propulsion. Her anchor cable had parted and she had been blown ashore. At the request of the skipper, the ILB ran a line ashore, securing the boat by a wire hawser to a large rock above high water mark, before taking off the crew and landing them at the ILB station at 0850. The ILB was rehousing and made ready for service by 0915.

For this service, letters of appreciation signed by Captain Nigel Dixon, RN, Director of the Institution, have been sent to Helmsman Trevor Jones and Crew Member F. Smith.

South Eastern Division

Two calls in gale

NEWHAVEN LIFEBOAT, the 47' Watson *Kathleen Mary*, was called out twice on Thursday, November 4, 1976. During the early evening HM Coastguard had been watching a yacht coming from the west, close inshore. As she turned in to Newhaven Harbour she had to head off to the east to avoid an out-going coaster, was driven past the harbour entrance and, just before 1800, she was seen to be having difficulty tacking back out of Seaford Bay. A fishing vessel, *Gay Star*, about to enter harbour, was called on VHF channel 16 and asked to check if the yacht was in trouble; a message was also passed to Newhaven lifeboat station.

The wind was south westerly, strong to near gale, force 6 to 7, the sea rough; visibility was good. The tide was three hours flood.

Gay Star was unable to get close to the yacht, because the water was too shallow, and at 1810 reported that the yacht, *Kiki*, was within 20 feet of the shore. Newhaven Coastguard mobile was despatched and the CRE company called out.

Kathleen Mary launched at 1816 and reached the casualty to relieve *Gay Star* at 1823. However, at 1836 a message came from the mobile that the yacht was on the beach and her singlehanded skipper safe.

The lifeboat returned to her station and was rehousing and ready for service at 1915.

A few hours later, at 2300, the Coastguard informed the honorary secretary that a catamaran appeared to be in difficulties four miles north of Greenwich Buoy. Her forestay had been carried away and she was unable to hoist further sail. She had enough fuel for four hours, after which help would be needed. She had two adults and two children on board. Shipping had been informed and two vessels were heading for the casualty.

At 2320, with the weather deteriorating, the Coastguard advised the immediate launch of the lifeboat. Visibility was poor and the wind had risen to gale force 8 to 9, still blowing from the south west. The tide was ebbing and the sea in the vicinity of the casualty was very rough.



Great Yarmouth and Gorleston: Relief 44' Waveney lifeboat 44-001 on temporary duty at Gorleston returning from service to the Danish vessel *Baltic*, which had developed a heavy list, on April 8. Seven seamen, picked up by the tug *Vanguard*, were transferred to 44-001, which brought them back to Gorleston before returning to stand by *Baltic*, under tow by the tug *Union I* and with two of the tug's crew aboard her.

photograph by courtesy of Eastern Daily Press

Meanwhile, at 2330 mv *Kilkenny*, one of the two vessels which had responded to the distress call, had closed the casualty and was standing by pending the arrival of the lifeboat.

At 2340 *Kathleen Mary* was launched and on her way. She arrived alongside the casualty, the catamaran *Acarus*, at 0140. *Acarus* was taken in tow and *Kilkenny* went on her way.

The lifeboat, together with her tow, arrived safely in Newhaven at 0515 on November 5, but had to remain on her moorings until 0630 before there was enough water to enable her to be rehousing.

South Eastern Division

Holed yacht

A YACHT ADRIFT in a strong southerly gale and in very large breaking seas two miles off the Wittering shore in Bracklesham Bay and drifting westwards was reported to the lifeboat authority of Hayling Island ILB station by HM Coastguard at 1110 on Thursday, October 14, 1976. Selsey lifeboat had been launched and Hayling Island Atlantic 21 was asked to stand by.

A later sighting indicated that the yacht was in the region of the 'wrecks' off Chichester Harbour entrance and it was realised that she would be driven ashore before Selsey lifeboat could reach her. Hayling Island ILB was therefore asked to launch. This she did at 1117, in poor visibility and on a flooding tide.

The ILB encountered very large seas over Chichester Bar and at 1140 came up alongside the yacht *Sundew*, a 36' bermudan sloop, one mile south south

east of the inshore lifeboat station. She was broadside to the seas and being swamped; her engine was out of action, her sails in shreds and she had a hole in her bows.

The ILB successfully manoeuvred alongside and a member of her crew went aboard, where three men were sheltering in the waterlogged cabin. A line was passed and secured and, with large seas astern, a difficult tow begun. Eventually the yacht was taken to a sheltered mooring in Chichester Harbour, her crew being landed at Hayling Island Sailing Club at about 1240. The ILB returned to her station at 1305 and was rehousing seven minutes later at 1312.

For this service letters of appreciation signed by Captain Nigel Dixon, RN, Director of the Institution, were sent to Helmsman Patrick Lamperd, Crew Members Nicholas Danby and Simon Wilson and Swimmer Paul Covell.

South Western Division

Injured seaman

A TANKER, *La Quinta*, approaching Salcombe bound for Liverpool with a member of her crew seriously injured was reported to the honorary secretary of Salcombe lifeboat station by HM Coastguard at 1157 on Saturday, 21 May. A rendezvous was arranged and *The Baltic Exchange*, Salcombe's 47' Watson lifeboat, under the command of Second Coxswain, Motor Mechanic Edward Hannaford, slipped her moorings at 1205. The wind was north north

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ANNUAL GENERAL MEETING

and presentation of awards

ROYAL FESTIVAL HALL, TUESDAY, MAY 17

1976: A YEAR OF GREAT ACHIEVEMENT ON SEA AND LAND

A STANDING OVATION for a gold medalist and his crew at the end of the presentation of no less than 24 medals for gallantry; the report of an increase of income of some 2½ per cent above the year's rate of inflation, making possible the continuing, with renewed vigour, of the policy of fleet modernisation as well as an improvement in the level of free reserves; the recording of 1,049 people rescued from drowning. Thus is the gallantry of lifeboat crews complemented by the devotion of fund raisers, and such is the crown of their united endeavours. Surely, when lifeboat people came together for the annual general meeting and presentation of awards at the Royal Festival Hall on Tuesday, May 17, they had much of which to be proud, much for which to be thankful, and while inflation still gave cause for concern, there was also much cause for encouragement.

The presentation of a gold medal for conspicuous gallantry is as rare at it is memorable. When the time came for Acting Coxswain Keith Bower to go up on to the platform at the Festival Hall, he was the first man to receive a gold medal for ten years; only six have been awarded since the end of the second world war, 32 years ago. 'My Lords, Ladies and Gentlemen', announced Major-General Ralph Farrant, Chairman of the Institution, after he had made the presentation, 'I have received this message for Acting Coxswain Bower from our President, The Duke of Kent:

'I have been greatly stirred by the account of the magnificent rescue carried out by the Torbay lifeboat last December. The courage and heroism displayed by you and your crew were in the finest traditions of the lifeboat service and I send you my warmest congratulations on the award of the Institution's gold medal.'

And, as Keith Bower turned to join his crew—his brother, Stephen Bower, William Hunkin, Michael Mills, Nicholas Davies, Richard Brown and John Dew—standing quietly by, everyone rose, and that crowded hall reverberated with the warmth of their acclaim. It was a triumphant moment few who were there will ever forget.

* * *

Following the traditional pattern, the day had begun with the annual general meeting of governors in the morning at which General Farrant had presented the annual report and accounts for 1976:

'Good morning and welcome . . . may

I congratulate you on the number who have come today . . .

'Last year I addressed this meeting as Chairman for the first time and I was able when doing so to report on a year of outstanding achievement by the lifeboat service, but I was obliged to end by sounding a warning. The warning was a consequence of the fact that the Committee of Management of the RNLI had come to the conclusion that we should have to effect a pause in our boat building programme for compelling financial reasons. I did stress that the committee intended that it should only be a pause and we should revert as soon as possible to our normal level of boat construction. I am glad to be able to say, as an aside, that we are beginning to do so.

'Once again this year I am in the privileged position of being able to report on a year of great achievements. The lives of 1,049 people were saved by RNLI lifeboats last year and our crews not only maintained the standards of skill, of seamanship and courage to which we have been accustomed, but in a number of instances can be said to have gone far beyond the call of duty.'

After referring to some of the outstanding services at sea and also to some of the technical achievements made during the year, in radar and radio installations, in protective clothing, in the conversion of lifeboats to give them a self-righting capability and in the reduction of noise levels, General Farrant turned to finance:

'I can also report very gratifying achievements in the financial field, in which I know you are all interested, as a result of which it has been possible to begin to build up the RNLI's free reserves by transferring £356,000 from revenue. The reasons which explain how this has come about are fourfold, and three of these reasons give grounds for encouragement. There was a large increase in the amount the RNLI received from legacies and special gifts. This is, above all, evidence of the strength of the RNLI's greatest financial asset, the goodwill it enjoys among the public at large. Secondly, our fund-raising branches and guilds excelled themselves; there was a steady increase in the number of members enrolled into Shoreline now totalling 40,200 and corporate efforts made by outside bodies to raise funds for the RNLI were quite outstanding.

'The third main cause for the financial improvement was the level of economies achieved by the Director and his staff. May I offer one rather remarkable statistic for your consideration? The total number of lifeboats in the RNLI fleet, offshore and inshore boats at their stations and those in the relief fleet, amounts to 316. The total number of

full-time staff, including of course the one full-time man, coxswain or mechanic as the case may be, to be found at every offshore lifeboat station, was 629. This ratio of almost exactly two employees per operational vessel surely speaks for itself. Of what other maritime organisation, commercial or governmental, could a claim of this kind be made? Not long ago a distinguished American soldier described the armed forces of this country as consisting of admirals, generals and bands. I think he was possibly a bit wide of the mark but at least, in the RNLI, we can say we have no bands, and the admirals and generals we do have are not paid. I can assure you of this from first hand knowledge.'

After the laughter had died down, General Farrant spoke of the fourth reason for the financial improvement—the one which could not be considered gratifying but which had been forced upon the Institution. During 1976, although 10 new offshore lifeboats had been launched, orders had been placed for only three new boats. In the long run such a number of new boats in a year would not be enough to maintain a fully effective service.

'This', said General Farrant, 'is a serious fact of which we are well aware. We are therefore looking to new sources of income to increase our revenue and enable us to revert to a boat building programme which will fully meet our requirements.'

Mentioning discussions which were being held with the General Council of British Shipping, the insurance and oil industries and the American lifeboat appeal as examples of such new sources of income, he continued:

'The RNLI has been hit by inflation as have all other organisations, and of course private citizens in the country. Our free reserves are still dangerously low, amounting to only 13 weeks expenditure at current levels—that is to say with the cost of things today and not as they will be tomorrow. All this must give us cause for concern, but as I have tried to indicate we also have much cause for encouragement. For this we are indebted to all of you in this room who are Governors of the Institution and to all those whom you represent in such a generous and public spirited manner.'

Turning in more detail to the accounts (summarised in the summer issue of THE LIFEBOAT) General Farrant drew attention to the fact that assets had risen by some £0.8 million in the year, with both property and investments up by some £0.4 million each. Income had

risen to £6.25 million, an increase of some 2½ per cent above the year's rate of inflation, but inevitably inflation had taken a heavy toll in expenditure, which amounted to £5.9 million:

'Operational expenses have risen by some 20 per cent to reach £3.1 million, with maintenance charges, of course, particularly heavy. The effects of this have been offset by the pause in the building programme and savings in administration and fund raising in comparison with national inflationary trends—administration for example has risen by only 4 per cent compared with the national inflation rate of 16.5 per cent. Congratulations to the Director and staff.

'Thus the objective of the transfer to reserves in respect of the year's workings of £0.35 million, which is what we hoped to achieve in consultation with our funding committee, has been achieved despite the intense pressure on our resources during the year. We are therefore, I believe, continuing our policy of fleet modernisation with a return to a normal rate of building whilst still maintaining, or improving, the level of free reserves.'

General Farrant concluded by proposing that the annual report and accounts for 1976 be adopted. The proposition was seconded by Mr Maldwin Drummond and carried unanimously.

Elections followed: of the President, HRH The Duke of Kent; of the Vice-Presidents; of the Treasurer, the Duke of Northumberland, and Deputy Treasurer, David Acland; and of other members of the Committee of Management. Price Waterhouse were re-appointed as auditors.

Discussion then became more general, and among a number of matters raised was the use of an ex-lifeboat for fund raising on the Thames and the naming of inshore lifeboats.

On the subject of whether a copy of the annual report and accounts should be sent out to all governors automatically, the Chairman recalled that it had been agreed at the last AGM that, as a matter of economy, they should only be sent to those who asked for them: it was not just a question of extra postage but of extra costs for printing and envelopes as well. It was also mentioned that while copies of the bye-laws of the Institution are not sent out to every governor, they are available from headquarters on request.

One questioner asked how much money an area needed to raise before it could have a lifeboat or ILB station. Admiral Hezlet, Chairman of the Search and Rescue Committee, explained that funds had to be deployed to save the most lives, and the problem of where lifeboats should be stationed had to be studied with extreme care; if financial considerations were allowed to govern planning there would be a distorted distribution of lifeboats and they would not necessarily be where they were most

needed; at present several applications for ILBs were being considered.

* * *

The Festival Hall was crowded for the annual presentation of awards in the afternoon, when General Farrant opened proceedings with a look back at 1976:

'Though some may recall a drought, others will recall day after day of cloudless skies and sunshine. In this country we are used, climatically, to paying later for our pleasures and, sure enough, the golden summer of 1976 was followed by many severe gales in the autumn and early winter. At times lifeboats of the RNLI were called out in winds of hurricane force. Accounts of some of these services will be read to you later. One of them was so exceptional that it led to the award of a gold medal.

'World War Two ended in Europe 32 years ago; during those 32 years lifeboats of the RNLI have been called out well over 43,000 times and have saved more than 27,600 lives. Of all those services, only six have led to the award of a gold medal. That is some measure of its rarity. The earlier recipients of the gold medal were Coxswain Thomas King of Jersey; Coxswain Richard Evans of Moelfre, who won it twice; Coxswain Hubert Petit of St Peter Port, Guernsey; and a former lifeboat inspector, Harold Harvey. Now this distinguished band is joined by Second Coxswain Keith Bower of Torbay.

'When you hear later this afternoon the accounts of some of the services carried out by our lifeboat crews you may even wonder how it was that in those conditions our boats and crews managed to come through with their lives. The truth is, of course, that the possibility of a disaster was there. Indeed during one service last December we came very near to losing the crew of the Padstow lifeboat due to the force of the sea. The wheelhouse was seriously damaged, the coxswain was concussed and temporarily blinded, yet Second Coxswain Trevor England succeeded in bringing back the boat to her station, where she was made ready for action with remarkable speed.'

The gold medal service at Torbay and a silver medal service at Weymouth had both been carried out by the new Arun class of boat, the prototype of which had been designed by J. A. McLachlan of G. L. Watson and Co.

'When we began the planning and design of this new class of lifeboat we were conscious of the long-standing need of greater speed. The essence of our problem was to combine the additional speed with those qualities which are traditional to the lifeboat, stability and seaworthiness, as well as a self-righting capability. I think you will agree that the latest achievement of these new boats indicates that we have attained some measure of success in solving this problem. . . .

'That it has been possible to provide our lifeboat crews with these new Aruns and other lifeboats has, of course, been due to the efforts of our voluntary supporters everywhere. In particular I

want to thank all those members of our branches and guilds for the way in which, year after year, they continue to raise money for the lifeboat service, no matter what the financial difficulties of the country may be. In the political field we hear today much about devolution. In the RNLI we have, and have long had, an exemplary form of devolution of powers. Our station branches and our fund-raising branches and guilds are largely autonomous, able, willing and authorised to conduct their own affairs. The Committee of Management is concerned with policy and the permanent staff provide the continuity, professional skills and guidance which help to support the structure. It is, I am sure, because of this system, and also because of the nature of the cause we serve, that the RNLI enjoys such strength and wide support.'

General Farrant then paid tribute to the magnificent efforts of other voluntary associations which had made it possible for the RNLI to obtain new boats: the Scout Association, the Round Table and the Manchester Unity of Oddfellows:

'Then, most appropriately, a lifeboat bearing the name *Silver Jubilee* has been provided by the contributions of our unfailing supporters, the members of the Civil Service and Post Office Lifeboat Fund. . . .

'I am pleased to announce that as part of the Silver Jubilee celebrations a lifeboat will be named *Duke of Kent* in honour of our President and of our lifeboat crews and voluntary workers. This lifeboat will be stationed at Eastbourne.'

Promises of help to meet the cost of new lifeboats had come from the shipping and oil industries, and also from abroad:

'We are very fortunate in the fact that to mark the mutual goodwill shown at the time of the celebrations of the bicentenary of the American Declaration of Independence a number of prominent citizens in the United States came together and decided the best way of expressing their feelings in a tangible form would be to provide a new lifeboat for the RNLI. A committee was therefore formed including many of the leading Americans in this country, and when I point out that on the British side the committee includes two former Prime Ministers, the Chief of Defence Staff, a number of leading industrialists, several ambassadors or former ambassadors and a vice-chancellor of a university, you will have some impression of the goodwill this new project commands.'

In his summing up, General Farrant emphasised that, notwithstanding the splendid efforts of all the thousands of people to whom he had referred, more money was still needed, and that the pause in boat building could only be a temporary one if the voluntary crews of the Institution were to be provided with all that they require and deserve:

'This is an indication of the challenge which we face and shall continue to face. I am confident that with the calibre of the people we have working for the RNLI we can meet with success.'



Medallists of 1976: (l. to r., back row first) Joseph Jordan, Frank Hendy, Alan Blair, Ronald Hardy, Victor Marsh, Glyn Roberts, Stephen Whittle, Thomas Knott, Charles Begg, Peter King, Christopher Smith, John Street, Richard Robinson, Victor Pitman, William Jones, William Hunkin, Michael Mills, John Dew, Keith Bower, Stephen Bower, Nicholas Davies, Richard Brown.

His speech concluded, General Farrant then presented the awards for gallantry. Coxswain Robert Allen was unable to be there to receive his medal.

Crew Members Peter King, Christopher Smith and John Street, Calshot: bronze medal

During the evening of January 29, 1976, a report was received that the Hamble rescue boat had gone aground in the marsh area of Ashmore Creek while trying to take off an injured man from a yacht aground in the same area. At 2220 Calshot lifeboat *Ernest William and Elizabeth Ellen Hinde* set out towing her 16' boarding boat. The wind was gale force 9 and the air temperature sub zero. Using the boarding boat Crew Members Peter King, Christopher Smith and John Street took off and landed the yachtsman. After a further search the Hamble rescue boat was sighted some 300 yards from the main channel. Taking it in turns, the three crew members dragged the boarding boat through the marsh and brought the two survivors back to the lifeboat.

Acting Coxswain Charles Begg, Aberdeen: bronze medal

At 1845 on March 12, 1976, Aberdeen lifeboat *Ramsey Dyce* set out to the help of MFV *Karemma*, broken down in Aberdeen Bay. The wind was force 7 with very heavy seas. *Karemma* was drifting towards the beach and a tug had already been damaged in an unsuccessful attempt to take her in tow. Acting Coxswain Charles Begg had to take the lifeboat alongside through steep, rolling seas three times to take off the casualty's crew of five.

Coxswain/Mechanic Stephen Whittle, Dunmore East: bar to his bronze medal

At 0300 on July 9, 1976, Dunmore East lifeboat *St Patrick* set out to the help of an 18' open boat wrecked near Falskirt Rock. The wind was fresh force 5, with driving rain and a heavy swell breaking on the rock. The search and approach to the casualty were made difficult by the large number of salmon nets and lobster pots in the area. Coxswain/Mechanic Stephen Whittle brought the lifeboat into the very narrow and shallow inner channel. A buoy was thrown to one survivor and he was hauled on board the lifeboat before she had to go rapidly astern from the rocky shore. No sign of the other crew member was found in a five-hour search.

Crew Member John Dew, Torbay: bronze medal

Torbay lifeboat *Princess Alexandra of Kent* launched at 1441 on August 23, 1976, to help survivors from a wrecked speed boat in Forest Cove. A fresh breeze was producing rough seas in the cove where six adults, eight children and a dog were stranded. Crew Member John Dew volunteered to swim ashore with a line. Pairing one adult with a child in the breeches buoy, swimming alongside them to the lifeboat and then returning to the beach, John Dew brought off all the survivors in seven exhausting trips through the surf.

Crew Member Glyn Roberts, Porthdinllaen: bronze medal

At 2315 on August 31, 1976, Porthdinllaen lifeboat *Charles Henry Ashley* set out, towing a boarding boat, to go to the help of a boy trapped about 80' up on the cliff at Porth-y-Nant. Crew Member Glyn Roberts was landed. He climbed the near vertical cliff and persuaded the boy to climb down; when about 30' from the bottom Glyn

Roberts fell to the beach, but managed to climb back again to bring the boy down safely.

Coxswain Ronald Hardy, Swanage: bar to his bronze medal

Second Coxswain/Mechanic Victor Marsh, Swanage: bronze medal

At 1300 on October 14, 1976, Swanage lifeboat *J. Reginald Corah* launched in a storm force 10 wind and very rough sea to take over the tow of the French yacht *Campscharles* from a Russian trawler. The two yachtsmen from the casualty were on board the trawler, so Coxswain Ronald Hardy brought the lifeboat alongside to take them off. When the tow lines were cast off, one of them fouled the lifeboat's rudder and starboard propeller. The rudder was soon cleared, but both engines had to be stopped while Second Coxswain/Mechanic Victor Marsh, despite the violent motion and appalling conditions, tried to clear the propeller. Coxswain Hardy decided to close the drifting yacht using the port engine only, a crew member was transferred and a tow line secured.

Crew Member Alan Blair, Aberystwyth: bronze medal

MFV *Western Seas*, cover for Aberystwyth ILB while the latter was temporarily off service, set off at 1153 on February 22, 1976, to help a motor cruiser capsized in heavy surf near the harbour entrance; Crew Member Alan Blair volunteered to swim on a line to attempt an underwater search to see if anyone was trapped underneath.

Coxswain/Mechanic Thomas Knott, Lowestoft: bar to his bronze medal

Michael Knott: framed letter of appreciation

Pilot cutter coxswain, Michael Knott, was in Lowestoft Bridge Control station when, at 0825 on August 16, 1976, a radio message was heard that the harbour tug *Barkis* had overturned. He ran to his 16 knot cutter and, with his father, Coxswain/Mechanic Thomas Knott as crew, immediately put to sea. Three of the tug's crew were saved. Although Coxswain Knott entered the sea in the attempt, it was not possible to save a fourth man.

Frank Hendy: bronze medal

Passing inside the buoys marking the rocks off the end of Howth East Pier on the evening of August 28, 1976, a 32' yacht grounded heavily. Frank Hendy, formerly a Howth lifeboat motor mechanic, and Tony Brown put out in Howth YC 18' launch. A force 6 wind was causing a very heavy and confused sea on the rocks but Frank Hendy took the launch alongside the yacht and Tony Brown boarded her to hoist sail so that she would lay over thus reducing her draught. Both boats were bumping badly, but the launch managed to tow the yacht clear and into harbour.

Joseph Jordan: bronze medal

On the evening of September 25, 1976, two duck shooters walked out on a shingle track across Stiffkey Marsh. When fog reduced visibility and they tried to return to the mainland they became lost; the tide was rising to the forecast danger level. With water up to their chests, they signalled with torch and shot gun. Joseph Jordan, a warden on the nature reserve who knew the area well, was alerted and felt his way along the now submerged path to board an 11' dinghy. After a difficult row, taking 25 minutes each way, he brought the two men back and led them along the submerged path to safety.

Coxswain William Jones, Holyhead: silver medal

At 1329 on September 11, 1976, Holyhead lifeboat *St Cybi* (Civil Service No. 9) launched to assist a yacht with her sails blown out and without power 23 miles south west of Skerries Lighthouse. The wind was force 9 to 10 with very rough seas and heavy rain. A merchant vessel had already tried to put a line on board and take off the crew of four. As, in winds gusting to force 11, the lifeboat approached, a line streamed from the yacht fouled the lifeboat's port propeller. Coxswain William Jones made an approach on one engine. The crew were taken off, and the return passage begun. Following the report of a red flare, a search close inshore was made for about 90 minutes, but nothing was found, and the lifeboat finally reached harbour after nine hours in storm force winds.

Coxswain Robert Allen, Whitby: silver medal

Helmsman Richard Robinson, Whitby: bronze medal

At 0326 on September 30, 1976, Whitby offshore lifeboat *William and Mary Durham* launched to help *MFV Admiral Van Tromp* aground under the cliff. There was a heavy onshore swell and fog reduced visibility making it impossible to see the build up at sea. The *MFV* was heeled to port, being swept by heavy breaking seas. Three attempts were made by the lifeboat to take off the survivors, without success, and enormous seas breaking over her caused injuries to two crew members. By daylight two survivors had been recovered ashore, two men were missing and one was seen on a rock in danger of being washed away.

In the meantime, Whitby ILB had been launched and was on the scene. Helmsman Richard Robinson drove on to the rock at full speed and the man was hauled on board safely.

Acting Coxswain Victor Pitman, Weymouth: silver medal

On October 14, 1976, Weymouth lifeboat *Tony Vandervell* launched at 1728 in response to a distress call from the yacht *Latifa*, off Portland Bill with sails, mast, main boom and rigging

badly damaged and with fuel running low. *HMS Ariadne* was escorting the yacht, but the frigate was unable to manoeuvre to take anyone off in the prevailing conditions. The wind was storm force 10 increasing to hurricane force 12 against a 3 knot tide, and the lifeboat was thrown over almost on to her beam ends several times. Despite the difficulty and danger, a line was successfully passed at the third attempt and Acting Coxswain Victor Pitman skilfully manoeuvred to begin the tow back to Weymouth. Wave heights during this operation were up to 50 feet and at times the yacht disappeared from view, even though a light was burning at the top of her mast.

Acting Coxswain Keith Bower, Torbay: gold medal

Motor Mechanic Stephen Bower, Assistant Mechanic William Hunkin and Crew Members Michael Mills, Nicholas Davies and Richard Brown, Torbay: bronze medal

Crew Member John Dew, Torbay: bar to his bronze medal

On December 6, 1976, Torbay lifeboat *Edward Bridges* (Civil Service No. 37) launched at 0115 to help motor vessel *Lyrma*, six miles off Start Point, listing heavily to starboard with her steering gear out of action. The wind was force 9 to 10 increasing to force 11 and the lifeboat encountered head on seas of up to 40 feet. Attempts to take off the survivors by helicopter proved impossible, so Acting Coxswain Keith Bower closed the casualty's starboard quarter. Four survivors were safely taken off on the first five approaches. As the lifeboat came alongside for the sixth approach *Lyrma* rolled heavily to starboard, crushing most of the lifeboat's port guardrail and sending the two men forward leaping to safety. The lifeboat was trapped momentarily under *Lyrma's* gunwales and a ship's boat in its davits swung within a few feet of Acting Coxswain Bower and another crew member on the upper deck. However, two more survivors were taken off and with both engines going full astern the lifeboat manoeuvred clear. Another man was taken off on the seventh run in, the captain was taken aboard on the ninth, and the last two men were picked up from a liferaft.

General Farrant then introduced The Right Honourable The Earl of Inchcape, Chairman of the Peninsular and Oriental Steam Navigation Company and President of the General Council of British Shipping, and called upon him to move the Resolution.

'To be asked to be the guest speaker at the Royal National Life-boat Institution's Annual Presentation of Awards meeting is a great honour', Lord Inchcape began, 'and I am proud to be associated in this way with a service whose name is rightly famous throughout the world and where bravery of the service seems

inexhaustible. There can hardly be anybody in the United Kingdom who has been more interested and thrilled with the history and records of the RNLI than I have been since a boy, for I have had a great interest in the RNLI through my family connections with Arbroath, a shipping and industrial borough on the east coast of Scotland, who have had a long association with the lifeboat service and its dramatic history.'

It was, in fact, Lord Inchcape said, as a result of the wrecks on Bell of Inchcape Rock, as well as all along the Angus and Kincardine coasts, in the tremendous storm of 1799, that the people of Arbroath and Montrose joined forces in 1803 to establish the first lifeboat in that area. He recalled the two major disasters at Arbroath:

'... the first in 1925, when I was a boy, but the second in more recent years when in October 1953 six of the seven crew were drowned. And I well remember what a terrible effect this had on the town where there was hardly a family of the so many fishing families who had not lost a relative in this disaster. The tale is still told of how the sole survivor after being detained for a day or two in the local infirmary called on the way home at the honorary secretary's office to sign on for the next crew. That is the tradition of the service ...

'The traditional resolution which you have asked me to move is indeed something rather special, coming as it does year by year on this great occasion which is, I suppose, the culmination of your Institution's work throughout the year, whether on land or at sea. The terms of the resolution are indeed somewhat moving in their simplicity and yet in their deep significance ... Its twin themes of service, whether ashore or afloat, and of voluntary effort, are themes which run very deeply in this country, and long may they remain so. For they do really count, and we would be a different and a very much poorer country in the real sense of that word if this resolution were to cease, for some reason or another, to be appropriate.

'Whether we are in the shipping industry, or whether we are in the lifeboat services, the element which unites us all is that of the sea. It is a hard master to serve and indeed Conrad referred again and again to what he described as "the implacable hostility of the sea". To face that, day after day and year after year, imposes a discipline ... Certainly it calls up the very highest qualities in a man when needs be—and needs must all too often be, as the record of today's gallantry awards demonstrates all too clearly.

'And this is the common bond between the Merchant Navy and the lifeboat service. The feats of seamanship and the devotion, skill and courage in the face of the perils of the sea of the one service can be matched in the other. So, too, can the needs.'

Lord Inchcape spoke of the shipping industry's own charitable responsibility towards, in their old age, men who had devoted their lives to sea service, and he went on to say that people in the

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The Scout

HER MAJESTY THE QUEEN NAMES THE NEW HARTLEPOOL 44' WAVENEY LIFEBOAT

WHEN HER MAJESTY QUEEN ELIZABETH named Hartlepool's new 44' Waveney lifeboat on Thursday, July 14, it was an historic moment for both the RNLI and the Scout Association; for the RNLI it was the first time a reigning monarch had ever named a lifeboat at her own station, and for the Scout Association it was the crown of its efforts in its unique countrywide fund-raising campaign, 'Operation Lifeboat'.

The story had begun back in 1974, when, to mark the 150th anniversary of the lifeboat service, the Scout Association set out to fund a new offshore lifeboat by raising £100,000, at that time, before the onset of the worst of the inflation, roughly the cost of a Waveney. It was the first time that Scouts throughout Scotland, Wales, Northern Ireland and England had combined on a united enterprise such as this. With seemingly unbounded energy and enthusiasm they engaged in a great diversity of sponsored activity, much of it taking place over one October weekend—and much of it in itself performing a service to local communities. They not only reached their target, but passed it by more than £1,000.

Major-General Ralph Farrant, Chairman of the RNLI, when accepting the lifeboat at Hartlepool on behalf of the Institution, recalled this great and generous effort, and recalled, too, the outsize cheque four young Scouts had carried through the Royal Festival Hall at the AGM of 1975 to present to our President, the Duke of Kent.

And now it was 1977, a year dedicated by the Queen's own wish to youth. The Waveney lifeboat had been launched from Bideford Shipyard, had completed her trials and had sailed to take up her station, carrying among her crew on the last leg of the passage Michael Hegarty, patrol leader of the 55th Hartlepool Scout Group and a holder of the Chief Scout award. Now, during her Silver Jubilee visit to Hartlepool, Her Majesty, accompanied by HRH The Duke of Edinburgh, was coming down to Harbour Terrace to honour the RNLI and the Scout Association, to both of which she is Patron, by performing the naming ceremony of the new lifeboat.

A great gathering was waiting at the dockside to greet the royal visitors: coxswain and crew, manning their new

boat, their wives and families, the station branch officials and supporters, lifeboat people from the immediate area and representing many inland fund-raising branches and guilds, and no less than 1,500 Scouts, from all parts of the country; Guides were there, too, acting as stewards, for Hartlepool's ILB is one of three Atlantic 21s donated to the lifeboat service by that organisation; and the music was played, appropriately enough in an area where police and RNLI co-operation is close, by the Cleveland Constabulary Band.

Before the arrival of Her Majesty, the ceremony of handing over and acceptance of the lifeboat from the Scout Association to the Institution, and from the Institution into the safe keeping of Hartlepool station, had been completed. Welcoming all their guests, James E. Atkinson, chairman of the branch, recalled the port's long history of lifesaving and told of the station's pride that once again there was an offshore as well as an inshore lifeboat at Hartlepool.

Presenting the lifeboat to the RNLI, Sir William Gladstone, BT, The Chief

Scout, spoke of his Association's wish to encourage young people to help others by giving service, and of the RNLI as 'the most celebrated example of giving service in the country'. He went on to make the point that in these difficult days, those voluntary associations which are based on service and which work within a disciplined framework are growing stronger all the time: associations like the Scouts—already in the first six months of this year 19,000 new Scouts had been enrolled—and the RNLI. 'Your crews are your spearhead', said Sir William. 'What splendid teams of happy people they are!' The presentation of this lifeboat was, he concluded, one of the proudest moments in Scout history.

When Captain Alexander Kirk, honorary secretary of Hartlepool, accepted the new Waveney lifeboat on behalf of the station, he extended an invitation to both Scouts and Guides to keep in touch with the station. To a fanfare by the trumpeters of the 13th Coventry Scout Band he presented a picture of the lifeboat to four Scouts.

Up to that time, it must be admitted, the weather had not been all that could have been wished: it had been overcast with a cold north-east wind blowing off the sea. But, as the royal car approached, the sun broke through, bright and warm, matching the happiness and warmth of the waiting welcome. A fanfare from the Scout trumpeters, the Royal Standard was broken out above the platform, and HM The Queen and HRH The Duke of Edinburgh were escorted through a Scout guard of honour by General Farrant, who presented Sir William Gladstone and one Scout representing all the Scouts of the United Kingdom, Kenneth Anderson, a patrol leader, 14th Seaton Carew Scouts, who holds the Chief Scout's award.

The service of dedication, traditional

A royal inspection: on board with Her Majesty (l. to r.), Lieut.-Commander Harry Teare, divisional inspector of lifeboats (NE), HRH The Duke of Edinburgh (hidden), Captain Alexander Kirk, Hartlepool honorary secretary, Commander Bruce Cairns, Chief of Operations, Coxswain Robert Maiden and Major-General Ralph Farrant, Chairman of the Institution.



in form, was conducted by the Reverend Canon John R. Bullock, Rural Dean of Hartlepool, assisted by the Very Reverend Canon Patrick Lacey, Parish Priest of St Joseph's, Hartlepool, and the Reverend David Johnson, President of the Hartlepool and District Free Church Federal Council.

Now came the time for Her Majesty The Queen, escorted by General Farrant, to walk forward to the dais and name the lifeboat *The Scout*. 'May God bless her and all who sail in her. . . . Champagne breaking . . . cheers for Her Majesty and for the lifeboat . . . *The Scout* slips . . . 'On the Crest of the Wave' from the band . . .

While the boat was brought alongside the quay and before the royal visitors were invited to inspect *The Scout*, there was an opportunity for the Queen and



(Above) Four Scouts, one each from Wales, England, Scotland and Northern Ireland, with the framed photograph of The Scout which they had received from Captain Kirk, and (above right) Robert Maiden, son of the coxswain, presents to Her Majesty the Institution's Jubilee tribute. With them is Captain Nigel Dixon, Director of the RNLI.

the Duke to meet the wives of the crew then crew members themselves, with Coxswain Robert Maiden at their head.

Back on shore again to meet the chairman of the three local ladies' guilds, Mrs Audrey Woore (Hartlepool, Headland), Mrs Edith Derbyshire (Hartlepool, West) and Mrs Mary Murdy (Seaton Carew), and for the presentation by Robert Maiden, son of the coxswain, of the Institution's Jubilee tribute—a photographic record commemorating occasions when members of the Royal Family have been involved with the RNLI during the reign of HM The Queen.

And so it was time for Major-General Farrant and James Atkinson to take their leave; time for everyone to wave farewell to the Queen and the Duke; for the Royal Standard to be struck.



PHOTOGRAPHS BY COURTESY OF THE MAIL, HARTLEPOOL

(Above) Mrs Pat Whittaker, district organising secretary (NE), presents to Her Majesty Mrs Audrey Woore, chairman, Hartlepool Headland ladies guild and (below) General Farrant presents Sir William Gladstone, The Chief Scout, and a Scout representing all UK Scouts. With them is James Atkinson, chairman, Hartlepool branch.



Silver Jubilee Fleet Review

HER MAJESTY QUEEN ELIZABETH II

INSPECTS HER SHIPS AND HER

MARITIME PEOPLE

SPITHEAD, TUESDAY, JUNE 28: When her Majesty The Queen, aboard *HM Britannia*, reviewed the Fleet as part of the celebrations marking her Silver Jubilee, three lifeboats of the Royal National Life-boat Institution were proud to take their place in company with ships of the Royal Navy, ships from Commonwealth and Foreign Navies, support ships and representatives of the British Merchant Fleet and of such other diverse maritime bodies as HM Coastguard and the Sail Training Association: some 180 vessels, ranging right down from the aircraft carrier *HMS Ark Royal*.

The three lifeboats, on station at the western end of the Review lines and just south of the eastern tip of The Brambles, were the 70' Clyde *City of Bristol* from Clovelly; the 52' Arun *Joy and John Wade*, completing her trials before going on station at Yarmouth, Isle of Wight; and the 48' 6" Oakley Mark II *Charles Henry* from Selsey. Manned with crew members from their home stations and members of staff, their complements were augmented for the traditional 'manning and cheering ship' as Her Majesty sailed past by 23 lifeboatmen who had come from all over Britain and Ireland to take part, and who between them hold three British Empire Medals and no less than 26 medals for gallantry—eight silver medals and 18 bronze—as well as a number of other, lesser, awards. Never can there have been a

more distinguished band lining the rails of three small boats, waiting to pay their homage to their Queen.

And never has there been such a gathering of lifeboat crew members and supporters as there was at Calshot, the RNLI base for the event, in the days leading up to the Review.

Preparations, in which the RNLI had taken its part, had of course begun many months before. Now the time had come for the fleet to assemble. By Friday, June 24, the ships of the Royal Navy were already anchored on their stations, with other contingents gradually moving in to take up their positions. It was that Friday afternoon that the three lifeboats and their crews sailed in to Calshot with Lieut. Alan Tate, operational assistant to the Chief of Operations, as officer in charge of the flotilla, Tom Nutman, DI (Scotland, North) in command of *City of Bristol*, Captain Roy Harding, trials officer, in command of *Joy and John Wade*, and Lieut-Commander Michael Woodroffe, DI (South East), in command of *Charles Henry*.

The three lifeboats were to be supported afloat by Calshot lifeboat, the 40' Keith Nelson *Ernest William and Elizabeth Ellen Hinde*, and by two Atlantic 21s, for which crews were provided by Eastney and Lymington ILB stations. They were to have the support ashore of helpers from head office and the southern district office.

And, indeed, they were to be backed

The medallists: (l. to r.) Coxswain Derek Scott, BEM, The Mumbles; Coxswain William Jones, Holyhead; Coxswain Griffiths Jones, Porthdinllaen; Coxswain Arthur Liddon, Dover; Second Coxswain Peter Gibbons, Lowestoft; Former Second Coxswain Francis Taylor, DSM, Wells; Coxswain Jack Leslie, Longhope; Second Coxswain Vic Pitman, Weymouth; Helmsman William Hawkins, Eastney; Coxswain Ron Hardy, Swanage; Crew Member Alan Blair, Aberystwyth; Second Coxswain/Mechanic Bartley Mullin, Galway Bay; Motor Mechanic George Harrison, BEM, Lytham St Anne's; Helmsman Edward Brown (aft), New Brighton; Helmsman William Shearer, Berwick-upon-Tweed; Coxswain George Leith, Lerwick; Second Coxswain/Mechanic Gilbert Chambers, BEM, Portrush; Coxswain John Dare, Plymouth; Coxswain Albert Brown, Workington; Crew Members John Street, Calshot, Jack Barratt, Walton and Frinton, and Peter King and Christopher Smith, Calshot. Coxswain David Kennett, Yarmouth, Isle of Wight, was already embarked in Joy and John Wade.



up, helped and cared for in a hundred and one ways by the host station. Colonel Philip Keymer, Calshot honorary secretary, is also warden of the Calshot Activities Centre, and he made available accommodation and excellent messing for all members of the RNLI contingent and also offered them the run of all the Centre's facilities.

Calshot crew room was handed over to become not only the RNLI administrative and information office, but also its communications base (the crew moving temporarily into a caravan). Communications were of first importance, not only because of organisational needs during the Review, but also because, while taking part in the ceremonial of the day, the lifeboats still retained their primary responsibilities. The waters of Spithead, The Solent and Southampton Water could be expected to be crowded with boats of all sorts and sizes and all search and rescue units were ready for action, if need be. Calshot lifeboat was, in fact, to be called out on the night which followed the Review, when hundreds of small boats were making their way home in the dark after the fireworks display.

Lieut. Ernest Gough, aboard *City of Bristol*, was in charge of communications and Les Vipond, inspector mobile training unit, was on board *Joy and John Wade*. All boats kept continuous radio and visual watch during the day, and the RNLI had its own 'domestic' channel: apart from anything else, the event provided a first class opportunity for concentrated practice in all forms of communications afloat.

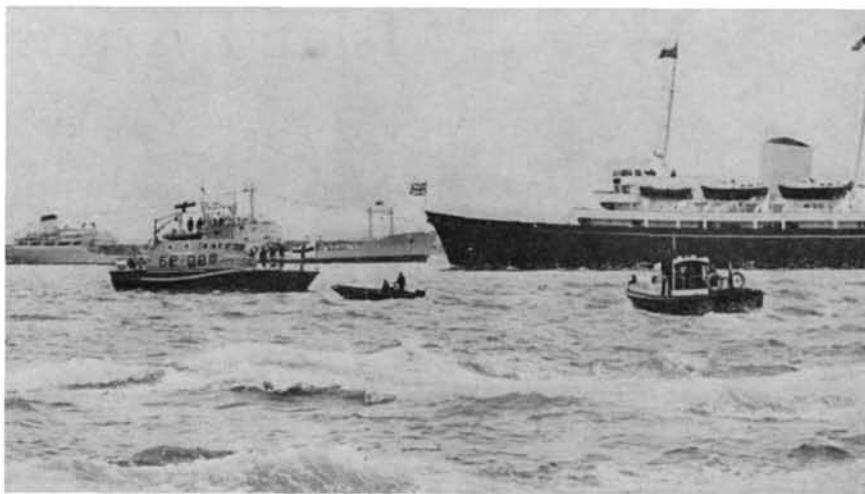
When the three lifeboats arrived, a member of Calshot crew was there to pilot them in to the CEGB dock at Calshot power station, where berths had kindly been provided, and bring the crews back to the Centre by road.

Saturday morning started with a general briefing, then it was 'all hands' to the dock, to practise dressing overall (the Navy would be performing all such operations with its usual quiet precision and the RNLI must not fall short of the required perfection) and 'clean ship', with everyone taking a share of washing down paintwork and polishing brass fittings, before the main activity of the day began.

On both Saturday and Sunday afternoons the whole RNLI contingent, *City of Bristol*, *Joy and John Wade*, *Charles Henry*, *Ernest William and Elizabeth Ellen Hinde* and the two Atlantic 21 ILBs, set out in line astern on a cruise around the fleet, showing the flag. And what a splendid progression it was! Each of the offshore boats was allowed to embark 12 passengers, the numbers being made up of members of the Committee of Management, representative fund-raisers from all areas, lifeboat enthusiasts, senior members of staff and one or two more junior members lucky enough to have drawn a place; so the boats, with their passengers and crews,

formed a complete microcosm of the Institution's life. With their dark blue hulls, orange superstructures and distinctive ensigns, and with the attendant, vivacious ILBs, the lifeboats formed a colourful flotilla passing between the lines of grey warships, and they attracted a great deal of friendly attention in the holiday atmosphere of those June afternoons when all the world and his wife were, it seemed, afloat. On Sunday, as close an approach as possible was made to Southsea front, in support of that town's flag day.

While the lifeboat flotilla was at sea on Sunday afternoon, the medallists were beginning to muster at Calshot; excitement was building up, and so was the pure pleasure of the occasion. The



(Above) Three cheers for Her Majesty as Britannia passes Joy and John Wade.



(Left) Charles Henry, City of Bristol and Joy and John Wade cruise through the fleet. photograph by courtesy of Samuel Tanner

meeting of old, perhaps distant, friends; the exchange of news; the opportunity to mull over those all-absorbing topics raised by lifeboats and the sea; the fun; the laughter.

Monday was the day for the full scale rehearsal of the Review, but without, of course, *Britannia*. Before then, however, there had to be as much practice as could be fitted in both ashore and afloat of the drill for 'man and cheer ship'. Once again, the RNLI was determined to match naval smartness. Alan Tate, in command, would be giving the necessary orders over the RNLI's 'domestic' channel, so that all three lifeboats would salute the Queen in unison. Well, the practice of this unaccustomed drill had its moments, too. One left-handed lifeboatman found the clockwise circle of the cap which accompanies each cheer

unnatural and, so, hard to remember; before the next practice his pals had drawn a large arrow and fitted it into the inside of his cap!

That morning, too, there was the pleasure of seeing the Fleet Air Arm Fly Past rehearsal, postponed from Saturday because of bad weather; a most impressive display of helicopters, including, of course, the RNLI's friends, Wessex and Sea Kings, followed by the fixed wing fly past in the formation of an ER and an anchor; it was sad that Her Majesty was not to see the latter, but this flight of high speed jets was made impossible by the very low cloud which had settled in again by late Tuesday afternoon.

All went well on Monday afternoon's rehearsal, and after it was over the Arun and Oakley Mark II returned once again

to dock, leaving the Clyde on station. At 2200 a wave of light swept over the water: the Fleet was illuminated. For the crew of *City of Bristol*, out on the water in the quiet of the night, among these magical lights, it was a profound experience, and one of their number, Basil Adams, recorded the moment thus:

*Quiet on the anchor watch,
Naught our thoughts to disturb,
We lay at peace amongst the lights,
Part of this fairy tale world.*

*Tomorrow she comes, our Queen so fair,
To view her ships and men.
All around the shores will sound
To the cheers of scores and ten.*

*We are doing what others have done
So many times before,
And let's hope will do again
Before the final score.*

Back on shore, younger members of the party wiled away the early hours of the evening trying their hand at archery or playing tennis and badminton on the Activities Centre's indoor courts, marked out in the enormous hangars first built in 1918 and in which have since been housed all types of RAF seaplanes, including the Schneider Trophy High Speed Flight. Gradually, as the evening advanced, everyone began to gather in the clubroom. And then one of the Welsh medallists started, quietly, to sing . . . the 'baton' was passed from group to group until full-hearted songs were raising those lofty hangar roofs!

By 0900 next morning the Arun and Oakley Mark II were back at anchor in the Review lines, and all three lifeboats dressed overall, lying in company with HM Coastguard's *Miranda*, with sail

Calshot base from Coastguard tower: City of Bristol and Joy and John Wade alongside.



continued on page 57

Island Aruns

NAMING CEREMONIES AT PORT ST MARY, ISLE OF MAN, JULY 21

AND YARMOUTH, ISLE OF WIGHT, JULY 24

A LIFEBOAT NAMING CEREMONY is always a happy occasion for a station, its supporters, and, indeed, the whole local community, but that at Port St Mary, Isle of Man, had a particularly pleasurable aspect. For while the RNLI has many lifeboats named after individuals who have donated them, it is not so usual for the donor to be present actually to perform the ceremony. Happily, this was the case when Mrs Anne Ritchie named *The Gough Ritchie*, Gough being her maiden name. The new lifeboat is of the 54' Arun class, and will doubtless play a major role in search and rescue in the Irish Sea.

Mrs Ritchie has been a good friend to the lifeboat service, having previously donated *James Ball Ritchie*, the 37' Oakley lifeboat stationed at Ramsey, where she lives. During the ceremony the RNLI's chairman, Major-General Ralph Farrant, announced that she has been made an honorary life governor of the Institution.

A large crowd watched the ceremony

and service of dedication, the curve of the harbour road providing an ideal vantage point. Among those there to see the naming were J. A. McLachlan, designer of the original prototype Arun hull, and Stirling Whorlow, former Secretary of the RNLI. For the special guests there were excellent tiered seats, normally used for TT races. The new lifeboat is not short of speed herself, and Mrs Ritchie can have been left with little doubt of the gratitude of Port St Mary station, as symbolised by the gift to her of a glass decanter engraved with a picture of the lifeboat; it was presented by Helen Quillin, daughter of Coxswain/Mechanic Norman Quillin. Later, a crew member informally gave Mrs Ritchie a bottle of champagne: '*This is one we didn't break*', he explained.

* * *

After a boisterous night and wet start to the day, the sun came out late on July 24 to give a perfect summer Sunday evening for the naming ceremony by HRH The Duke of Kent,

President of the Institution, of the new 52' Arun, *Joy and John Wade*, the sixth lifeboat to be stationed at Yarmouth, Isle of Wight. It was, as Admiral Sir Manley Power, chairman of Yarmouth branch, pointed out in his welcoming speech, just 51 years and two days since the first Yarmouth lifeboat had been named by the Duke's uncle, the then Prince of Wales.

Yarmouth was *en fête*: flags and bunting chattered in the breeze above a quay crowded with lifeboat supporters and holidaymakers; the harbour itself was packed with yachts and motorboats dressed overall, with fishing boats and dinghies, all fully manned with sailing people there to wish the new lifeboat well. Lymington Atlantic 21 was in attendance (and was to carry out a service, towing in a yacht, before the ceremony had ended); there was merry music from the Royal Marine Band to match the prevailing mood; and an RNLI flag could even be seen flying in benediction from the distant Church tower.

For Yarmouth crew, and for the lifeboat herself, moored bow on to the quay, it was indeed proving a memorable 24 hours. During the previous night, unexpectedly windy, *Joy and John Wade* had performed her first services since coming on station; she had been called out no fewer than three times and had been at sea for ten hours. Three times, the night before her naming ceremony—'*This*', said His Royal Highness, when congratulating the crew, '*certainly constitutes a new record for the RNLI*'.

The first call, to a yacht with a broken rudder off St Catherine's Point, had come at 2115; 21 minutes after the



Port St Mary: Mrs A. A. Ritchie names *The Gough Ritchie*. With her (front row, l. to r.) Major-General Ralph Farrant, Chairman, RNLI, The Bishop of Sodor and Man, Bryan Doughty, chairman, Port St Mary branch, and John Hudson, honorary secretary. The harbour (below) made a fine background for the ceremony.



Mrs Ritchie, now an honorary life governor of the Institution, is welcomed aboard *The Gough Ritchie*, the second Isle of Man lifeboat she has donated, by Coxswain Norman Quillin.



Arun had slipped her moorings, on the first of the ebb, she was passing the Needles. It would have taken a conventional lifeboat about 50 minutes. 'That is the whole point,' commented Leslie W. Noton, the honorary secretary, when formally accepting the boat on behalf of the branch. Having towed in the damaged yacht, the lifeboat was called eastward to another yacht, aground on Gurnard Ledge (two children were taken off, the adults remaining on board to tend the yacht), and then westward again to investigate distress flares sighted off Atherfield Ledge. The station was delighted with the boat's performance in the rough weather and



with how much service her speed had made possible in the time.

Joy and John Wade was, however, back on station, once more shining and bright, when the Duke, together with another welcome visitor, Admiral of the Fleet The Earl Mountbatten of Burma, Governor and Lord Lieutenant of the Isle of Wight, and Patron of the Yarmouth Lifeboat Appeal, arrived on foot from the Royal Solent Yacht Club, where there had been a brief reception. Unfortunately, HRH The Duchess of Kent was unable to come, but the Duke brought her good wishes to the station



Yarmouth: After naming Joy and John Wade (above), the Duke of Kent went afloat in the lifeboat and is seen (below) on the flying bridge with Coxswain David Kennett. (Left) Coxswain Kennett and Second Coxswain/Mechanic Richard Whibley are presented to Earl Mountbatten.



and took back to her its greetings.

The new lifeboat had been provided by the Wade Foundation, the Yarmouth

appeal and a number of generous bequests. John Wade was there himself, with his wife, to hand over the lifeboat to the RNLI on behalf of the Foundation, remembering the times he used to come in to Yarmouth as a yachtsman. Present, too, were Major-General R. A. Pigot, who had launched the Yarmouth appeal, and many representatives of the Island people and their friends from the mainland who had worked so hard to pass their target of £50,000 towards the cost of the boat.

Cheers for the Duke, after the service of dedication and the naming of *Joy and John Wade*, reverberated all round the harbour; the lifeboat turned three times in her own length (and that, indeed, was pretty well all the room she had in that crowded harbour!) and then, the Duke and Earl embarking, she set off for the sparkling Solent to renewed cheers, joyous music struck up by the band and a grand fanfare of hooters.

Jubilee Review

(continued from page 55)

training ships *Royalist*, *Sir Winston Churchill* and *Malcolm Miller*, with merchant ships to the south and naval ships stretching away into the distant east. All morning a steady stream was sailing past Calshot as little boats made their way to the public anchorages, and even the Isle of Wight ferries, as they plied to and fro, were dressed overall.

Calshot lifeboat ferried out to the three lifeboats first the medallists and then the members of the Committee of Management and senior officials who were to be aboard. By 1330, when the Review area closed, all was ready.

The time had come. *Britannia* with Her Majesty The Queen, His Royal Highness Prince Philip, their children and other members of the Royal Family aboard, preceded by Trinity House Vessel *Patricia*, in accordance with long-

standing tradition, was approaching. The lifeboatmen manning the ship raised their caps . . . 'Three cheers for Her Majesty The Queen' . . . the three ensigns were lowered . . . and, as she passed the lifeboats, the royal yacht's ensign was dipped in reply. Perfect.

When, at the end of the Review, the message came from the Queen, Lord High Admiral of the Fleet, to splice the main brace, it was found that suitable provision had been made by the senior members on board. Mrs Georgina Keen, embarked in *City of Bristol*, had brought strawberries and cream for everyone as well, and the crew had so enjoyed having her with them that they gave her the boat's chart of the Review area, signed by every one of them, as a memento.

The time had come to disperse. Back to Calshot. Then, one after another, waving farewell to people and boats as rain settled in for the evening.

There were messages for *City of Bristol*, *Joy and John Wade*, and *Charles*

Henry. From the Lord High Admiral:

'It gave me great pleasure to review all these ships assembled at Spithead today for my Silver Jubilee Review and to receive the salute of the Fleet Air Arm. I was deeply impressed by the splendid sight of all the vessels in their lines. The smart appearance of the ships and their companies and the precision of the flypast were in the finest traditions of the sea. I send my congratulations to all who planned and took part in the Review. The Duke of Edinburgh joins me in sending our best wishes to you all as you disperse.'

From the Commander-in-Chief of the Fleet:

'Your presence at our Queen's Jubilee Review has very successfully shown the wide spectrum of our country's maritime interests. Thank you for helping to make this such a memorable occasion.'

But perhaps the last word should be given to the medallists:

'It's been marvellous', said one. 'I hope I meet all these boys again . . . couldn't we do this every year? . . .'

Some Ways of Raising Money

An evening auction of antiques and fine art at Bonham's Montpelier Galleries, Knightsbridge, on May 25, organised by the Central London Committee and conducted by Nicholas Bonham, raised nearly £6,000 for the lifeboat service. The first lot, A View of Windsor Castle, a print signed and donated by HRH Prince Philip, was auctioned by the guest of honour, Raymond Baxter. Among other welcome guests were Coxswain Derek Scott of The Mumbles and his wife and, as a fitting end to a happy evening, Mrs Anne Wall presented them with a pair of lifeboat rescue scenes for which she had just made a successful bid; they were two of a set of six framed originals given by Mobil Shipping.

As part of its Jubilee celebrations, Ridgeway Middle School, Redditch, held a sponsored walk of 20 laps around the school field to raise money for its adopted lifeboat, Penlee, and the Silver Jubilee Appeal. £670 was raised, of which £400 was sent to Penlee branch.

Marske Fisherman's Choir, founded simply to give pleasure to others, has made a second LP record in aid of the lifeboat service. The record, from the profits of which it is hoped to fund an inshore lifeboat, is available from A. M. Lloyd, AML Engineers (Teeside) Ltd., Longbeck Estate, Marske-by-the-Sea, Cleveland, price £1.99 including postage and packing. Another idea for Christmas?



Knaresborough ladies' guild, by kind permission of their chairman, Mrs Mary Thornton and her husband Tony, held a most successful gymkhana on Sunday, May 8, at Gibbet Farm which raised £563 for the lifeboat service. The guild's annual Gymkhana, starting six years ago as a little meeting for children, has snowballed into one of the biggest events of its kind in the area; 200 horses and ponies from all over the North of England took part this year.

During London lifeboat week 1977. Fairlop Junior School, Barkingside, Ilford, raised £427.94½; they sold £71.25½ worth of souvenirs, collected £9.97 in their lifeboat box and held a sponsored swim which made £346.72.



George Lamey (third from r.), holder of the bronze medal, who retired as coxswain in 1955 after 26 years service at Clovelly, was presented with a statuette for collecting £3,000 in four years with a collecting box at the lookout. 'I never ask for a penny. I just put on a nice smile and say, "Thank you very much"', he explained. 'If they put in two 10p pieces I add "indeed"!'. With Mr Lamey (l. to r.) are two of his former crew members, Second Coxswain (later Coxswain) Bill Braund and Motor Mechanic Charles Shackson, and also Lieut. Andrew Young, assistant DOS (SW).



Ben Haslett (r.), a Shoreline member and steward of Guildford Corporation Club, arranged a social evening for the RNLI last November. The resulting cheque for £210 was presented to Sydney Gillingham (l.), assistant district organising secretary (SE), by Clive Dunn. With the sale of souvenirs, the evening made more than £300.

A hobbies evening was held in February at the home of Mrs J. D. Neal, chairman of the Port of Liverpool ladies' guild and president of Hoylake ladies' guild. Six hobbies were displayed—nautical antiques, embroidery and collage, N gauge model railways, dolls houses, clocks and bee-keeping. Questions were answered, a wine cup drunk, and there were raffles and a competition. With two houses (6 to



8 pm and 8.30 to 10.30 pm) each limited to 100 people, it was a sell-out and £200 was raised by an event which gave great pleasure both to exhibitors and their audience.

Among the latest efforts of Coventry ladies' guild were an Old Tyme Music Hall and an auction. The music hall raised £200; a master of ceremonies presided, local professional and amateur artists gave their services, a high proportion of the audience were in costume; it proved a very good evening. On another occasion the sale by auction of pictures, Victoriana and miscellaneous items raised £350; a stereo recording of the LSO Gala Concert with Edward Heath and André Previn was given by Mr Heath—he had signed and dated the record sleeve.

Third year pupils of Bridgewater School, Berkhamstead, were preparing a project on the sea, and, to help them, Mrs Mary Potter sent them some copies of THE LIFEBOAT. They decided to support the RNLI as it seemed to them 'good and worthwhile', and raised £43.07 by a number of events: a disco, tinfoil and newspaper collections (for which more proceeds are to come), an egg painting competition, a sponsored walk, an Easter egg raffle and a jumble sale.

Portsmouth branch recently arranged for M. A. Perry of Ryde, Isle of Wight, to make a model of the new Yarmouth Arun lifeboat in a bottle to be used as a prize in a draw. Tickets at 5p each were sold for several months and £117 was raised. When the draw took place at Portcreek lifeboat fair Mrs Tull of Paulsgrove, Portsmouth, was the winner.

In the ten years since it was formed Dringhouses ladies' guild has raised nearly £13,000. The Reverend John Horton, husband of the guild secretary, is one of the people who have given enthusiastic support; he will personally pass the £2,000 mark this year. Each year he has taken part in various

At Newquay, Cornwall, Jubilee Carnival members of the ladies' guild wore their new 'uniforms'—red pleated skirts, white polo sweaters and gloves, and navy blazers and hats trimmed with red, white and blue ribbon; they were cheered all through the town. Newquay branch and guild raised over £6,000 in 1976.



On June 22 the North West District of the Boys' Brigade presented to Blackpool crew a cheque for £500 to go towards Blackpool in-shore lifeboat house. Frederick Burton, honorary secretary of the station, is at right of picture, and Leslie Fraser, assistant district organising secretary (NW), is immediately behind the boy presenting the cheque.



Matthew Drury handing over a cheque for £500 on behalf of pupils of Melbourn Village College to Pat Elbourn, honorary secretary of Royston and District branch, and Brian Fitch, assistant district organising secretary (E). Pupils at MVC have raised about £1,000 over the last 3 years and intend to try for a record amount at this year's Royston annual sponsored walk.

collections arranged at public places in York, and his figure of £21.22 in 1967 steadily rose each year until he achieved £358.59 in 1976. On one occasion his rate of collection was £15 an hour in a seven-hour stint.

A film was being made in and around Bristol Cathedral, all shots being taken during the night. The caretaker in a nearby building complained to the film company that they were disturbing his sleep, so they gave him £10 compensa-

Kidderminster ladies' guild has held a nearly new sale for the last seven years, and this year's shop, open for two weeks, brought in £1,650; the guild officers and five members of the committee are seen on duty. Everything is priced and hung and the windows are always well dressed and attractive.





(Right) One of 20 lifeboat models made by Jeff Morris and used in a number of displays and fund-raising events in the Coventry area. On Sunday, January 30, the models formed the focal point of a lifeboat service at Radford Methodist Church and on Saturday, February 5, they were on display again during a Circuit Evening at the Methodist Hall, Coventry, the theme of which was 'Our Lifeboatmen'.



(Above, left) Mrs Antonia Wallace Heaton, honorary secretary of Kensington branch, with some of her enthusiastic Royal Navy helpers at the Ideal Home Exhibition, Olympia, last spring. During the exhibition Navy crews collected £207.98 for the RNLI. Kensington's 1977 lifeboat week raised £2,759.22, a record for the branch.



Comedian Frankie Howerd looks on in amazement at Branton RNLI team competing in a Jubilee pond bailing competition in Barnstaple staged by Barnstaple Round Table. Some 14 sponsored teams took part. Branton bailed 25 gallons in six hours with a thimble on the end of a stick and raised over £100 for the RNLI.



Nearly £1,000 has been collected in just 18 months for Helston branch in Cornwall Aero Park by the RNLI display featuring a former Blue Peter ILB. In recognition of this outstanding contribution, Mrs Dorothy Winfrey, president of Helston branch (standing under 'Aero') presented a plaque to the operators of the park, Lieut.-Commander and Mrs Douglas Hale (on her r.).

tion. This money he brought round to the RNLI south-western district office as a donation, explaining that all he wanted was a good night's sleep!

St James' School, Whitehaven, a small primary school of only 180 children, last year raised £275 with a sponsored spell. It repeated the event this year, raising £325 — a remarkable effort, speaking well both of the children's spelling and their enthusiasm!

On a beautiful spring evening in May the ladies of Goosnargh and Whittingham Women's Institute, with Mrs Marguerite Dixon as leader, presented a buffet dinner dance in Goosnargh Village Hall. A capacity crowd of 120 enjoyed a most pleasant occasion and raised a fine £144.60 for the RNLI.

Early in January Porthdinllaen crew members gave film shows at a young Farmers Club meeting, after which a cheque for £5 was given to the branch,

and at a chicken basket evening held at Woodlands Hall, Edern, which realised a profit of £63.

Orpington and District branch has taken part in a number of local events. At Oakley School Fête in May £120 was raised for the RNLI; in June at Green Street Green Association Fête £60, and at RAF Biggin Hill Round Table Fête £58.



THE LIFEBOAT is packed up and dispatched by students of Poole Adult Training Centre (left). Recently the Centre donated £30 from its amenity fund to the RNLI and (above) Mrs J. Sykes, deputy manager, presents the cheque to Commander E. F. Pritchard, RNLI appeals secretary. With them is R. J. Erbetta, Manager of the Centre. Another group of friends of the lifeboat services.



Lifeboat People

We are happy to announce that the following lifeboat people were awarded the Queen's Silver Jubilee medals:

Major General Ralph H. Farrant, CB, Chairman, RNLI, L. A. Austin, chief personnel officer, RNLI, A. W. Neal, deputy secretary (operations division), RNLI, S. W. Chambers, assistant appeals secretary (publicity), RNLI, S. J. Roberts, chief printer, RNLI, Coxswain E. A. Moore, Newhaven lifeboat, Coxswain M. F. Leneghan, Newcastle lifeboat, Coxswain D. McKay, Wick lifeboat, Second Coxswain R. H. Cann, Appledore lifeboat, D. Rowlands, head launcher, St David's lifeboat, Coxswain G. C. Davidson, DSM, BEM, Kirkcudbright lifeboat, B. B. J. Bradford, motor mechanic, Exmouth lifeboat, W. T. Hunt, motor mechanic, Rhyl lifeboat, Coxswain Mechanic W. Milburn, Sunderland lifeboat, Miss G. M. Howey, honorary secretary, Bishops Stortford, financial branch, R. H. Sanders, shore attendant, Southend-on-Sea lifeboat, Mrs C. Noyce, chairman, Andover financial branch, Miss J. A. James, honorary secretary, Paignton financial branch, Mrs G. F. Newman, Hounslow financial branch, W. L. Barber, chairman, honorary secretary and founder of Stockport Auxiliary Crew (a financial

Captain J. B. Leworthy (l.), a member of the Committee of Management, and Commander Peter Gladwin, chief staff officer (operations), formed the British delegation at the international lifesaving festival organised by the Société Internationale de Sauvetage du Léman at Morges, Switzerland, from July 1 to 3.

branch), Miss G. M. G. Milburn, past Harrogate ladies' guild honorary secretary and donor of Whitby lifeboat, Miss G. McCarter, honorary secretary, Lurgan financial branch, Mrs D. J. Wilkes, vice-president, Llandudno ladies' guild, Mrs E. Lyon, honorary secretary, Dundee ladies' guild, J. Rae, Stromness station branch.

In the 1977 Birthday Honours, the following were awarded the British Empire Medal:

Robert Charles Brown: for services to the fishing industry in Dorset. Robert Brown was coxswain of Swanage lifeboat from 1941 to 1966, second coxswain from 1934 to 1941 and assistant motor mechanic from 1928 to 1934. He was awarded the bronze medal in 1934.

James Turpin: coxswain, Fowey

lifeboat, since 1959. He was assistant motor mechanic from 1948 to 1959.

* * *

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

April

Neil Stewart, BEM, coxswain of Wick lifeboat from 1940 to 1970. He was awarded the bronze medal in 1942.

Jeffrey Wright, coxswain of Fleetwood lifeboat from 1933 to 1947 and bowman from 1923 to 1933. He was awarded the silver medal in 1941.

June and July

Within a fortnight of each other in late June and early July, Bev Edge, honorary treasurer, and Wilfred Underwood, honorary secretary, both of Ipswich and District branch; both had given many years of unstinted service to the Institution.



Presentations and celebrations go together. . . . When Coxswain Edgar Moore (l.) of Newhaven retired after 16 years service, his station presented him with a model of Kathleen Mary made by Mr Osbourne and Mr Fox of Christchurch. Mrs P. Jacobs (below, left), president of Gourock ladies' guild, shows her Honorary Life Governor's vellum, presented to her at the Royal Festival Hall, to Sir Charles McGrigor, Convenor Scottish Lifeboat Council, Mrs Lyons and Mrs McInnes, two guild office bearers, and Mary Lloyd-Jones, organising secretary (Scotland). Sir Peter Compston, chairman of the Fund Raising Committee, presented a statuette to Lady Tollemache, president of Petersfield and District branch (third and fourth from left) at a reception attended by Petersfield Court of Sir William Jolliffe of the Ancient Order of Foresters.



SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1977 to July 31, 1977: Services 1,368; lives saved 531

THE STATION FLEET

(as at 31/7/77)

133 offshore lifeboats

126 inshore lifeboats operating in the summer

49 inshore lifeboats operating in the winter

LIVES RESCUED 102,653

from the Institution's foundation in 1824 to July 31, 1977

Shoreline Section

IT IS JUST A YEAR since I took over as membership secretary, and what an eventful year it has been. Apart from the pleasure of making many new friends among our members, it has been most encouraging to receive your numerous letters bringing news of the special events that you have been organising around the country to swell the funds for RNLB *Shoreline*. I have told you of one or two such events already, now here is another fine effort: J. A. Kent of Whitstable and a friend undertook to tow two water skiers, John Gwynne and Brian Niel, behind two separate boats from Seasalter to Margate and back. John Gwynne achieved the 40 miles non-stop, plus five miles for luck; Brian Niel had covered 30 miles before being checked by cramp. Of course they waited for suitable weather before making the run. Their trip resulted in a welcome cheque for £15 being sent to the Shoreline office. The picture on this page shows Mr Kent in his boat, *Sundowner*, proudly flying the Shoreline flag. Well done, chaps! Thank you.

While we are on the subject of the Shoreline appeal, I am pleased to announce that our target is coming within our sights: the figure is standing at about £80,000, a truly magnificent effort. Well done to all of you.

Another pleasing aspect of the Shoreline appeal is the way in which membership is growing, mainly due to the

success our supporters have had in encouraging their families and friends to join. If we continue as we are going, our numbers should stand in the region of 45,000 by the end of the year.

* * *

On the home front, we have now satisfactorily completed the changeover from our old record system to our new 'on-line' computer. We did have some teething troubles in the beginning which meant that some of our members received renewal notices although they had just paid their subscription. For this I must apologise; I can assure you that the problem has now been sorted out and it should not happen again. One great advantage of the new system is that membership cards and receipts can now be sent off within a few days of subscriptions being received, thus reducing the administrative and postal charges we have had to pay in the past.

* * *

As you are probably aware, because of inflation, we have had to increase insignia prices. We very much regret that this step has become necessary as it had been a matter of pride that we had managed to hold the same prices over four years.

You will see that we have introduced a new tie tack into the range, which will sell at £1.00. This tie tack replaces the cuff links, which are being discontinued for the time being because a reasonable quality article can only be obtained at a prohibitive cost.

* * *

Now, another welcome innovation: we are starting a family membership, which means that husband, wife and

children under the age of 18 can now all join as one for a minimum subscription of £5. We hope that becoming part of Shoreline in this way will help to stimulate the interest of the younger generation, and running in conjunction with this new family membership, we will be starting a small competition for our younger members on the history of the Institution. When the completed papers are returned to us the children will be given their own badge showing that they know what the Institution is all about and the type of work it undertakes. I sincerely hope that many of our young members will take part.

* * *

May I now, please, ask for your opinions? People have suggested to me, and I think that it is a good idea, that we should run a Shoreline rally each year in a different part of the country. It would give an opportunity for members, wherever they live, to get to know each other and so help encourage united friendship. We have our own ideas about what form such a rally should take, but I would welcome your observations and ideas. We are thinking of running the first one next year, so, please, now is the time to put pen to paper.

* * *

Thank you all once again for your continuing interest and support and, as by the time the winter issue appears we shall be in the new year, may I, together with all the staff of the Shoreline office, wish you and your families a very happy Christmas.—PETER HOLNESS, membership secretary, RNLB, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).



Sundowner flying her Shoreline flag.

To: SHORELINE, RNLB, WEST QUAY ROAD, POOLE, DORSET, BH15 1HZ.

I should like to be a part of such a worthwhile voluntary cause by becoming a SHORELINE member of the lifeboat service and joining the Institution as:

- A Life Member and Life Governor: minimum donation £60, including journal
- A Member and Governor: minimum annual subscription £10, including journal
- A Full Member: minimum annual subscription £3, including journal
- Family Membership: minimum annual subscription £5, including journal

SHORELINE LIFEBOAT

Total subscription

Below are the various items you are entitled to wear or fly as a member of SHORELINE:

Members' tie (Terylene)	£2.00
Lady's brooch	£0.50
Metal car badge	£2.50
Tie tack	£1.00
8" hoist flag	£1.50
12" hoist flag	£2.25
Dinghy burgee	£1.50

Insignia payment

Shoreline Giro number is 294 7056

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Building a Rother Class Lifeboat

PART V: PLANKING

AFTER MANY MONTHS of patient craftsmanship, fitting, shaping and building up the many members which make up a boat's frame, RNLB *Shoreline*, building at William Osbornes of Littlehampton, is now being planked. The hull is taking form.

The 37' Rother class lifeboat is of cold moulded wood construction; which means that, instead of solid timber, her hull is a skin made up of three layers of thin planks, laid at different angles and bonded together with glue into one immensely strong laminate moulded to the boat's shape.

The first skin is the thickest. These planks are 8 mm agba, about 4" wide before they are shaped. The planks are laid diagonally across the longitudinals and timbers of the boat's frame, bottom aft to top forward, at an angle of 45 degrees. Starting amidships, the planks are built out towards bow and stern, each consecutive plank being shaped to

meet the one which preceded it in a snug joint. A plank is offered up to its partner and the required shape marked with a scribing tool: one arm of the scribing tool is run down the edge of the plank already fitted, so that its other, parallel, arm marks out the true joint edge line on the new plank. Convex curves in the boat will be reflected by convex curves in the scribed lines; concaves in the boat's shape by concaves in the line.

The marked plank is then taken down and shaped to the scribed line by hand plane. When the joint is fair, the plank is cramped into position and fastened to the boat's frame with silicon bronze Gripfast nails. Once all the planks of the first skin are laid, it will probably be necessary to do a little fairing with the plane in way of the solid wood members of the frame, particularly the longitudinals, to make sure that this first skin is quite smooth, with no high points.

Now for the second skin—a thinner

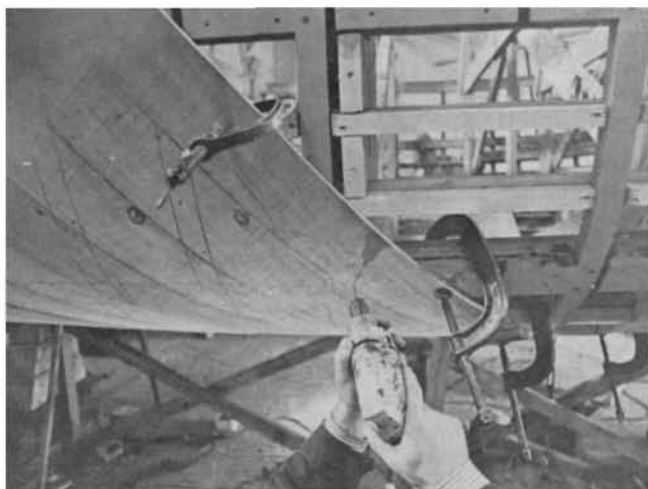
one, of 6 mm agba, which will be laid straight fore and aft. A fair line is laid off about half way up the topsides with a long batten (which will be removed when it has done its job) and the initial agba strake is set down on to this batten. Work then continues above and below. While planks of about 4" are used on the topsides and bottom, 2" planks are used at the turn of the bilge, where there is the tightest curve. Each strake of the second skin is bonded to the first skin with resorcinol glue and fastened with $\frac{1}{2}$ " silicon bronze staples.

The third skin, also of 6 mm agba, is once again laid diagonally, but this time on the opposite diagonal to the first skin: top aft, bottom forward. It is glued in the same way as the second skin and fixed with $\frac{5}{8}$ " staples.

Now that the three layers have been built up, the completed skin is finally fastened through to the solid timber longitudinals with 12 gauge screws at 3" centres. The surface of the hull is then planed, scraped and rubbed down with glasspaper and a coat of primer applied to seal the wood.

(to be continued)

First skin is laid diagonally: a plank which has been offered up and shaped to lie snugly with its neighbour is cramped into position and fastened to the solid timbers of the boat's frame.



The second, fore and aft, skin has been laid, and the first strake of the third skin is fitted into place. This third skin is laid on the opposite diagonal to the first skin.



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Many magazines are already giving our Christmas items excellent reviews so please order quickly before our

stocks are sold out. If you have not yet received the illustrated Christmas leaflet please write for a copy as soon as possible to the Trading Manager, RNLI, West Quay Road, Poole, Dorset.

The Trading Department sends the season's greetings to all lifeboat supporters.

National Lottery

RESPONSE to the first National Lottery has been very encouraging; the amount raised will be published in the winter edition of *THE LIFEBOAT*, together with the names of the ten lucky prize-winners, who will, of course, have been notified immediately after the draw on September 30.

Tickets for the second lottery will be

distributed with the winter journal, but if you would like more than one set these will again be available through the appeals secretary at head office on application. The legal limit for each lottery is 160,000 individual tickets and we would obviously like to be sold out.

Looking ahead . . .

Annual General Meeting, 1978, Royal Festival Hall, London, Tuesday, May 16.

Thirteenth International Lifeboat Conference, The Hague, The Netherlands, April 22 to 26, 1979.

AGM

(continued from page 51)

shipping industry could well appreciate the financial problems of the RNLI and the hard decisions which it has had to face. The shipping industry knows all about inflation and the desperately serious problems which it creates in trying to maintain and replace merchant fleets. If the struggle were not made, the British shipping industry, still among the world leaders, would steadily decline both in absolute and in relative terms. That would be a tragedy for the country, whether in peace or war. British shipping as an industry has, in fact, spent more than £4,000 million over the last ten years building the modern, technologically advanced and well-manned fleet it has today.

British shipping had been asked, Lord Inchcape continued, whether, as an industry concerned so directly with the sea, it could assume some greater responsibility towards the RNLI. A long look was being taken at what was by no means a simple straightforward problem and there were several strands of thinking: the voluntary contributions already made to the lifeboat service by many shipping companies, the aggregate of which is quite substantial; the comparative number of calls on the lifeboat service by pleasure boats, British and foreign shipping; and whether, if any scheme were brought in by statutory authority, such as additions to port and light dues charged in foreign countries, it would strike at the voluntary basis of the RNLI—this the shipping industry was sure would be wrong. Lord Inchcape continued:

'However, we as an industry are convinced that the work of the RNLI must continue efficiently and well. We are convinced, too, that the voluntary basis on which it is founded must continue. We wish to preserve the voluntary nature of the financial contributions which British shipping makes to the Institution because otherwise we are convinced that any scheme of a compulsory nature would be the thin edge of a very large and unwelcome wedge. We would like,

too, to find some means whereby foreign ships using our ports and coasts could contribute. We think this would be right and we think that in the main they would welcome it because they value the services of the RNLI as we do.

'All in all, Mr Chairman, we think we have some ideas and suggestions which would be of help to you and which would draw together these various strands in our thinking. We would like, therefore, before very long to sit down with you and your colleagues, and discuss what might be done, and how... Mr Chairman, My Lords, Ladies and Gentlemen, I have great pleasure in moving the resolution which is before you. May I especially associate the General Council of British Shipping with the tribute it embodies. The resolution is:

'That this meeting, fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, 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.'

Presentations were then made by General Farrant to those who have been voted awards for long and distinguished honorary services. Unfortunately Mrs Carman, Mr Graham, Mr Morrison, Mrs Platts and Mrs Orr were unable to be present.

HONORARY LIFE GOVERNOR

Mrs A. M. Jacobs

President of Gourock ladies' guild since 1951; awarded gold badge in 1964.

BAR TO GOLD BADGE

Mrs R. S. Carman

Member of Llanelli branch since 1962; awarded gold badge in 1960, statuette in 1965, letter of thanks in 1974.

Mrs G. Mansell

President of the Bridge Committee, Central London Committee; awarded gold badge in 1960.

GOLD BADGE

Mrs E. L. Coppack

Honorary secretary of Connah's Quay and Shotton branch since 1952; awarded silver badge in 1963.

A. Graham

President of New Quay (Dyfed) station branch since 1936.

Mrs. B. J. Harding

Honorary secretary of Seaton and Beer District branch since 1941; awarded silver badge in 1969.

N. MacMillan

Honorary secretary of Islay station branch since 1956.

H. N. Morrison, MBE

Honorary secretary and treasurer of Barra Island station branch since 1946; awarded binoculars in 1957 and barometer in 1968.

Mrs S. Q. Platts

Honorary treasurer of Bristol ladies' guild since 1956; awarded silver badge in 1967.

Mrs W. M. Ponsonby

Committee member of Bristol ladies' guild since 1937; awarded silver badge in 1966.

Mrs L. Orr

President of Chanonry ladies' guild from 1969 to 1976; awarded statuette in 1964.

Mrs J. Reid

Vice-chairman of Peterhead station branch and president of Peterhead ladies' guild (retired 1974); awarded silver badge in 1960 and statuette in 1965.

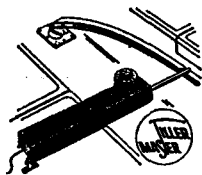
J. Tyrrell, FRINA

Honorary secretary of Arklow station branch since 1951; awarded binoculars 1960 and barometer 1972.

With the moving of a resolution of a hearty vote of thanks to Lord Inchcape by Maldwin Drummond, a member of the Committee of Management, the business of the afternoon was concluded and everyone moved out to the foyer to meet friends, perhaps from a distant part of the coast or country, and take tea at the end of a good day.

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Letters...

One family's century

Thank you for your very kind letter regarding my coming resignation from the Committee of Management. It is sad to think that, after more than 100 years, there will be no Cave on the C. of M. I am afraid I have taken a very back seat in recent years, but I was more active in my younger days. I remember my first lifeboat ceremony when I was about eight years old. She was *The Charlie and Adrian* which my grandfather had given to the Institution some years before and named after my father and his brother respectively. She was a pulling and sailing boat, stationed at Hayling Island. I was allowed to take a trip in her and the coxswain showed me how to light, and I let off, a flare. What joy to a small boy.

But to come to more recent times, there are two events which stick in my mind. The first was when I went to Sennen Cove for the naming ceremony of the then new boat, *Susan Ashley*. The only trouble was that there was no lifeboat! She had been called out on her first service the previous day and owing to gales had been unable to return to her station. What to do? The crew refused to take part in any ceremony other than with the lifeboat present at Sennen, while it was too late to cancel the programme already laid on. In the event we did what we could without the lifeboat, and a month later, when the tide was right, we all went down to Sennen and repeated the whole ceremony but this time with the lifeboat.

The second event was the naming of the Ramsey boat. I had gone up to Liverpool on the night train and from there I flew to the Isle of Man. It was a lovely morning—not a cloud in the sky—but by the time we got to the landing strip at the southern end of the island we were in a raging thunderstorm and a howling gale with a deluge of rain. We flew across a small bay with the landing strip immediately on the other side. Normally one would have flown low over the water, but with all the air bumps and numerous ships' masts below us we had to keep up a fair height and hope for the best when we reached the shore. Our pilot couldn't make it, and he flew round again. A second time the same thing happened. It was then that I remembered there were two lifeboats near at hand, at Port Erin and Port St Mary, and that if we came down in the sea one or the other would come to our rescue. Indeed I began to revise the speech I was to make that afternoon at Ramsey. I would tell them, I thought, that I had arrived, not by steamer or

even aeroplane, but by lifeboat. And what an excellent service they provided. Unlike trains and steamers they published no timetable, with the advantage that they were available whenever the public wanted them. What a good advertisement. But at that moment I heard a voice saying, 'You may now undo your seat belts.' Perhaps I was thankful that the lifeboat was not needed after all.—LAURENCE CAVE, *Hill House, Bletchingley, Redhill, Surrey*.

Mr L. C. H. Cave, who was writing to Major-General Ralph Farrant, Chairman of the Committee of Management, had been a member of the committee from 1947 to 1977; he was elected a Vice-President of the Institution in 1964 and a Life Vice-President in 1977. Mr Cave's father, Captain C. J. P. Cave, served on the committee from 1905 to 1950, being elected a Vice-President in 1948, and his grandfather, Laurence Trent Cave, served from 1880 to 1899 and was elected a Vice-President in 1885. Two of his father's cousins also served on the Committee of Management: Sir Stephen Cave from 1869 to 1880 (Vice-President 1874) and Admiral J. H. Cave, 1894 to 1913 (Vice-President 1909).—THE EDITOR.

Jubilee day out

We, the Wath-upon-Dearne ladies' lifeboat guild, had one of our two annual outings in June. On the lovely morning of June 22 at 7.30 am we set off for Llandudno and Conwy, all looking forward to enjoying ourselves and blissfully unaware of a great treat in store. We arrived in Conwy just after midday and having partaken of an excellent lunch we then wandered by the water looking at the boats and the bay, and still the sun shone on and on.

Then we heard it, a little buzz here and there: 'The Queen is passing through at 3 pm'.

Oh, the highlight of our lovely day.

Still doing good work in retirement: *Dowager*, ex RNLB *Rosa Woodd* and *Phyllis Lunn*, when acting as one of the escort boats for the 1977 Gravesend to Greenwich and back sponsored row, organised by Gravesend branch, towed in two boats with broken engines.

Suddenly she was there, graciously smiling, we could almost touch her—Prince Philip looking as ever so bronzed and wonderful—then they had gone... It was a perfect touch to our day, our Jubilee Day, something we wish in this special year to tell and share with other members of this organisation which we in our small way help supplement.

The Wath ladies are a small committee of six. We work very hard for the RNLB and our trips help to keep together the members whose support we need. On the outgoing journey we have a raffle and another on the return journey home. All this helps towards our yearly contribution. Our next effort is a Chinese Auction in August, followed by a tombola stall at the local agricultural show on Bank Holiday Sunday. Wish us well!—WATH-UPON-DEARNE LADIES' GUILD, *Rotherham, South Yorkshire*.

We do indeed.—THE EDITOR.

RNLB *Rosa Woodd* and *Phyllis Lunn*

On July 3 the Gravesend branch held its eighth sponsored marathon row from Gravesend to Greenwich and back. Last year's row raised £2,400 for the service. This year 19 boats rowed the 40 miles, the Southend-on-Sea ILB, D.181, being among several escort boats.

One other escort boat raised considerable interest: now named *Dowager*, she was the former Shoreham Harbour lifeboat *Rosa Woodd* and *Phyllis Lunn*. She is now owned by T. B. Lawrence, who has had her converted into a very comfortable yacht. Mr Lawrence is a member of Shoreline and, like myself, a member of the Lifeboat Enthusiasts' Society.

RNLB *Rosa Woodd* and *Phyllis Lunn* was built in 1932 by Groves and Guttridge, Isle of Wight. She was delivered on January 4, 1933. Her cost was £6,133: a vast difference to today's prices. She was the first of the 41' Watson class lifeboats and she was named at Shoreham by Prince George on March 15, 1933.

While at Shoreham Harbour *Rosa Woodd* and *Phyllis Lunn* was launched 244 times and rescued 143 lives. When replaced, she served in the reserve fleet

continued on page 68



THE MEN OF THE MUMBLES HEAD

Carl Smith

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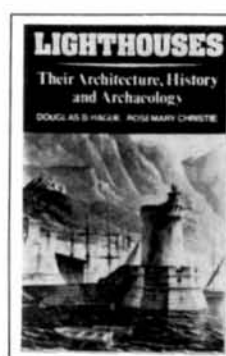
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BOOK REVIEWS

● The quality of lifeboat station histories seems to improve steadily. A recent outstanding example is *The Men of The Mumbles Head* by Carl Smith (J. D. Lewis and Sons, Gower Press, Llandysul, Dyfed, £3.50).

Mr Smith, who is a schoolmaster and a member of the present Mumbles lifeboat crew, has a good story to tell. It goes back to the year 1832 when Silvanus Padley, son of the Swansea Harbour Trust Clerk, together with five pilots saved a vessel from being smashed against Mumbles pier. The formation of a local committee following the incident was the beginning of a lengthy process leading to the establishment of an effective lifeboat station by the RNLI at The Mumbles in March 1863.

The people of Wolverhampton have recently raised the funds for a new inshore lifeboat to be stationed in Wales, and it may be of interest that one of the early Mumbles lifeboats was also provided by Wolverhampton. She was displayed there publicly and rowed across a pool before being brought to Swansea free of charge by the Great Western Railway.

One of the most famous incidents in the history of The Mumbles station was the disaster in 1883, when four members of the lifeboat crew were lost and two daughters of the local lighthouse keeper made valiant efforts to rescue the drowning men. This gave rise to Clement Scott's rollicking poem, *The Women of Mumbles Head*. Mr Smith reveals a number of inaccuracies in the poem. In particular there seems to be no justification for Scott's reference to 'three craven men who stood by the shore with chattering teeth refusing to stir'. In fact one of the three, a gunner in the Royal Artillery named Hutchings, received the RNLI's thanks on vellum.

The terrible disaster in 1947, when the whole of The Mumbles crew were lost only six months after carrying out a service for which the coxswain, William Gammon, was awarded the gold medal, is duly described, as are some of the outstanding services carried out by the crew under the present coxswain, Derek Scott.

Mr Smith has assembled a number of fascinating photographs, including one of a large number of top-hatted Wolverhampton citizens standing in front of the boat they helped to provide and one of

the same lifeboat at the RNLI's yard in Poplar after she had been involved in the disaster of 1883.—P.H.

● The National Maritime Museum's series of Maritime Monographs and Reports is ideal for serious studies of all aspects of shipping lore which might not readily find a commercial publisher. They have also the inestimable advantage of being produced by people who know their ships and the sea, and are not afraid to include extra-illustrative material which, it so happens, the modern offset printing process embraces with ease.

Ian Merry's *The Westcotts and their Times* (National Maritime Museum, £4.00) is a fascinating and well illustrated history of a Plymouth ship-owning family, including a wealth of material covering the wider field of merchant sail in the last hundred years. The ports of the south west were the homes of a number of important fleets of sailing craft in the barquentine/schooner categories which traded widely: salt and general goods to Newfoundland and the Canadian maritimes; back with stock fish for the Latin countries; fruit from the Peninsula and the Azores; sugar from the West Indies; wines from the Mediterranean and the Canaries. These fleets, like that of the Westcotts, usually included other schooners and ketches for coasting in the home trade, and barges for river work.

The text, besides covering the Westcott family, gives histories for each of their vessels. It tells of many of the company's masters, mates, seamen, with logs and first-hand accounts of voyages. Among the last is the author's account of his voyage in 1930 in the barquentine *Frances and Jane*. There is also a valuable survey of the mining and other industrial activities on the upper Tamar—an area now silent, but with several sites preserved sensitively to create enclaves of interest for visitors among beautiful scenery.

Admirably complementing the text are the varied appendices with reproductions of ship plans, press cuttings and documents one does not often see: ships' registers, crew lists, a builder's certificate and an apprentice's indenture. These well repay a careful study with their wealth of information.—G.E.F.

● *The Penguin Book of Sea Stories* (£1.10) is edited by Alun Richards and contains an interestingly varied collection of yarns, including both fact and fiction. No doubt readers will form their own opinions as to which has the greater impact—the carefully devised tale of the master-storyteller, or the stark and inescapable logic of truth.

Certainly Conrad has a magic touch with which his crisp words enclose the reader, making him a part of the scene and events taking place. Yet it would be difficult to imagine a more vivid account in precise seaman's terms, or greater drama, than that disclosed by the true story of the wreck of *Indian Chief*. This must surely rank as one of the great epic tales of wreck and rescue and one which establishes for all time the heroic spirit of lifeboat crews.

In all, the book covers a wide range of talented writers and dramatic incidents and may clearly be taken in one large dose or spread over a period of casual reading with equal pleasure, as time and inclination suggest.—E.W.M.

● For a lifeboat, a distress call means 'Launch!'; for a helicopter, 'Scramble!'. Working together to save life at sea, surface and air craft can, when occasion demands, rise to remarkable heights of achievement. Each, contributing what is possible in its own element, has a different approach, different problems, different skills. The experiences of the one add greater depth to the records of the other.

In *Mayday! Mayday! Mayday!* Frank Pearce looks at sea rescue from the viewpoint of the helicopter crews of the Cornish naval air station, HMS *Seahawk*, Culdrose, who, from 1970 to 1976, rescued 365 people. Reconstructing outstanding operations and talking to aircrews, Frank Pearce has produced a very readable booklet of great interest. One service recorded in detail is that to *Merc Enterprise* on January 16, 1974; the service for his part in which Coxswain John Dare of Plymouth was awarded the bronze medal for gallantry. A Danish coaster sinking, and, battling through hurricane force winds in an attempt to rescue her crew of 19, five Sea King helicopters, crewed by British and German airmen, seven ships—two Dutch, three Russian, one Japanese and one British—and the 52' Barnett Plymouth lifeboat. Eleven men were saved.

Photographs taken from a helicopter give a very good idea of the wrath of the sea, and Mr Pearce's account brings home just what the air crews were up against:

'It was an incredibly difficult task to maintain the correct length of cable to their winchman in these enormous rollers and quite impossible to preserve a consistent height. The aircraft had to literally fly up and down, matching the rise and fall of the sea. As a consequence there were times when the aircraft had to be suddenly dropped about 60 feet as the

sea fell away into a trough and then rise just as rapidly to clear the crest of the next wave . . . On one occasion a particularly large roller passed only 10 feet below the aircraft and took the winchman deep under water. From the effect of this passing wave, the wire was pulled aft at a near horizontal angle and the helicopter towed backwards by the drag on the winchman's body. After what seemed an interminable time, he re-appeared from the back of the wave and 30 feet below the crest, gasping for breath and struggling to retain his helmet and boots which had been almost wrenched off. A second or two later, he was swung violently forward into the next equally large wave to re-emerge with a badly cut eye from the winch hook which had swept back and smashed into his face.

And that was not the beginning nor by any means the end of their troubles. Nevertheless, the helicopters succeeded in winching seven of the survivors to safety; the other four were rescued by volunteers from the Russian stern

trawler *Leningrad* who, with ropes fastened to their waists, dived into the boiling sea. It had been a fine example of International co-operation.

A booklet well worth its price of £1.20 from booksellers, or £1.37, including postage and packing, from the publishers, Bantam, Minnie Place, Falmouth, Cornwall.—J.D.

● A new addition to the many books for the aspiring mariner, **Practical Pilotage for Yachtsmen** by Jeremy Howard-Williams (Adlard Coles, £2.50), would make a good nautical highway code.

A pilot is by definition the steersman and pilotage the ability to handle a vessel among others and through the hazards of harbour, channel and anchorage. Whoever takes tiller or wheel in hand and embarks, even on nothing more adventurous than an afternoon's jolly out to the harbour mouth and back, should have an adequate know-

ledge of pilotage. This little book is intended to provide just that. It attempts no more, navigation is not in its brief, just the necessary information about buoys, rights of way, lights, signals and a little about the weather. To the cognoscenti all pretty elementary stuff, but not to those many thousands who put to sea in dinghies, runabouts and weekenders, with never a thought of venturing more than a few miles from mooring or public slip, and to whom navigation is something for the birds and the salt-stained types who slip silently into harbour at the end of a bank-holiday weekend, with a little yellow flag fluttering below the cross-trees. Certainly recommended reading, even if only for the excellent memory check on page 58, which taught me more about the international signal flags in minutes than I have managed to assimilate in years of contemplating the poster on the back of the door to the heads.—B.A.

Letters . . .

(continued from page 65)

where she had 53 service launches at 16 stations and rescued a further 19 lives. She was one of the 19 lifeboats that went to Dunkirk in 1940.

Getting back to the sponsored marathon row, on the way down the River Thames, while keeping an eye on the last few rowing boats, *Dowager* went to the assistance of two other escort boats which had broken down, taking them in tow as far as Gravesend Reach. So this fine ex-Royal National lifeboat is still doing a good service for the RNLI even in her retirement.—

PETER H. W. BOYD, *box secretary, Gravesend branch, 11 Gatwick Road, Gravesend, Kent.*

Foreign coins

I am pleased to see that the RNLI is doing something about the very large amount of foreign coins coming into this country each year. Even in this area, which is not ideally situated to collect foreign coins, not being near a main point of entry or exit, I manage to make about £50 yearly and at the moment have another £50 or so in actual coin. In the past I have been finding people going abroad on holiday and selling them small change.

This week I tried out a new angle. I have always kept a coin box on my souvenir stall at Westward Ho! but only sold the more exotic currencies in it, such as odd Arabic, Indian, Chinese, Malay and African coins—from places where people are not likely to visit. These naturally do not last long as I soon run out. Yesterday I put out low value European, Commonwealth and US coins in four boxes (1p, 2p, 3p and 5p). This turned out to be the most popular part of the stall and was never empty. I

managed to sell a few old halfpennies, pennies and 12-sided threepenny pieces for 2p, 3p and 5p respectively; naturally these were coins in fine condition.

I can thoroughly recommend this ploy to any branch running a stall. It takes up very little room and will not blow away (a great boon on the front at Westward Ho!). You will get a good return for low value coins and can still send the high value coins to the headquarters at Poole.—C. C. LOWRY, *Captain, RN, chairman, Appledore branch Buckleigh House, Westward Ho!, Devon.*

Marine service of the RAF

I have just taken up a new appointment which includes among other things the task of writing the official history of the marine service of the Royal Air Force. The history began on April 1, 1918, with the formation of the RAF

itself when some 200 marine craft were taken over from the RNAS. It continued through to the second world war when some 4,000 RAF seamen were eventually deployed in 300 sea-going craft. Over 13,000 allied and enemy lives were saved by air sea rescue services of which RAF craft were a substantial component.

Today albeit a fraction of its original size the Marine Branch continues to play an important role in training and weapon recovery.

With almost 60 years of service to research there is a wealth of history waiting to be written about the men, the rescue launches and the marine organisation that has served the RAF for so long. I would be very pleased to hear from any readers who would like to contribute to the writing of that history.—R. J. M. MANSON, *MNI, Squadron Leader, RAF, Lacon House, Theobalds Road, London WC1X 8RY.*

Parties of schoolchildren are regular and welcome visitors to Poole HQ, where they are shown round the museum and sometimes visit the depot or see a film. It is always a pleasure to receive their letters of thanks: sometimes a 'round robin', sometimes separate letters from each child—and sometimes accompanied by paintings of lifesaving scenes. The letter reproduced here came from class 8 of Baden-Powell Middle School, Parkstone, one member of which is the young son, Bobby, of the coxswain of Poole lifeboat, Frank Ide. Schools wishing to arrange visits should write to Charles Collis at headquarters.

Dear Mrs Collis,
On behalf of class 8 Baden-Powell Middle School
I would like to thank you for the lovely time we had thank-
you for showing us the film which was very good also the museum
which was very interesting thank you once again
yours faithfully
Jane Bell

Amyford
Debbie Taylor
Tracy Stratford
Bobby Ide
Ann Griceolo
Juliet Burridge
Stuart Gutter
Pamela
Michelle White
Joanne Maudsley
Lorraine Bloomfield
Janet Gough
Sharon Cressell
Margaret Cates
Pauline Griffiths
Wicky Tugwell
Justin Paulin

Lifeboat Services

(from page 47)

east, near gale force 7, the sea moderate; visibility was good.

The honorary medical adviser could not embark as he was already at an emergency, but the injured man had been tended by a member of *La Quinta's* crew who was a trained nurse. He was taken off by the lifeboat at 1315 and landed at Salcombe a quarter of an hour later, where an ambulance was waiting.

After this service Salcombe honorary secretary received a letter of thanks from Captain C. B. Lukehurst, master of *La Quinta*, enclosing a donation to the lifeboat service from the ship's crew, the result of a voluntary collection, and a letter of appreciation from the owners, Buries Markes (Ship Management) Ltd, containing a further donation.

South Eastern Division Reported missing

DOVER STRAIT COASTGUARD informed the honorary secretary of Dover lifeboat station at 1915 on Sunday, November 7, 1976, that a man had been reported missing and assumed overboard from the cross-Channel ferry *Free Enterprise VIII*; it was requested that the lifeboat should join other shipping in a search.

In moderate visibility, with a fresh to strong southerly wind and squalls of rain and hail, the 44' Waveney lifeboat *Faithful Forester* under the command of Coxswain/Mechanic Arthur Liddon set out at 1925 into rough seas. It was then four hours before high water.

The search proved fruitless but the Coastguard had mounted a search of the shore-line and at 2130 asked that the lifeboat be diverted to take off some of their men who had been cut off by the tide near Langdon Stairs.

Inshore there was a heavy swell and the lifeboat put in as near as possible to allow Second Coxswain Anthony Hawkins, who volunteered, to paddle in on the inflatable dinghy. When only a few yards from the shore, breaking surf capsized the dinghy, flinging both it and Second Coxswain Hawkins ashore. Fortunately no injury was sustained save bruising. The dinghy capsized again and it was decided to abandon this method of rescuing the two men who, by this time, were suffering from exposure. The two additional lifejackets which Second Coxswain Hawkins had taken with him had been washed out of the dinghy when she capsized and so he took off his own lifejacket and jersey to help the two men to keep warm.

A line was fired from the lifeboat but there was nowhere on the cliff where it could be anchored to enable the breeches buoy to be used, so it was secured to the

dinghy which was hauled, empty, back to the lifeboat. While she was being recovered, *Faithful Forester* rolled violently, causing one of the crew to lose his footing; falling forward he injured his face on the bucking dinghy.

Meanwhile, ashore, Second Coxswain Hawkins had stayed with the two men while, above, a cliff rescue team was mustering. In due course a man was lowered, but because of the large overhang it was decided not to attempt to re-climb but to await the ebbing tide; because the steps at Langdon could be dangerously slippery it was further decided that the four men would walk to Dover Docks, followed by the lifeboat.

A request for warm drinks, clothing and a tarpaulin was met by the police at 0213 and by 0310 the party was reported safe. The lifeboat returned to her moorings and was made ready for service at 0357.

It was later learned that the man reported missing from the ferry had been found aboard and a donation was made to the station branch funds by his parents.

For this service a letter of appreciation signed by Captain Nigel Dixon, RN, Director of the Institution, was sent to Second Coxswain Anthony Hawkins.

Services by Offshore Life-boats, March, April and May, 1977

Aldeburgh, Suffolk
May 6 and 29.
Arklow, Co. Wicklow
May 25.
Arranmore, Co. Donegal
March 25 and April 22.
Baltimore, Co. Cork
April 23.
Barra Island, Inverness-shire
March 16, April 6, May 18 and 19.
Barrow, Cumbria
April 11.
Barry Dock, South Glamorgan
March 6 and May 12.
Bembridge, Isle of Wight
March 27, May 20 and 28.
Blyth, Northumberland
March 4.
Bridlington, Humberside
March 13 (twice), 14 and April 27.
Calshot, Hampshire
March 13, 26 and 28.
Clacton-on-Sea, Essex
May 15.
Clogher Head, Co. Louth
May 4 and 6.
Cloughie-Portavogie, Co. Down
April 6, 17 and May 26.
Clovelly, North Devon
March 13 and May 24.
Courtmacsherry Harbour, Co. Cork
May 5.
Dover, Kent
May 18, 27 and 29.
Dungeness, Kent
March 3, 4, 5, April 9, May 14 and 21.
Dun Laoghaire, Co. Dublin
May 29.

Dunmore East, Co. Waterford
March 12 and April 28.
Eastbourne, East Sussex
April 7.
Eyemouth, Berwickshire
March 5.
Falmouth, Cornwall
March 12 and May 28.
Filey, North Yorkshire
March 27 and May 7.
Fishguard, Dyfed
March 27 and May 24.
Flamborough, Humberside
March 13 and 27.
Fleetwood, Lancashire
April 4 and 24.
Fowey, Cornwall
March 6, April 11 and May 21.
Galway Bay, Co. Galway
April 1 and 15.
Great Yarmouth and Gorleston, Norfolk
March 4, April 8, 28, May 20 and 29.
Harwich, Essex
April 17 and May 4.
Hastings, East Sussex
March 6, 21 and April 6.
Holyhead, Gwynedd
March 4.
Howth, Co. Dublin
March 17, 21, 27, 31, April 22 and May 21.
Hoylake, Merseyside
April 16.
Humber, Humberside
March 11, 28, 29 (twice), April 12, 17 and May 10.
Ilfracombe, North Devon
April 28.
Islay, Argyllshire
April 15 and May 1.
Kilmore, Co. Wexford
March 22.
Kirkwall, Orkney
April 16.
Lerwick, Shetland
March 2, April 12 and May 31.
The Lizard-Cadgwith, Cornwall
May 15 and 30.
Llandudno, Gwynedd
April 12.
Lochinver, Sutherland
April 1.
Lowestoft, Suffolk
March 3.
Macduff, Banffshire
March 7.
Mallaig, Inverness-shire
April 18.
Margate, Kent
March 16, April 11 and May 29.
Newbiggin, Northumberland
March 5 and April 2.
Newhaven, East Sussex
March 31, April 14, 25 and May 7.
North Sunderland, Northumberland
March 11.
Padstow, Cornwall
May 7.
Poole, Dorset
March 5, April 26 and May 13.
Port Erin, Isle of Man
May 29.
Porthdinllaen, Gwynedd
March 9, May 5, 15 and 29.
Portpatrick, Wigtownshire
April 23, May 7 and 24.
Portrush, Co. Antrim
March 3 and April 17.
Port St Mary, Isle of Man
April 8.
Ramsey, Isle of Man
April 12 and May 5.
Ramsgate, Kent
March 20, April 13 and May 29.

Redcar, Cleveland
May 7.
Rhyl, Clwyd
April 12 and May 27.
Rosslare Harbour, Co. Wexford
May 4.
St Helier, Jersey
March 14, 27, April 5, 9, 11 and May 29.
St Ives, Cornwall
March 2, 15, 29, April 18, May 2 and 30.
St Mary's, Isles of Scilly
March 31 and May 31.
St Peter Port, Guernsey
March 24, 26, April 7, 9, 16, 23 and 29.
Salcombe, South Devon
April 9 and May 21.
Scarborough, North Yorkshire
March 27, April 22 and May 7.
Selsey, West Sussex
April 21, May 10 and 22.
Shoreham Harbour, West Sussex
March 13, 28 and 30.
Skegness, Lincolnshire
May 16.
Stornoway, Ross-shire
March 5 (twice), 25 and April 3.
Swanage, Dorset
March 4, 27, April 3, 12, 13, 22, May 8, 16, 19 (twice) and 30.
Tenby, Dyfed
April 7 and 12.
Thurso, Caithness
May 6.
Torbay, South Devon
March 20, April 18 and May 17.
Troon, Ayrshire
March 13 and 20.
Tynemouth, Tyne and Wear
March 27, April 2 and 24.
Walmer, Kent
April 23, 26, May 7 and 29 (twice).
Walton and Frinton, Essex
April 9, 19 and May 29.
Weymouth, Dorset
April 8, 12 and May 21.
Whitby, North Yorkshire
March 17, April 13 and May 14.
Wicklow, Co. Wicklow
March 31.
Workington, Cumbria
May 15.
Yarmouth, Isle of Wight
March 14, April 3, May 19 and 28.
On trials at Poole
ON 1044 April 25 and May 4.

Services by Inshore Life-boats, March, April and May, 1977

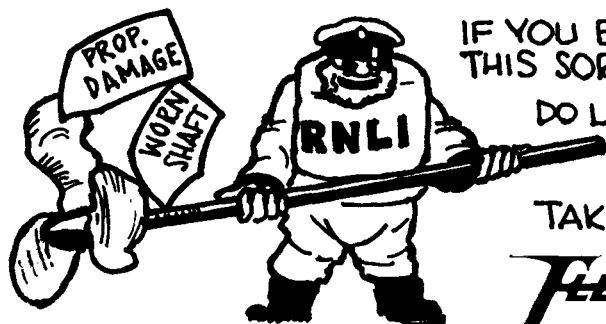
Aberdeen, Aberdeenshire
May 24.
Abersoch, Gwynedd
April 13, 18 and May 30.
Aberystwyth, Dyfed
May 5.
Arran, Buteshire
April 25 (twice).
Atlantic College, South Glamorgan
May 29.
Bangor, Co. Down
April 12 and 24.
Barrow, Cumbria
April 10 and May 18.
Beaumaris, Gwynedd
March 27 and April 12.
Berwick-upon-Tweed, Northumberland
May 24 and 29.
Blackpool, Lancashire
April 10 (twice) and May 5.

Blyth, Northumberland
May 14 and 21.
Broughty Ferry, Angus
April 22, May 21 and 22.
Bude, Cornwall
April 17 and May 14.
Burnham-on-Crouch, Essex
April 23 and 30.
Burry Port, Dyfed
May 11.
Clacton-on-Sea, Essex
May 14, 15, 21, 27 and 31
Conwy, Gwynedd
March 4 and April 14.
Coverack, Cornwall
May 30.
Criccieth, Gwynedd
May 29 (twice).
Cullercoats, Tyne and Wear
May 29.
Eastbourne, East Sussex
May 21, 22 and 29.
Eastney (B.530), Hampshire
April 2, 21, May 2 and 8.
Eastney (B.505), Hampshire
May 15 and 22.
Eastney (D.184), Hampshire
March 19, April 9, 10 (twice), 14, 23, 27, May 7, 15, 21, 22 (3 times) and 28.
Exmouth, South Devon
May 8 and 24.
Filey, North Yorkshire
April 10.
Fleetwood, Lancashire
April 10 and 19.
Flint, Clwyd
April 30, May 1 and 7.
Great Yarmouth and Gorleston, Norfolk
March 4.
Happisburgh, Norfolk
April 1.
Hartlepool, Cleveland
April 11.
Harwich, Essex
April 11, May 21 and 31.
Hastings, East Sussex
May 20 and 29.
Hayling Island, Hampshire
March 5, 6, 27, 29, April 30, May 9, 21, 22 (3 times), 23, 28 and 29.
Helensburgh, Dunbartonshire
March 6, April 6 and 9.
Horton and Port Eynon, West Glamorgan
April 30.
Howth, Co. Dublin
May 21, 24 and 27.
Kinghorn, Fife
May 10.
Kippford, Kirkcudbrightshire
April 9 and May 15.
Largs, Ayrshire
March 27, April 24 and May 11.
Littlehampton, West Sussex
March 6 (twice), 7, 13, 20, April 10, 14, May 8, 15 (twice) and 22 (3 times).
Littlestone-on-Sea, Kent
March 3, 5, April 8, May 15 and 19.
Llandudno, Gwynedd
March 6 and May 26.
Lyme Regis, Dorset
March 31, April 9 and May 20.
Lymington, Hampshire
April 4.
Lytham-St Anne's, Lancashire
March 13, 29 and May 1.
Mablethorpe, Lincolnshire
May 19.
Margate, Kent
March 16, 20, April 2, 3, 24 and May 15 (twice).
Minehead, Somerset
April 10.
Moelfre, Gwynedd
April 10 and May 29.

The Mumbles, West Glamorgan
April 17.
New Brighton, Merseyside
April 6 and 27.
Newquay, Cornwall
April 27, 30, May 14, 22, 25 and 31.
North Berwick, East Lothian
May 21.
Oban, Argyllshire
April 9 and 18.
Peel, Isle of Man
March 20 and 29.
Poole, Dorset
March 5, 13, 19, 27, 31 (twice), April 8, 11, 12, 25, May 19 and 22.
Port Isaac, Cornwall
May 4.
Port St Mary, Isle of Man
May 22.
Port Talbot, West Glamorgan
May 21.
Queensferry, West Lothian
April 24, May 13 and 30.
Ramsgate, Kent
May 11, 15, 16 and 30.
Redcar, Cleveland
May 7 and 11 (3 times).
Rhyl, Clwyd
March 20, May 25 and 27.
Rye Harbour, East Sussex
April 8, 13, 27, and May 29.
St Abbs, Berwickshire
April 8 and May 21.
St Bees, Cumbria
April 10 and 28.
St Ives, Cornwall
May 18 and 30.
Selsey, West Sussex
March 29 and May 7.
Shoreham Harbour, West Sussex
May 14, 16, 22 (twice) and 23.
Silloth, Cumbria
March 7 and May 15.
Skegness, Lincolnshire
May 5.
Southend-on-Sea, Essex (D.236)
March 19 and April 9 (twice).
Southend-on-Sea, Essex (B.527)
March 4, 9, 24, 29, April 8, 11, 15, 16, 28, May 3, 7, 15 (twice), 18 and 22.
Southwold, Suffolk
April 20 (twice) and May 6.
Stranraer, Wigtownshire
May 24.
Sunderland, Tyne and Wear
April 24.
Tenby, Dyfed
April 1, 10, 11 and May 18.
Torbay, South Devon
April 18, May 1, 3, 11, 15 and 21.
Tramore, Co. Waterford
April 22.
Treaddur Bay, Gwynedd
March 26, April 9, 10 and May 30.
Tynemouth, Tyne and Wear
March 5 and April 24.
West Kirby, Merseyside
April 8, May 1, 5, 9 and 14.
West Mersea, Essex
April 2, 6, May 4, 20, 21 and 22.
Weston-super-Mare, Avon (A.504)
March 13, April 16, May 8, 12 and 29.
Weston-super-Mare, Avon (D.170)
March 13, May 8, 26 and 29 (twice).
Whitby, North Yorkshire
April 16 (twice).
Whitstable, Kent
March 2, 7, April 1, 7, 9, 10, 12, 17, 30, May 3 and 29 (twice).
Withernsea, Humberside
April 18.
Yarmouth, Isle of Wight
May 16.

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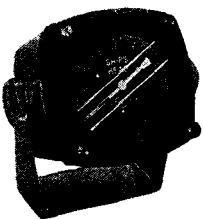


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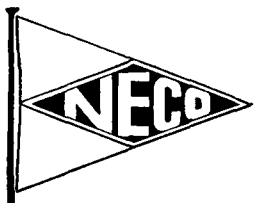


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