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THE JOURNAL OF THE RNLI



Volume XLV Number 463 Spring 1978

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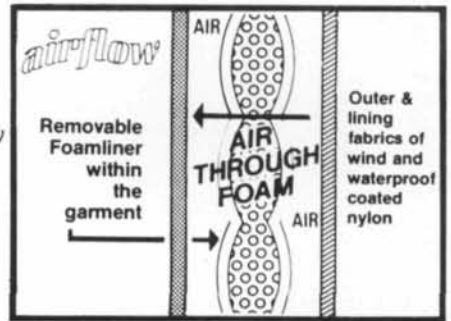
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# THE LIFEBOAT

Spring 1978

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#### COVER PICTURE

*One of Weston-super-Mare's two inshore lifeboats is an 18' 6" McLachlan. Designed by J. A. McLachlan of G. L. Watson and Co., Glasgow, she is built of glass reinforced plastic and has a ragged chine. With twin inboard petrol engines, her top speed is in excess of 20 knots. Since going on station in May 1970 she has launched on service 113 times and rescued 58 lives. The photograph was taken by the station honorary treasurer, John White, West Air Photography, Weston-super-Mare.*

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

**Next issues:** The summer issue of THE LIFEBOAT will appear in July and news items should be sent by the end of April. News Items for the autumn issue should be sent in by the end of July.

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## NOTES OF THE QUARTER

by Patrick Howarth

ON CHRISTMAS EVE, Kilmore lifeboat was capsized twice. One member of the crew, Finton Sinnott, lost his life. This sad accident caused the first loss of life following the capsizing of one of the RNLI's lifeboats since the Fraserburgh disaster in January 1970. In contrast with the Fraserburgh disaster, when there was only one survivor, the other six members of the Kilmore crew were

Lord Killanin, a vice-president of the RNLI in Ireland, with (r.) Coxswain Thomas Walsh and (l.) Acting Motor Mechanic John Devereux of Kilmore Quay. For his leadership, determination and exceptional courage when Kilmore Quay's 37' Oakley lifeboat capsized and righted herself twice on service on Christmas Eve, Coxswain Walsh has been awarded the silver medal for gallantry; the bronze medal has been awarded to John Devereux.

saved. This was largely due to the determination, skill and courage of the coxswain, Thomas Walsh, and other crew members, and the RNLI made suitable awards for gallantry which are reported on pages 113 and 114.

The saving of so many members of the crew was also due to the fact that the lifeboat was a self-righter, and the accident was in fact the first capsizing on service of one of the RNLI's modern self-righting boats. As will be seen from the full account of the service the lifeboat righted herself twice and the engines were started immediately. Kilmore Quay lifeboat, which was built in 1972, is one of 26 boats of the 37' Oakley self-righting class in the RNLI's fleet. This type of lifeboat was designed by Richard Oakley, the RNLI's former naval architect, and of the many gratifying letters he received following the accident one was from Kilmore Quay station. Since 1958, when the first self-righting Oakley lifeboat came into service, lifeboats of this class have been launched on service 1,751 times and rescued 914 lives.

In many parts of Britain and Ireland exceptional conditions were experienced in the two days before Christmas, when a very active depression originating near the Azores moved north north east to the west of Ireland before turning east. During the period of strongest wind, storm force 10 was recorded over much of England and Wales.



### Good wishes from the American Ambassador

IN HIS NEW YEAR message to American citizens living in Great Britain published in *The American*, Dr Kingland Brewster, the United States Ambassador, gave his wholehearted support to the bicentennial American/British lifeboat appeal:

*The turn of the year marks the completion of the first seven months of my Ambassadorship in London—one of the most interesting and rewarding periods of my life. During that time I have met a variety of Americans in Britain. I have learned about various aspects of American activity here.*

*I am most impressed by what I have seen. Americans in Britain have gained an enviable reputation in several areas—as business and professional associates, as neighbours and as friends. They have helped to strengthen further the bonds between our two countries.*

*At this time of the year, when giving is one of the real joys of the festive season, the American community is actively organising help for people and institutions in need. Among the many worthwhile projects deserving support, I want to commend in particular the appeal of the Association for Rescue at Sea for a Waveney type lifeboat to be given as a bicentennial gift to the Royal National Life-boat Institution.*

*A good start has been made toward the provision of this practical gift to mark the beginning of the United States third century as an independent nation, but a good deal more money is needed. Those interested can send their contributions to RNLI, West Quay Road, Poole, Dorset.*

*As we welcome 1978, I am very pleased to have this opportunity, in the columns of *The American*, to wish a very Happy New Year to all the members of the American community in Britain.*

### Many stations damaged

The days before Christmas were only one of a number of periods of exceptionally severe weather during the past winter. The greatest material damage occurred on January 11 to 12 when no fewer than seven offshore lifeboats were out of action for a time because of damage to shore installations. The most spectacular damage occurred at Margate, where the pier was wrecked and the lifeboat house and slipway were left isolated. With the help of a helicopter from the RAF base at Manston an inspector of lifeboats and members of the crew were winched down to the boathouse, and in a skilful operation they succeeded in launching the boat, which is now operating from Ramsgate harbour.

A number of stations in Norfolk were also severely affected. At Cromer, Sheringham and Wells the boathouse doors were all stove in or otherwise damaged. At Humber the lifeboat dragged her mooring a mile and there was severe damage to the road giving access to the station at Spurn Point; although, fortunately, the houses of the full-time crew were not seriously damaged, water and electricity were cut off, causing considerable inconvenience to the crew members and their families until mains and power lines could be repaired. At both Aldeburgh and Walmer there was a large build-up of shingle covering the slipways.

During these two days no fewer than 62 gale warnings were given on television and radio.

### Storm damage in north west of England

Earlier last quarter, during the night of November 12 and 13, lifeboat stations in the north west of England were particularly badly affected by gales and flooding. The inshore lifeboat house at Fleetwood was destroyed, and although the ILB herself was recovered the launching tractor was found buried in the beach. The ILB house at Lytham-St-Anne's was also flooded when the windows were stove in by the sea; as a result of the quick action and hard work of the crew members and supporters, however, the station was operational again within hours.

For very good practical reasons the RNLI carries its own insurance, and damage of the kind suffered during the winter months must mean a substantial expenditure running into some thousands of pounds.

### A well-merited award

The editorial notes in this number consist almost exclusively of accounts of loss and destruction. These are of course, at times, an inevitable part of the lifeboat service. I am however glad to end these notes in a more cheerful vein. All national awards made to those connected with the lifeboat service are well merited but I hope I may be for-

given for singling out the award of the MBE to David Stogdon as one giving me particular delight. Having enjoyed his friendship for a quarter of a century, since he joined the RNLI about the same time as I did, I know how richly merited his award is. When the next official history of the RNLI is written I feel sure that appreciable space will be accorded to the work which David Stogdon has done in bringing the inshore lifeboat into service and in developing it into a lifesaving instrument of enormous value. His modesty and charm in executing his duties serve to make the award all the more welcome.

## Right Way Up

AN EXHIBITION depicting the story of the self-righting lifeboat is to be staged at the Science Museum, Kensington, from Thursday July 6 until the end of August. It will trace the history of this aspect of lifeboat design from the early days of Lukin and Greathead, at the end of the eighteenth century, through the developments of Palmer, Beeching, Peake and Rubie to the modern Oakley offshore lifeboats and on to the Waveney, Arun and the inshore Atlantic 21. The case against self righting, strongly felt at the end of the last century, will also be reviewed.

As the exhibition will run through the end of term and summer holiday period, it will not only be of great interest to lifeboat people but it will also make a first class expedition for children. It will be open to the public from 1000 to 1800 Mondays to Fridays and from 1430 to 1800 on Sundays.

## New member of C of M

JULIAN WATHEN, vice-chairman of Barclays Bank International, has been elected to the Committee of Management. Mr Wathen, who is a fellow of the Institute of Bankers, was born in Cromer, Norfolk, the home of Britain's most famous and highly decorated lifeboatman, Henry Blogg.

## Coming Events

ANNUAL GENERAL MEETING and Presentation of Awards, Royal Festival Hall, London, Tuesday, May 16. The main guest speaker will be Miss Clare Francis, MBE.

The RNLI will be associated with the Bournemouth International Lawn Tennis Championships to be held next September. The RNLI will receive 20 per cent of the proceeds and season ticket books will be available to branches and guilds to sell at discount prices. Full details in the summer LIFEBOAT.

Birmingham branch annual lifeboat dinner and dance will be held at the Botanical Gardens, Edgbaston, on Tues-



Old ...

(Above) Denmark: When the old lifeboat from Nymindégab, Jutland, returned home to be the principal exhibit in the old lifeboat house, now converted into a museum, her crew were there to meet her.

... and new ...



(Right) The Netherlands: An Atlantic 21 launches on exercise at the South Holland Institution station of Cadzand. Launched down a gutter, her crew paddle until there is enough depth to lower her outboard engines. For a service call the sluice gates would be opened, giving the ILB the water she would need for a fast launch.

day, October 17. All lifeboat people, and particularly Shoreline members, welcome. Details from RNLI district office, 2 Calthorpe Road, Birmingham B15 1QJ (Tel. 021-454 3009).

Holden House, Holden Road, Southborough, near Tunbridge Wells, Kent:

these beautiful gardens will be open to the public from April 16 to June 4. A souvenir stand will be manned by Southborough branch throughout.

Lyme Regis Lifeboat Week, July 22 to 30. Once again a spectacular programme is being prepared.

**AGM**  
Royal Festival Hall  
Tuesday, May 16

Four of the programme sellers at the Lifeboat and Mermaid Ball held by the Central London Committee at the Dorchester Hotel last November: (l. to r.) Julia Kerr, Lula Wellard, Vanessa Bellamy and Jasmine Taylor. Such was the advertising support given by associations, shipping lines, oil companies and both the marine and non-marine commercial world that over £12,000 was raised from this programme alone. In all, nearly £20,000 was raised for the lifeboat service by an evening very much enjoyed by all who attended.



# LIFEBOAT SERVICES

## Irish Division

### Capsize

WEXFORD GARDA informed the honorary secretary of **Kilmore Quay** lifeboat station at 0115 on Saturday, December 24, 1977, that four red flares had been sighted off Bannow Bay towards the Saltees. At 0130 maroons were fired by the honorary secretary and Coxswain Thomas Walsh, and ten minutes later Kilmore Quay lifeboat, the 37' Oakley *Lady Murphy*, started for the new launch site to the east of the harbour. At about 0150 the lifeboat launched on service.

Although the sea was rough at the launch site, there was no trouble launching. The wind was west south west gale to strong gale, force 8 to 9, the sea rough. The tide was half flood with the stream turning to the east. It was cloudy but there was a moon and visibility was moderate.

Once clear of the beach Coxswain Walsh headed south west for about one mile to clear Forlorn Point, and eased back to about half speed because of the breaking seas. On clearing the point he headed west for about two miles and posted lookouts. He then altered course to the north west towards Keragh Rocks. Out in the open sea, although there was a very heavy west south west swell, there were no breaking seas. Nevertheless, speed was still kept at just over half because of the swell; the continuous spray made lookout difficult. Coxswain Walsh maintained this speed for the rest of the outward journey.

At first there was difficulty in establishing radio contact but at about 0215 MF contact was established on 2182 with Coningbeg Lightvessel which then acted as a relay throughout. The lightvessel had been asked by Fishguard Coastguard to act as a radio link.

As he approached the shore, Coxswain Walsh altered course to the north to close Keragh Rocks and at about 0350 arrived off these rocks and searched down towards Bannow Bay and then back. There was no sign of anything. At about 0400 the honorary secretary asked Coningbeg Lightvessel to pass a message to the lifeboat saying that if the coxswain was satisfied there was nothing he was to return. Coxswain Walsh replied that he would continue searching on his way back, ETA 45 minutes to one

hour's time. He then turned south east for Kilmore Quay keeping at just under half speed, at which the lifeboat rode easily to the beam swell.

As the lifeboat neared the shore Coxswain Walsh noticed the sea conditions had worsened. Tidal streams off Forlorn Point are strongest at high water when a race occurs which can run some three knots at springs. It was spring tides and high water at Kilmore Quay was at 0450. The stream runs to the east from about three hours flood to three hours ebb. It was later reported by the keeper of Tuskar Rock Lighthouse and the watchman on Coningbeg Lightvessel that the seas were the worst they had seen for some years. Wave height was estimated at 30 feet at Coningbeg and also at Kilmore Quay, where waves were breaking over the harbour wall.

At about 0430, when about one mile, south south west from Forlorn Point, a very high breaking sea hit the lifeboat just abaft the starboard beam capsizing her to port. When the lifeboat righted Coxswain Walsh discovered that Acting Second Coxswain Joseph Maddock was missing. Acting Mechanic John Devereux restarted both engines without any trouble and Coxswain Walsh then turned to starboard back to the south west, asking Crew Members Dermot Culleton and his brother David to uncover and man the searchlight. Two or three minutes later Joe Maddock was heard shouting to starboard and picked up in the light of the searchlight. Coxswain Walsh then manoeuvred the lifeboat alongside the man in the water and he was pulled aboard over the starboard shoulder by Dermot Culleton, Finton Sinnott, John Devereux and the coxswain, who himself came up to help.

The port section of the windscreen was found to be missing, the centre of the windscreen shattered and the mast broken where it entered the tabernacle. Ropes, fenders and other loose gear had been lost overboard and the drogue had streamed itself. Rather than attempt to recover the drogue Coxswain Walsh had the drogue ropes made fast. John Devereux tried the MF radio but was unable to contact anybody. Joe Maddock was brought aboard and placed in the forward well and Dermot Culleton and Finton Sinnott stayed with him. Finton Sinnott, who had been under the aft shelter at the time of the capsize, was seen to have a badly cut head.

Coxswain Walsh then turned back to the east to return to harbour. He was unsure of his position as harbour and street lights were not working and he found it difficult to judge the distance off. He therefore continued to the south east, at slow speed, for a while and then turned north to enter harbour. The lifeboat had just turned north when a second exceptionally heavy breaking sea hit the lifeboat on her port beam capsizing her to starboard.

On righting, there were only Thomas Walsh, John Devereux and Eugene Kehoe left on board. John Devereux immediately started both engines and again they started without trouble. The lifeboat was still heading towards the harbour but was being rapidly set down eastward towards St Patrick's Bridge.

David Culleton was in the water close by the stern and Coxswain Walsh and John Devereux pulled him aboard first and then went forward to pull in Dermot Culleton, who was hanging on to a grab line on the starboard bow.

Joe Maddock could be seen just to the west and Coxswain Walsh told David Culleton to man the searchlight while he turned the lifeboat back towards him. John Devereux then went up to man the searchlight to allow Dermot and David Culleton to go forward to pull Joe Maddock aboard. Coxswain Walsh and John Devereux also went to help.

The lifeboat was now setting down towards the broken water of St Patrick's Bridge and Coxswain Walsh called for the other three to hold on to Joe Maddock and went back and started heading the lifeboat slowly west to clear the breakers. The three men had difficulty in holding Joe Maddock alongside as the lifeboat got under way, but managed to keep their grip and a few minutes later he was brought aboard and again placed in the forward well. He was now suffering badly from shock and exposure.

Coxswain Walsh then continued to search the area, looking for Finton Sinnott, until he was back abeam the harbour. There was no sign of Finton Sinnott in the water and, as Coxswain Walsh was now concerned about the state of the rest of his crew, he decided to go back into Kilmore Quay. Rather than turn across the weather he stemmed the seas and tide and allowed the lifeboat to crab towards the harbour entrance before turning in.

At 0515 Coxswain Walsh put the lifeboat alongside the quay wall well up in the harbour and the crew were helped ashore by those waiting. The crew members were seen by Dr McCarthy who treated them all for shock. Dermot Culleton and Joe Maddock were taken by ambulance to Wexford County Hospital.

Second Coxswain John Connick and Motor Mechanic William Culleton, who had not been aboard for the service, volunteered to take the boat out at daylight with a new crew to search for the missing man. John Connick had not heard the maroons because of the weather, and by the time someone had fetched him he had arrived too late to go out in the lifeboat. Liam Culleton was on weekend leave. He had, in fact, arrived down in time to help launch the lifeboat but had not gone out as Assistant Mechanic John Devereux, his relief, was already aboard.

At this time it was thought that the VHF was still working and communica-

tions would be possible with Dunmore Pilots. The honorary secretary and divisional inspector therefore agreed to this further search. The honorary secretary had also requested an Army helicopter and, after consultation with the divisional inspector, for Rosslare Harbour lifeboat to go out also to search from the east.

Kilmore Quay lifeboat left harbour at 0810 to search for the missing man. The weather had moderated, with the wind westerly, strong breeze to near gale, force 6 to 7, but there was still a heavy southerly swell. It was cloudy and there was moderate visibility. The tide was now setting to the west.

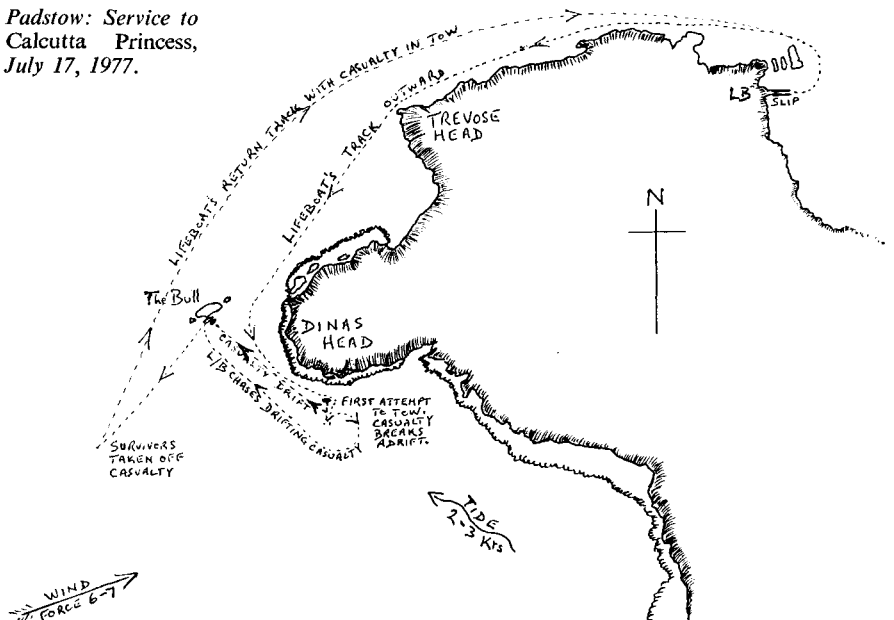
Second Coxswain John Connick went out over St Patrick's Bridge and searched eastward along the shoreline. Shortly after sailing the port shaft became fouled and the crew were unable to free the propeller. The search was therefore continued on one engine. When the lifeboat returned it was found that a rope had fouled the port propeller. The search continued for two-and-a-half hours. Sadly, however, it was unsuccessful and the body of Finton Sinnott was found by a local farmer at about 1010, on the shore at Meanstown. At about 1040 the helicopter lowered a man to the lifeboat to inform them that they should return to station. The lifeboat returned to harbour at 1130 and was eventually recovered that afternoon. The recarriaging was organised by the district engineer and district surveyor of lifeboats who had arrived at the station at 0930 that morning.

For this service the silver medal for gallantry has been awarded to Coxswain Thomas F. Walsh and the bronze medal to Acting Mechanic John J. Devereux. The thanks of the Institution inscribed on vellum have been accorded to Acting Second Coxswain Joseph V. Maddock, Acting Assistant Mechanic Dermot Culleton and Crew Members David Culleton and Eugene Kehoe. A vellum has been accorded posthumously to the late Crew Member Finton M. Sinnott. Letters of thanks signed by Major-General Ralph Farrant, chairman of the Institution, have been sent to Second Coxswain John Connick, Motor Mechanic William Culleton and Crew Members Michael Culleton, Richard Barry and John Kehoe.

## South Western Division Snatched from rocks

A MAYDAY CALL received from the 17' bermudan sloop *Calcutta Princess* was reported by Trevoise Head Coastguard to the honorary secretary of Padstow lifeboat station at 1709 on Sunday July 17, 1977. The yacht, a quarter of a mile south west of Dinas Head, was losing her sails, had a rope around the propeller of her outboard engine and was drifting towards the Head in rough seas. She had a man and a woman on

*Padstow: Service to Calcutta Princess, July 17, 1977.*



board, and also a dog. The Coastguard had advised the yacht to try to anchor and had told the Cliff Rescue Team that she might come ashore before the lifeboat could reach her.

*James and Catherine Macfarlane*, Padstow's 48' 6" Oakley lifeboat, was launched at 1734 with Coxswain Antony Warnock in command. The wind was west south west strong to near gale, force 6 to 7, visibility was about one mile with driving rain, and the tide was in the fourth hour of flood.

The lifeboat rounded Trevoise Head and, about 11 minutes after launching, her crew sighted the casualty about 60 yards from the rocks of Dinas Head. She was lying with bows east south east into the flood tide which sweeps around this northern end of Constantine Bay at 2 to 3 knots. Against the strong west-south-west wind the stream was creating a heavy confused sea with waves of 15 to 20 feet.

Coxswain Tony Warnock took the lifeboat down the yacht's port side, between the casualty and Dinas Head, and the crew threw a heaving line to the man on board. He appeared exhausted, however, and was not able to pull the tow rope aboard fast enough, so that it became fouled in the lifeboat's starboard screw. The crew now saw that the yacht's anchor was down but it was doubtful whether it would hold.

Second Coxswain Trevor England then secured the free bight of the tow rope to the guardrail forward of the screw and cut the tow rope free from the after bollard, while the lifeboat came round to starboard, bow to bow with the yacht. With Crew Members Chris Hughes and Peter Poole, he took down the slack in the heaving line, which the casualty's owner had secured to a cleat on his deck, while Coxswain Warnock put his remaining engine slow astern, in order to pull the yacht clear of danger as quickly as possible.

About 30 yards had been gained when a large wave struck the yacht, pulling out the cleat to which the heaving line

was secured and jamming the little finger of Crew Member Chris Hughes between the heaving line and a guard-rail stanchion, severing the top third of his finger. At about the same moment the end of the tow rope came clear of the lifeboat's propeller.

With the yacht drifting clear of Dinas Head but now moving rapidly towards Bull Rock, there was no time to lose. From his vantage point on deck, Second Coxswain England could see that there was not enough sea room to turn to port, so he advised Coxswain Warnock to make a 360 degree turn to starboard to approach the yacht again. By the time this was completed the casualty was no more than 25 feet from Bull Rock. Nevertheless, Coxswain Warnock took the lifeboat between the rock and the yacht, holding her clear while Second Coxswain England dropped the nylon tow rope on to her deck. With both boats ranging up to 20 feet the successful passing of the tow rope was a difficult feat.

Chris Hughes had been obliged to sit in the wheelhouse because of faintness after the loss of the portion of his finger. Nevertheless, during this dangerous phase, he not only declined help so that operations on deck should not be jeopardised, but also manned the VHF so that Coxswain Warnock could concentrate completely upon manoeuvring the lifeboat.

The face of The Bull is sheer, and it has smaller submerged rocks on its south-west and north-east sides. The sea here was highly confused and it is thought that it was only the backwash of the 20 foot waves which kept the lifeboat a boathook's length from the rock face. It was, of course, impossible to board the yacht, but the owner eventually managed to secure the tow rope around his mast.

Coxswain Warnock then went astern and towed the sloop to safety and calmer water about a quarter of a mile to the south west, where the occupants were taken on board the lifeboat. It



was now 1810 and the lifeboat set course for her station with *Calcutta Princess* in tow, while First Aider Alf Prosser rendered emergency treatment to the injured Chris Hughes and First Aider Arthur May treated the yacht's crew for hypothermia and shock.

A helicopter from HMS *Hermes* now approached with the intention of lifting off the survivors and the injured lifeboatman for medical treatment aboard the carrier. However, it was thought best to defer the transfer until after the survivors had been landed at the slipway, at 1900. The casualties were then immediately air-lifted to *Hermes*, thus reaching hospital facilities much more rapidly than they would have done by the alternative of ambulance to Truro.

The lifeboat then towed the yacht into Padstow harbour and secured her alongside the quay at 1950. Permission was obtained to land the dog in care of Crew Member Richard Tummon and the lifeboat then returned to her station, rehousing by 2045.

For this service the silver medal for gallantry has been awarded to Coxswain Antony W. Warnock and Second/Coxswain/Assistant Mechanic Trevor R. England. The thanks of the Institution inscribed on vellum have been accorded to Crew Members Christopher Hughes, Arthur May, Alfred Prosser, Peter Poole and Richard Tummon.

## Eastern Division

### Trapped below

THE RAMSGATE/CALAIS HOVERCRAFT advised HM Coastguard Dover Straits at 0925 on Thursday August 4, 1977, that distress flares had been seen on the eastern edge of the Goodwin Sands, near the East Goodwin Lightvessel

*Lowestoft: On September 17, 1977, Lowestoft's 47' Watson lifeboat Frederick Edward Crick went to the help of Chycaron; the motor cruiser's engines were out of action and her anchor fouled. Two crew members were put aboard and the lifeboat took her in tow back to Lowestoft.*  
photograph by courtesy of Michael Richford



where a cabin cruiser had been sighted aground. An accurate fix was obtained from the Coastguard radar and the honorary secretary of Walmer was requested to launch the lifeboat. Maroons were fired and the relief 41' Beach lifeboat *Beryl Tollemache*, on temporary service at Walmer, launched at 0938.

The weather was foggy, visibility being generally a quarter of a mile, with a south-west wind, force 2. The sea was calm. High water Dover was predicted at 1515.

Coxswain/Mechanic Bruce Brown set course eastward, passing close to Deal Bank and Goodwin Fork Buoys to position the lifeboat for entering the Kellett Gut passage; without radar, this channel was navigated on echo sounder and compass at reduced speed with confirmatory radar fixes from Dover Straits Coastguard. East Goodwin Buoy was sighted at a range of one cable at 1105 and course was altered to the south, keeping close to the sand edge where the echo trace confirmed positions.

At 1130 the 47' cabin cruiser *Shark* was sighted south west of South East Goodwin Buoy about one cable inside the drying line, aground but moving on the rising tide. The lifeboat was driven easily on to the sand and the four occupants, two adults and two small children, transferred to the lifeboat without difficulty at 1155. The owner did not want to abandon his boat, but when Coxswain Brown pointed out the chances of her taking water before floating upright and the likelihood of the elderly craft having sprung, he agreed to take passage in the lifeboat, with the request that a tow be attempted. In the prevailing calm conditions the coxswain considered this a practicable proposition.

Second Coxswain/Assistant Mechanic Cyril Williams and Crew Member Patrick Hardman were placed aboard the casualty and a towline secured around her windlass. The boat refloated at 1230 and towing began for Ramsgate, passing East and North East Goodwin Buoys before altering course for Gull Stream Buoy. During this time Second Coxswain Williams had started *Shark's* engine and, although water was being taken into the hull, pumping appeared to be effective.

At 1420, when some 1½ miles east of Ramsgate, the after lookout reported that the tow was beginning to sheer heavily and appeared to be settling forward, so Coxswain Brown closed the casualty to take off his two crew. As he came alongside he called to Crew Member Hardman to jump aboard, but Patrick Hardman indicated that he could not leave because Second Coxswain Williams was in difficulties; on going below to fasten the forehatch, which had sprung due to strain on the adjacent windlass mounting, he had been washed forward and one of his legs was jammed by floating debris beneath the sink unit. Patrick Hardman could not get Cyril Williams out of the cabin—he was too large to be able to help him—and the second coxswain had ordered him out of the cabin.

Coxswain Brown took off his life-jacket and jumped aboard the casualty with Emergency Mechanic Richard Ebden while other crew members helped the distressed Patrick Hardman on to the lifeboat. While Richard Ebden remained on deck helping to secure the shortened towline and a stern line to pin the casualty alongside, Bruce Brown went below and found Cyril Williams lying in thigh-deep water, his lifejacket inflated and right leg trapped. He crouched beside him, deflated his lifejacket and made a supreme effort to drag him clear. The first attempt failed and although Cyril Williams was in great pain and very firmly telling Bruce Brown to abandon him, the coxswain exerted all his strength, to the point of blacking out briefly, and both men found themselves free in the after end of the cabin by the cockpit hatch. Cyril Williams had been dragged out of his right seaboot and had temporarily lost consciousness.

Richard Ebden and Bruce Brown quickly passed Cyril Williams on to the lifeboat, followed themselves, and all ropes were cleared. Within two minutes the casualty settled to deck level and drifted northward. At 1450 Coxswain Brown asked for an ambulance to meet the lifeboat at Ramsgate and requested the Coastguard to broadcast an immediate navigation warning in respect of the drifting hulk.

The lifeboat berthed at 1510, the survivors were taken ashore and Second Coxswain Williams was taken to Margate Hospital for X-ray of his bruised

and sprained leg. The lifeboat left Ramsgate at 1610. A second request to take part in a search in Pegwell Bay was abandoned when it was known that Walmer ILB was attending and the lifeboat was beached for recovery; she was refuelled and ready for service at 1805. The casualty was recovered by fishing boats and taken to Ramsgate.

For this service the bronze medal has been awarded to Coxswain/Mechanic Bruce G. Brown. Medal service certificates have been presented to Second Coxswain/Assistant Mechanic Cyril Williams, Emergency Mechanic Denis Brophy and Richard G. Ebdon and Crew Members Brian Clark, Patrick Hardman and David R. Steytler.

## North West Division

### Search and rescue

A YACHT IN DISTRESS somewhere to the south west of South Stack Light was reported to the honorary secretary of Holyhead lifeboat station by HM Coastguard at 0908 on Sunday September 4, 1977; her exact position was not known. The yacht, *Gika*, on passage from Cork to Holyhead, had reported her last known position to Angelsey Radio as being 210°M 20 miles from South Stack at 0739. She was experiencing heavy weather and sailing under bare poles. A fractured fuel pipe had put the engine out of action and the wind was too strong to hoist sail. Porthdinllaen lifeboat had launched at 0808, but at 0856 *Gika* had reported to Angelsey Radio that her position was reckoned to be farther to the north. Her skipper thought he had sighted Skerries Lighthouse to the north east. However, as he could not communicate directly with Holyhead Coastguard on VHF it was thought more likely that he had sighted South Stack Lighthouse and that *Gika* was suffering from the radio screening effect of Holyhead Mountain.

Maroons were fired and at 0937 the 52' Barnett relief lifeboat *Thomas Forehead and Mary Rowse*, on temporary duty at Holyhead, launched on service and set out at full speed to search five miles to the south west of South Stack. Porthdinllaen lifeboat was recalled.

The sky was overcast with continuous heavy rain reducing visibility to moderate to poor. A force 8 gale was blowing from the south west and the sea was very rough with a heavy swell. It was just after low water and the flood tide was setting north east at about one knot.

Course was set to pass half a mile off North Stack and on reaching this position, at 1002, Coxswain William Jones had to reduce speed to meet storm force 10 conditions. Once clear of Holy Island, course was altered to 225°M and the lifeboat continued at moderate speed into the very rough breaking seas, taking solid water overall.

Visibility was down to only half a mile.

The search area was reached at about 1035. Two vessels were sighted; one was *Frank M*, a small timber-laden coaster, and the other a large merchantman on passage. *Frank M* told the lifeboat that she was searching for the casualty and had picked up a small echo on radar which she was about to investigate. A positive echo on the lifeboat's radar indicated the presence of a third vessel that was thought too large to be *Gika*. With three ships in the vicinity and no sighting of the casualty, Coxswain Jones thought she might, in fact, have sighted the Skerries and now be well to the north.

The lifeboat was brought round to run before the storm on a north-north-easterly heading. At 1115 *Frank M* reported having lost contact with the small radar echo. By now visibility was down to about a quarter of a mile and the wind, still from the south west, was gusting force 11. At 1130, when the lifeboat was almost abeam of the Skerries, the Coastguard reported that nothing more was known about the casualty's position and suggested that the lifeboat should now search to the north east of the Skerries.

On hearing from the Coastguard, at 1200, that an RAF helicopter had located the casualty 13 miles to the south west of South Stack, and that one person had been lifted off but the skipper was remaining with the yacht, Coxswain Jones altered course to 230°M and set out at full speed to intercept *Gika*. At about 1315 the helicopter was sighted ahead and a message passed to the lifeboat to steer 250°M. The seas were estimated to be 35 feet high, the lifeboat was taking solid water continuously over the deck and wheelhouse, and pounding heavily. VHF radio communications were becoming intermittent and it was found necessary to transfer to MF radio. The helicopter returned to the lifeboat at 1400 and gave a corrected course of 260°M. This course was maintained for one hour with the helicopter visible from time to time.

At 1500, hearing from the Coastguard that the helicopter had lost contact with the casualty, Coxswain Jones stopped the boat's engines and instructed his crew to carry out an all-round search. After about five minutes *Gika's* mast was sighted a quarter of a mile to the south east. A message was passed to the Coastguard and the helicopter was seen to arrive over the yacht.

As the lifeboat slowly closed with the casualty, the yacht was seen to be heading north west sailing under bare poles, her skipper in the cockpit. Coxswain Jones approached *Gika* from astern and attempted to get alongside on her port side, but, because of the violent movement of both boats in the heavy seas, without success. The lifeboat was brought round again and on a second attempt a tow line was passed successfully. *Gika's* skipper secured the

line forward and then transferred to the lifeboat. At about 1520 the lifeboat began to tow *Gika* at about 5 knots towards Holyhead. The helicopter returned to base at this time with engine trouble.

The tow was carried out in extremely arduous conditions, with *Gika* frequently surfing in the heavy breaking seas. At about 1747, when one mile off North Stack, the tow rope became fouled by the casualty's rudder and she was towed stern first for about 20 minutes until it cleared itself. At 1835 the lifeboat and her tow entered Holyhead Harbour and *Gika* was safely secured to a mooring in the outer harbour. The lifeboat was rehousing and ready for service by 2015.

For this service a bar to his bronze medal for gallantry has been awarded to Coxswain William J. Jones. Medal service certificates have been presented to Second Coxswain Francis Ward, Acting Assistant Mechanic Robert F. Williams, Emergency Mechanic Malcolm Burnell and Crew Members David T. Barry, Thomas B. Thomson and Robert T. Jones.

## Eastern Division

### Lifeboat and ILB

AT 0813 ON WEDNESDAY August 17, 1977, HM Coastguard Aldeburgh requested the launch of Aldeburgh lifeboat to a yacht firing red flares about half a mile east of the lookout. Because of the difficulties of launching at low water (high water Aldeburgh was predicted at 1421) the honorary secretary consulted the coxswain and it was considered that a launch was possible even though the wind was easterly strong force 6 gusting to near gale force 7 with heavy breaking seas on the beach and offshore shoal area. Visibility was moderate.

Maroons were fired at 0818 and Aldeburgh's 42' Beach lifeboat *The Alfred and Patience Gottwald* launched but did not clear the beach and broached to the south in the heavy onshore seas. While recovery operations were begun, HM Coastguard requested the launch of Harwich lifeboat and a rescue helicopter from RAF Coltishall.

Further red flares were sighted from the yacht, which was seen to be drifting towards the shoals off Orfordness, and the Coastguard Rescue Equipment team was mustered at Orfordness. Among those helping with the recovery of Aldeburgh lifeboat were several crew members of the newly established inshore lifeboat and, after consultation with the honorary secretary on the beach, it was agreed that an attempt should be made to launch the ILB although conditions were known to be in excess of normal limitation.

At 0845 the D class ILB was carried down the beach and the two most experienced crew members, Helmsman



*Aldeburgh: When, at low water on August 17, 1977, the 42' Beach lifeboat The Alfred and Patience Gottwald could not clear the beach on launching, Aldeburgh's D class ILB was launched in an easterly near gale to go to the help of the yacht Spreety.*

John Marjoram and Crew Member Douglas Cook, boarded. Three ILB and a number of lifeboat shore helpers held the boat until a break in the seas allowed the crew to launch, the first few yards being made under oars. The engine started at the first attempt but a sea filled the boat before a clear line could be found through the surf. The boat drained quickly and by driving along the surf line, riding the seas, and edging eastwards, the ILB cleared the inner shoal area and headed south.

At 0903 she came up with the 24' yacht *Spreety*, which was manned by the owner and his young son and was without auxiliary power.

By this time the wind was a steady force 7, causing severe conditions; in the shoaling waters the seas were irregular and breaking heavily.

The helicopter arrived at 0904 and after the young boy had been taken safely into the ILB he was winched into the helicopter and flown ashore to Aldeburgh, into the care of the branch chairman.

The ILB agreed to stand by the casualty until she could rendezvous with Harwich lifeboat or the Felixstowe Ferry shoreboat since the River Ore entrance was unfit for the single-handed yachtsman.

In the meantime, recovery of Aldeburgh lifeboat was continuing when, at 0915, Coxswain Reuben Wood saw a break in the seas as a heavy wave lifted the boat. Ordering all hands to clear the bow, he put both engines full astern and cleared the beach stern first, the cockpit filling as the boat drove aft. The lifeboat then headed south, reached the yacht at 0953 and took her in tow. With the ILB in company, the lifeboat towed the yacht into the River Ore. After negotiating the turbulent entrance safely, at 1025, the ILB went on ahead to arrange berthing at Orford Quay, and



thence up river to Slaughden Quay, Aldeburgh, where she was recovered into the town at 1105 by the shore party. The lifeboat secured the yacht at 1110 and returned seaward to station, being safely beached and ready for service at 1407.

For this service the bronze medal has been awarded to Helmsman John Marjoram and framed letters of thanks signed by Major-General Ralph Farrant, the chairman of the Institution, have been presented to Crew Member Douglas Cook and Coxswain Reuben Wood. A letter of thanks signed by John Atterton, deputy director of the Institution, has been sent to the crew and shore-helpers of Aldeburgh lifeboat station.

### South Eastern Division

## Belgian sloop aground

LYMINGTON ILB STATION deputy launching authority received a telephone message at 2035 on Friday, November

11, 1977, from HM Coastguard Needles saying that the 42' Belgian sloop *Colombe* had called on her RT to say that she was aground on the east bank of Lymington River and to ask for help.

The wind was westerly gale to strong gale, force 8 to 9, and the seas were high, but visibility was good. It was one hour before high water. In these conditions the DLA and Senior Helmsman Christopher Carrington agreed that the ILB could operate inside the river only and the launch was authorised.

Subsequently it was learned that *Colombe* had left Plymouth in the morning and when she met the heavy and worsening weather in the Channel decided to make for what she thought would be the more sheltered waters of The Solent. In fact she met very heavy seas on or near the Shingle Bank and in Hurst Narrows. Her engine failed and, as her owner was familiar with Lymington, he decided to come into the river under sail. With the gale force wind, however, he failed to round a bend and was being forced on to the east bank.

Fortunately the yacht's crew got an anchor out and this, with the rising tide, meant that she was not too hard aground.

The Atlantic 21 ILB launched at 2043 manned by Helmsman Carrington and Crew Members Peter Harvey and Richard Smith. When she reached *Colombe*, seas were breaking over the yacht, even in the river. It says much for the Atlantic 21 and the way she was handled by her crew that she was able to tow a 42' sloop to a berth in Berthon Marina. The ILB was rehoused and ready for service at 2130.

For this service a letter of thanks signed by Captain Nigel Dixon, the director of the Institution, has been sent to the deputy launching authority, André E. Prove, and to the crew, Helmsman Christopher R. Carrington and Crew Members Peter E. T. Harvey and Richard C. Smith.

## Scotland North Division

### Cargo shifted

ON PASSAGE bound from Archangel to the Mediterranean, timber ship *Fred Everard* developed a list when her deck cargo shifted and, at 0143 on Monday, September 26, sent out an urgency signal PAN. Her position was 61° 36'N, 00° 48'W. The message was picked up and broadcast by Coastguard Lerwick and Wick. A Nimrod aircraft was diverted to the area and it was reported that *Oil Mariner* was on her way to stand by: ETA 0700. The weather was south east near gale force 7 with poor visibility and heavy seas. At 0220 the honorary secretary of Lerwick lifeboat station was informed of the position. As, however, *Fred Everard* was 45 miles north north east of Muckle Flugga, 110 miles north of Lerwick, and at the extreme range for the lifeboat, and as there were other ships in the vicinity offering assistance, it was decided to hold the lifeboat until she could be of more use.

By 0504 *Oil Mariner* had the casualty in sight and at 0611 German vessel *Herdentor* was also standing by. The tugs *Nordzee* and *Pacific* were on their way. With her list increased to about 30 degrees, *Fred Everard* set course for Lerwick under her own steam. By 1006 the two tugs were standing by and *Oil Mariner* and *Herdentor* were released. The weather was southerly gale force 8 with a 4 foot swell and 25 foot waves. Visibility was a quarter to half a mile. By 1200 *Fred Everard*, with *Nordzee* and *Pacific* in attendance, was 11 miles north of Muckle Flugga, steering 152°T to come down the east side of land to Lerwick, making 3½ to 4 knots.

The slow progress continued all afternoon and at 1922 it was agreed that Lerwick lifeboat should stand by during the night passage. At 1940 52' Barnett relief lifeboat *Ramsay Dyce*, on temporary duty at Lerwick, launched and

set out at full speed to intercept *Fred Everard*. The weather was south east force 7 to 8, with rough seas and visibility almost nil because of fog and rain. By 2218 the lifeboat was alongside the casualty and standing by, and now gave courses and directions for Lerwick during the night. The wind moderated and went westerly about 0400.

At 0520 *Fred Everard's* list began to increase; at 0533 her master requested a tow and at 0540 asked the lifeboat to come alongside and take off part of her crew. Coxswain George Leith took the lifeboat alongside *Fred Everard*, now listing to about 50 degrees and by 0620, after several attempts, had taken off the chief engineer's wife and five men, leaving the master and six other members of the crew on board. Some damage was sustained to the lifeboat rails and wheelhouse roof as she touched the ship's side. *Lundi Senior*, which had been standing by since about 0540, got a line on board *Fred Everard*, but if some cargo had not gone over side, the vessel could have capsized.

Lerwick lifeboat, satisfied that all was under control, set out for harbour at 0845 and those taken off the timber ship were landed at 0915 and taken to the Mission to Seamen. The lifeboat was refuelled and back on station at 1000. *Fred Everard* was towed to harbour by *Lundi Senior*.

## South Eastern Division

### Saved boat and three

SHOREHAM HARBOUR DLA was informed by HM Coastguard at 1405 on Wednesday July 20, 1977, that a 14' sailing dinghy was half submerged just west of the harbour entrance; one of her crew of three could be seen in the water clinging to the bows. The D class ILB

was launched and set off at full speed, reducing to half to one third throttle as she rounded the west breakwater into the weather. She reached the dinghy at 1416.

The day was overcast with moderate visibility and the wind was west south west, strong breeze, force 6, gusting to near gale, force 7, with a rough sea and heavy swell. The tide was at 5½ hours flood, setting north east.

As the ILB approached, the dinghy, which was only some 30 feet off the west breakwater in the heavy confused seas caused by the backwash from the breakwater, capsized throwing her remaining two crew members into the water. One young man was some distance off the dinghy, a girl was clinging to the mast and the other man was under the mainsail.

Helmsman Michael Fox skilfully manoeuvred the ILB close alongside the capsized dinghy while Crew Members Christopher Fox and David Wainwright hauled the girl and the two young men safely into the ILB. Throughout this difficult operation (a photograph of which was published in the winter issue of THE LIFEBOAT) the ILB was shipping water overall from the backwash of the breakwater.

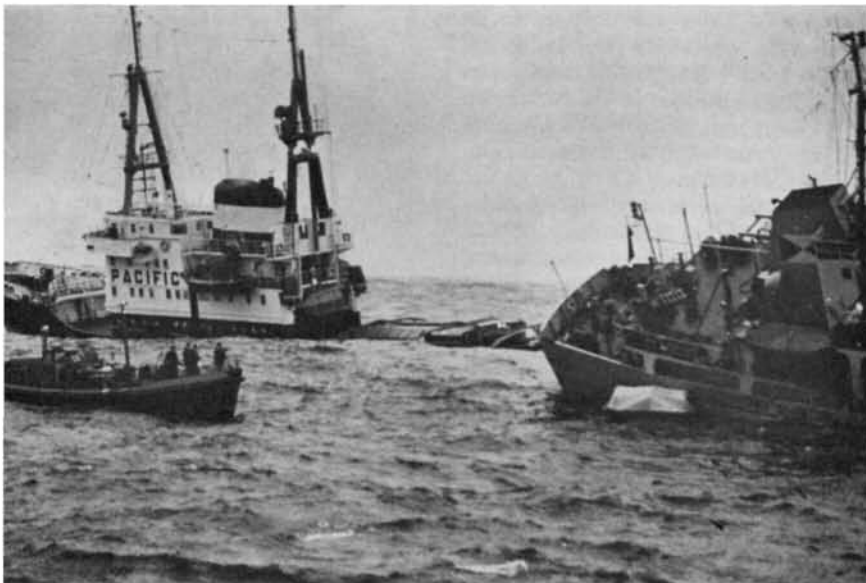
Once the three people were safely on board the ILB returned to Shoreham Harbour where two of the survivors were transferred to a waiting ambulance at 1424.

At 1428 the ILB was relaunched to tow the capsized dinghy clear of the main channel at the harbour entrance, where she had drifted after weathering the west breakwater. She was beached at 1455 and the ILB recovered and ready for service at 1530.

For this service the thanks of the Institution inscribed on vellum have been accorded to Helmsman Michael J.

(continued on page 141)

*Lerwick: After standing by the listing Fred Everard all night, on her slow progress towards Lerwick through gale force winds, as the list increased, the 52' Barnett relief lifeboat Ramsay Dyce took off her chief engineer's wife and five of her crew. This photograph was taken by Ian Macdonald-Munro, who is a professional diver and also a freelance photographer.*



# Postscript . . .

Following the publication in the winter issue of *THE LIFEBOAT* of a description of the work of present-day divisional inspectors of lifeboats, here are some extracts from an article by the late **Captain Basil Hall**, RN, a one-time inspector of lifeboats, which was first published in the same journal 58 years earlier. . . .

IT WAS IN FEBRUARY, 1895, that I first entered 'the House of the Institution' in order to submit my name as a candidate for the vacancy of district inspector of lifeboats, caused by a decision of the Committee of Management to add a new inspector to the already existing four. The 'House' was then situated at No. 14, John Street, Adelphi. . . .

I was appointed first to the Irish District, where I remained nearly five years. The first year was marked by one of the most appalling disasters that has ever overtaken the lifeboats of the Institution, when, on December 24, 1895, two splendid lifeboats, both stationed at Dun Laoghaire, were wrecked, and the whole of the crew of the larger boat drowned, in their attempt to save life from the Norwegian barque *Palme*, stranded in Dublin Bay during the height of a heavy south-easterly gale.

I was living in Dun Laoghaire myself at the time, but knew nothing of what had happened until an overheard word in the street told me of the disaster. I hastened down to the shore. . . . Late in the night of that Christmas Eve we worked on the beach. . . . The only other lifeboat available was a small pulling-gig, stationed at Poolbeg, inside the bar of the Liffey. Nothing more could be done that night; but at day-break on Christmas morning I attempted, with the aid of the tug, to tow this boat out of the river and round to the bay; however, the heavy seas on the bar made this impossible, and after two had broken on board the vessel and found their way into the engine room, we were reluctantly compelled to give up the attempt. If only a motor lifeboat had been stationed on the Irish Coast in those days! . . .

During the five years I spent in Ireland I covered many a long 'Irish' mile by road, as a great number of the stations were at long distances from the railway. The motor car had, indeed, been invented, but had not then been brought into use, and I did all my work in that extraordinarily convenient vehicle, a jaunting car. . . .

It was 1899, shortly after the outbreak of the Boer War, that I left Ireland for the Western District, my stay in which must have corresponded almost exactly with the period of the war. . . . I celebrated the signing of the peace in a remote village in Wales with my suc-

cessor the night before I turned the district over to him. One of our party on this occasion was that first-class officer, and very dear friend of mine, Commander Charles Cunninghame-Graham, who during the first 14 years of my service with the Institution was deputy chief inspector of lifeboats. One of the many duties of the deputy chief inspector is to visit the coast when problems arise which require the decision of a superior officer, as, for instance, the opening of a lifeboat station in some spot where none has existed previously, or the closing of an existing station. The inspector for the district always accompanies him on these occasions, and many a delightful and instructive trip did I have with Graham. . . .

From the West Coast I went to Scotland, which is known officially as the Northern District, as it includes the counties of Cumberland and Northumberland. In the latter county I made acquaintance with one of the best lifeboat crews with whom it has been my privilege to go afloat, consisting entirely of miners from the famous Cambois coal mine, which extends for many miles under the bed of the North Sea. . . .

In 1908 I moved on to the Eastern District, and here I realised that, in spite of my 13 years' experience, I still had much to learn about the handling of lifeboats. . . . I came to learn that in this particular branch of the seaman's art, the sailor, as the man who sails the deep sea in a ship is called technically, has much, if not everything, to learn from the coast fisherman, whose business is entirely in open boats. . . . The hardy fishermen of Norfolk and Suffolk are, I suppose, second to no other men in the world in their skill as boatmen. Such skill is doubtless inherited from their Scandinavian forebears, whom so many of them still resemble in type and feature; but it has been nurtured by generations of service to the long, low, outlying sand-banks which fringe this portion of the coast of England. . . .

In 1913 I made my last move, being appointed to the Southern District, and in the following year I had the good fortune to realise the ambition of my career in the lifeboat service by taking part in a lifeboat rescue. . . . The story of the hospital ship *Rohilla*, wrecked off Whitby . . . need not be repeated here. Nor will I attempt to describe the thrill

I felt as we left the narrow harbour in the grey dawn of that November day, and headed for the tremendous seas which were breaking over the doomed vessel; nor my feelings as we lay alongside her and the 50 survivors—who had been for two days and two nights huddled together on the bridge, washed by every sea that swept her—dropped one by one into the lifeboat. But I know that, as each man, when he reached safety, uttered the most heart-felt thanks I have ever heard from the lips of men, I became conscious, perhaps for the first time fully, of the real value of the lifeboat service. . . .

Incidentally, this rescue conclusively proved two things: the immense value of oil in smoothing a sea alongside a wreck . . . and the inestimable importance of the motor lifeboat, for not only could no other kind of boat have come 44 miles, as this one did, in order to perform the service, but I am prepared to stake my professional reputation on the statement that, owing to the tortuous nature of the passage between the rocks, no other than a motor lifeboat could have safely reached the vessel at all. . . .

It is, of course, impossible in the space at my disposal to review all the changes which have taken place in the lifeboat service since I joined it; but looking back over the quarter of a century which has elapsed, one appears to stand out more conspicuously than the others. This has been the gradual increase in the size of the lifeboats. For some 70 years the general policy of the Institution had been to build boats light enough and small enough to be transported on a carriage to a spot as nearly opposite the wreck as possible, and there, launching off the beach, to approach it under oars to leeward. The modern tendency is to station a large and powerful boat in an advantageous position where she can launch into deep water, and, if possible, cut off the doomed vessel before she reaches the shore; or, if too late to do that, can approach to windward, and, dropping anchor at a convenient distance, veer down to the wreck. . . . The present scheme of the Institution to build a fleet of motor lifeboats and station them at salient points round the coast, not, if possible, more than 50 miles apart, is

(continued on page 131)

# Northerly Storm — Spring Tides

On the night of January 11 and 12, 1978, storm force winds blowing right down the North Sea coinciding with some of the highest tides of the winter resulted in severe flooding and damage down the East Coast of England and in the Thames Estuary. Lifeboat station shore works did not escape and it was a night of vigil for **Michael Pennell**, at that time inspector of lifeboats for the Eastern Division, which suffered the main onslaught.

THE LOG FOR THAT WILD NIGHT, kept by Mike Pennell, DI (E) began when, just after he had arrived home, he switched on the radio . . .

Wednesday, January 11

1755 BBC local news: 'Storm force northerly winds in the North Sea are expected to cause high tides on the Lincolnshire and Norfolk coasts tonight; danger levels may be reached in low-lying areas.'

Within a quarter of an hour the telephone began to ring and reports began to come in from the coast. First it was Skegness, the most northerly station in the division, where the flooding tide was already approaching high water . . .

1810 Gorleston Coastguard (CG) RHQ: Skegness lifeboat on service to a Greek ship in the Wash. Lifeboat

now returning to station but it is unlikely that she can be recovered because of water level on sea front.

1830 Skegness station honorary secretary (SHS): Confirms water now above promenade level—dangerous for lifeboat to approach; she will lie off until after high water at 2000. Wind north east strong gale to storm, force 9 to 10.

As high water progressed down the coast, so did the danger zone . . .

1837 Gorleston CG: Gorleston lifeboat launched to escort local fishing vessel to harbour. Wind northerly, storm force 10.

1840 Wells SHS: Whole town preparing for flooding. Beach area and lifeboat house already in-

accessible. Will advise when full situation is known.

1900 Sheringham SHS and Cromer SHS: Both lifeboats off service. Water above promenade at Sheringham—no access. Cromer pier awash and dangerous to consider access.

1915 Gorleston CG Station officer: Red flares reported off Stiffkey, Norfolk. Because of the weather and lifeboat situation, more definite information being sought before diversion of Skegness or Gorleston lifeboats considered.

Apart from the reports coming in, there were outgoing calls to be made as DI(E) checked the situation at all lifeboat stations at risk and reported in to Central Operations/Information Room at headquarters, Poole, where the duty officer was standing by to mobilise any back-up help needed . . .

1930 Gorleston CG: Aircraft already making a search off Yorkshire coast will divert and drop flares in sea area off Stiffkey.

2030 Wells SHS: High water now. Quay area flooded to depth of some three feet. Major breach in Beach Road sea wall feared. Unlikely that a check of the lifeboat can be obtained until daylight.

2040 Harwich coxswain: Lifeboat removed to safer moorings at Felixstowe; will remain aboard throughout night.

2115 Gorleston CG station officer: General situation report. Confirm aircraft has illuminated area off Stiffkey with no result. No further sightings of flares; report assumed to be false alarm. Anticipated disposition of lifeboats discussed if emergency should arise. Lowestoft CG lookout evacuated because of weather.

2130 Southwold ILB SHS: Boathouse under surveillance; high tide not expected to cause serious damage.

2135 Thames CG: General situation report. No damage reported yet.



Margate: (Left) With the floor broken up by waves, inside of lifeboat house stands open to the sea. Slipway can be seen on left. photograph by courtesy of Christopher Fright

(Below) Lifeboat house isolated in wild seas as the pier on either side falls before the storm. photograph by courtesy of The Daily Telegraph



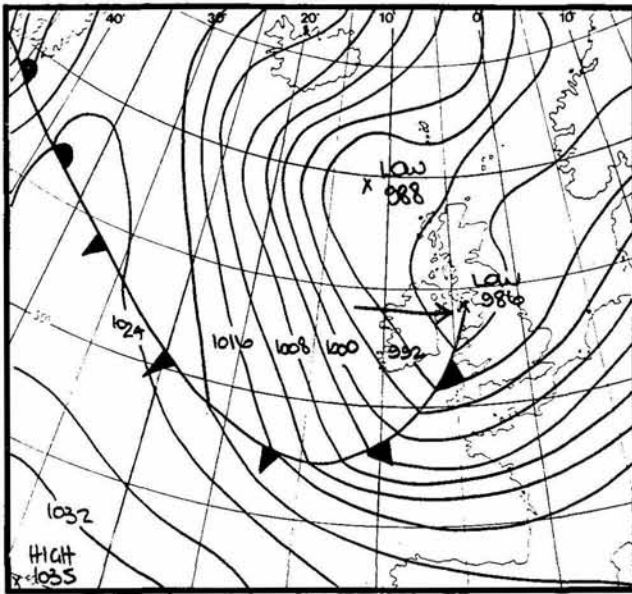


CHART FOR 0000 GMT 11.1.1978

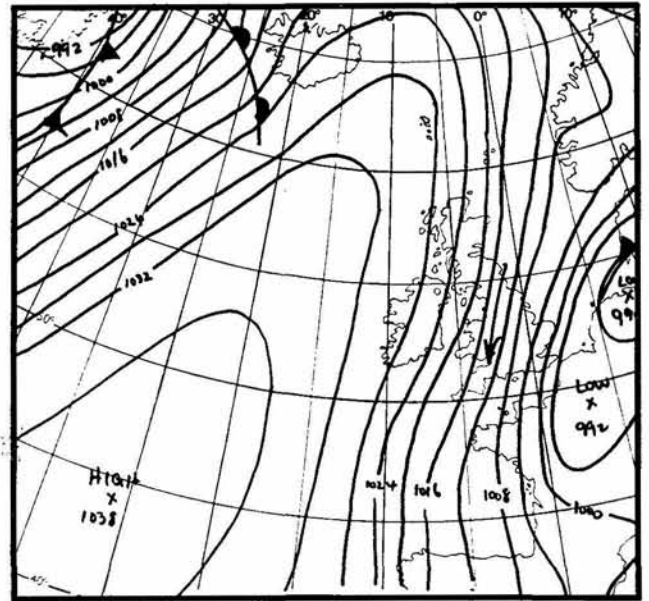


CHART FOR 0000 GMT 12.1.1978

We are indebted to the Meteorological Office for these weather charts and to Jack Armstrong of Southampton Weather Centre for the following notes: On the night of January 11/12, we experienced one of the really violent storms which occur in these latitudes in winter. This was an instance during which

a relatively warm depression moving from the west into Ireland began to engage a very cold Polar outbreak. What appears to be a fairly innocuous situation early on the 11th had, within 18 hours, resulted in a roaring northerly storm. The tidal surge in the North Sea was the highest for 25 years

and there was very widespread damage. Gust speeds in excess of 70 knots were commonplace but the strongest gusts were recorded on the coasts of North East England where Whitby Coastguard and St Abb's Head both registered 82 knots.

2230 Gorleston CG and Skegness SHS: Skegness lifeboat now beaching. Tide falling.

launching to take sick man off vessel at Southend anchorage.

2300 Skegness SHS: Boat rehoused. No damage.

2330 Sheringham SHS: Boathouse access via promenade impossible around high water. Damage to house and tractor shed suspected.

2325 Thames CG: Wind north north east, force 9. Sheerness lifeboat

2345 Cromer SHS: Boathouse inaccessible; pier badly damaged. Lifeboat off service as boathouse doors fouling launching way. Full report to follow at daylight.

Thursday, January 12

0145 Divisional inspector of Coastguard: Lowestoft lifeboat launched to 'mayday' off Lowestoft. Position and details of casualty uncertain. Wind north by east violent storm, force 11.

0230 Gorleston CG: Gorleston lifeboat launched to help search for sinking vessel. Caister volunteer lifeboat also assisting. No radio contact with vessel since 0142.

0450 Gorleston CG: Search continuing. Nothing found yet. Fixed wing aircraft helping.

0730 Margate SHS: Margate pier collapsed in storms. Boathouse isolated and severely damaged.

0800 District surveyor of lifeboats (East), Herbert Larter, at Margate: Asked by DI(E) to report state of Kent lifeboat stations to headquarters at Poole while DI himself set out for North Norfolk.

The night's events recorded in this (continued on page 124)



Humber: Assistant Mechanic Ronald Sayers (r.) and Crew Member Sydney Rolinson tow water bowser past spot where road to Spurn Point was breached. Piles now standing some 10 to 12 feet proud of sand were previously almost covered.

photograph by courtesy of Hull Daily Mail.



Wells: Roadway to lifeboat house (r.) was washed away in two places. RAF Wessex helicopter ferries sandbags to fill breaks. photograph by courtesy of RNLI Enthusiasts Society, Cromer and District Research Group

# The RNLI in Ireland

*During the past year Irish lifeboatmen have served with courage and honour. Among other services the Kilmore Quay lifeboat crew experienced the first capsize of a modern lifeboat; they and the whole station acquitted themselves with distinction, though it is sad that one of the crew was drowned. The Irish district of the RNLI enjoyed another successful year's fund-raising. This coincided with a decade in the service of the Institution by the Irish National Organiser, **Lieut.-Colonel Brian Clark**, MC GM and he here reviews the 'State of the Institution'—on both sides of the Irish Border*

THE LIFEBOAT SERVICE IN IRELAND has always been provided by the Royal National Life-boat Institution, although it is of note that, before the Shipwreck Institution (as it then was) established its first lifeboat station in Arklow in 1826, the Ballast Board had disposed a number of lifeboats round Dublin Bay at the beginning of the century.

During the period 1826 to 1922 the function of the RNLI of course embraced all of Britain and Ireland. The Charter of the Institution—the preservation of life from shipwreck—was as applicable along the Irish sea-board as it was across the water.

After the passing of the Irish Free State Act in 1922, the question arose as to the continuance or otherwise of the Institution's activities in Southern Ireland. After correspondence with the Irish Free State Provisional Government, a deputation from the Committee of Management met the Minister for Home Affairs in Dublin in October 1922. It was stressed that the Institution was not approaching the Provisional Government with any specific request but that it wished for an opinion with regard to its continued work in the Free State. The deputation was informed that the Provisional Government would be very glad if the Institution would continue to function as theretofore. In 1923, the Irish Free State Government confirmed this attitude, and the repeal of the External Relations Act in 1948 did nothing to affect the status of the RNLI in the Republic of Ireland.

It is interesting now to note how the voluntary nature of the RNLI ensured its survival in the Republic of Ireland to this day, while HM Coastguard necessarily left the country in 1922, leaving a gap in Irish search and rescue cover which has not yet been filled.

Since 1922 the Committee of Management has continued to consider Britain and Ireland as an operational entity, while recognising nuances of attitudes and the need, at times, for a different slant in public relations on each side of the Irish Border.

Reverting to 1923, the Irish Free State Government had at the time suggested that increased assistance for the work of the Institution might reasonably be expected to follow the formation, under the Institution, of an Irish Executive. This suggestion did not

commend itself to the Committee of Management of the day, because members took the view that the Institution's Charter laid on that committee alone the duty of maintaining the lifeboat stations round the United Kingdom and Ireland, a responsibility which they should not delegate. No such executive was, or has since been, formed. However the present Irish members of the Committee of Management, under the chairmanship of Lord Killanin (the President of the International Olympic Committee), started informal meetings with senior RNLI staff in Ireland in 1970. These meetings have ensured that Irish representatives on the Committee of Management are professionally briefed. In their turn, apart from their individual duties on the main committee of Management, the Executive, the Search and Rescue, Boat and Public Relations Committees, Irish members, both inside and outside of meetings, guide and assist the writer and the inspector of lifeboats from the wealth of their wisdom and with the help of their contacts.

It is noteworthy that in 1970, the then (and now) Irish Premier, Mr Jack Lynch, inaugurated an annual subvention to the RNLI in Ireland of £10,000. This sum has now been increased to £20,000 per annum. Its present level may not be considered dramatic when related to the annual cost of the RNLI's service in the Republic—about £650,000—but the 'no strings' principle of the grant is very important. This was established in the

October 1970 letter from the Minister for Transport and Power, Mr Lenihan:

*'It is my intention that this measure of assistance should not jeopardise in any way the independence which the Institution treasures and which is the basis of the magnificent voluntary service which it renders'*

The activities of the Institution in the Republic now come under the benevolent scrutiny of the Minister for Tourism and Transport, at present Mr Pdraig Faulkner, and the Irish Government continues to rely on the RNLI to find the lifeboat service, accepting that the Institution will use the annual grant in the fullness of its operational experience of more than 150 years of lifesaving.

The lifeboat scene in Northern Ireland is totally unchanged from what it always has been. The crews of its lifeboat stations serve seafarers, as do their fellows in the South and in England, Scotland and Wales, with a dedication which is often taken for granted. The fund-raisers often collect more per head of population than do their English counterparts, despite the gradual disappearance of not only favourite street-collecting spots, but also of some of the streets themselves; and situations as described by the Lurgan branch honorary secretary:

*'No results of flag day yet. Now If really think our branch has had the lot—everyone on strike, no power and two bombs in the town in the afternoon.*

*The author with Amy Strath and (l.) May McMaster, MBE. Miss Strath has only recently retired from the position of assistant national organiser, after 36 years of exemplary service in the Institution's Dublin office. Mrs McMaster is assistant organiser in Northern Ireland.*





*Everyone scarpered very quickly after that!*

The origins of the lifeboat service in the Republic of Ireland are therefore no different from those of the Royal National Life-boat Institution as a whole. It is, in fact, a supra-national organisation with international responsibility and reputation. The practicalities of fund raising, however, have led to a special identity, 'Irish Lifeboats', but supporters throughout the whole of Ireland are perfectly well aware that it is the Royal National Life-boat Institution which finds this lifesaving service around the whole island, thereby providing, in the Republic, the necessary arrangements for the rescue of persons in distress at sea around the coast of Ireland, as required by the International Convention for the Safety of Life at Sea, to which the Irish Government is a signatory.

This article is based on the ten years of experience enjoyed by the writer. During that period Irish fund-raising revenue has increased very satisfactorily

from £33,765 (1966) to £197,387 (1977). This is an improvement of 485%, to which the Government grant and Irish Shoreline membership have contributed. Support for the RNLI throughout Ireland is increasing as people more and more realise that the lifeboat service is not a State service, that there are very good reasons why it should remain voluntary and that the men who man the lifeboats on the coast of Ulster, Leinster, Munster, and Connacht are fellow Irishmen who deserve their solidarity, their admiration and regular financial support.

The administration of both the operational and organisational sides of the Institution in the Republic has its own peculiar problems. Spares for lifeboats have never been subject to import tax and VAT paid is later recovered. But such items still have to be cleared by Customs and the absence of documentation can cause delay. Fund-raising supplies are subject to VAT, but the importation of all RNLI stores, of any kind, is being simplified as EEC Regulations come into full effect. These

problems of importation very soon demanded, some years ago, that flag day supplies be administered from the Dublin office, small as it always has been; the sale of trading items is now also handled in this way.

Despite the problems of operating the Institution's Irish fleet and fund-raising organisation across an international border and despite the dire social problems of its Northern Irish branches, the affairs of the RNLI throughout the whole island are prospering. Irish lifeboat crews on both sides of the border continue to save lives in a manner which is second to none in voluntary, selfless and courageous service; an example to Irishmen everywhere. Station and financial branch committees, especially the honorary secretaries who are the launching authorities of the 23 offshore and inshore lifeboats, devote hours of their valuable time in their two fields of activity.

It is an honour to serve them and, through them one of the oldest and most respected charities in the world—the Royal National Life-boat Institution.

## Letters...

### Local boat

How does one 'sell' the lifeboat service? Our branch committee at Barrow-in-Furness believes that where you have a comparatively isolated community and a lifeboat station as well, you 'localise' the boat. There must be something in the philosophy for we have now closed the appeal launched to pay for new engines, coxswain-operated controls, a new echo sounder, a DF loop and a survey and refit for the Barrow boat *Herbert Leigh*.

It all began when the committee learned that inflation had so hit the Institution that the new building programme had been set back. It decided that the situation might be helped if Barrow's 46' 9" Watson lifeboat could be given life beyond her anticipated replacement date of 1980. Donated to the RNLI in 1951 *Herbert Leigh* has been at Barrow ever since and is so much thought of by her crew and the branch that it was felt her life was worth prolonging.

The branch committee actually accepted a friendly challenge that it would not raise the cash. We can now look back on a 'fantastic 12 months' in which we have raised more than £23,000 and met the cost of all the work. Des Newton, a native of Barrow, and his wife Dot, interested fellow entertainers on the Merseyside circuit and raised almost £1,000. The Keswick-Barrow charity walk donated £250, and indivi-

duals and organisations gave money freely. Two big legacies helped.

The secret of success? Contacts, ideas, publicity, public interest and 'hard graft'. Added to that we had the incentive of a lifeboat and a seaside community which knows what the RNLI is all about.—T. CLARK, *vice-chairman Barrow station branch, 14 Durham Street, Barrow-in-Furness, Cumbria*.

*A fantastic year, indeed, with a fantastic result—THE EDITOR.*

### Southend Flag Day

I am sure there are Shoreline members in the Leigh, Westcliff or Southend areas who would like to help the branch during flag week but do not know whom to approach. However, if they

would like to phone me on Southend 712104 or call and see me, any offer of help no matter how small would be most welcome and we shall be most happy to meet them. Our flag day this year will be on June 17.—LES NORTON, *vice-chairman, appeals committee, Southend-on-Sea branch, 83 Wellington Avenue, Westcliff-on-Sea, Essex*.

### Boat handling in storm force winds

*From comment received on the discussion published in the winter issue:*

. . . I learned more about the work of rescue from this article than in all the years which went before.—W. K. MACKENZIE, *Leamington Spa*.

. . . it will have given a splendid insight into the work to a landsman, and to a yachtsman, like myself, it is a fascinating study of the relationship between boat and skipper.—BARRY CRAWSHAW, *Carnoustie*.

. . . It is worthy of becoming compulsory reading for all yachtsmen. . . Thank God, I have never experienced, and fervently hope I never shall, conditions such as these great men speak of in such matter of fact terms.—W. GREGGOR, *Hamble*.

*Herbert Leigh on trials in the Mersey after her refit at Ocean Fleets yard, Birkenhead.*



## New Year Honours

### MBE

Lieut.-Commander Peter Macdonald Fulton, RD, RNR. Peter Fulton, who is honorary inspector (communications) to the RNLI, rendered valuable service to the Institution in the establishment of its mobile training units.

Edgar David Stogdon, superintendent of depot (Isle of Wight), RNLI. David Stogdon's work has been of exceptional importance in the development of in-shore lifeboats.

### BEM

Donald Ross Jack, motor mechanic, Anstruther lifeboat, RNLI. Donald Jack has been the motor mechanic at Anstruther since 1950, before which he had been, first, assistant motor mechanic, in 1946, and then part time mechanic, 1946 to 1950.

## Women of Kent

The 'Women of Kent' have decided to adopt the lifeboat service as their charity for 1978, and Lady Norton, a member of the Committee of Management, has been invited to be one of three speakers at their luncheon in May. The theme of the speeches will be 'Worse things have happened at sea'.

## Disbandment

For two years the Sewerage Rate Advisory Group campaigned for the abolition of sewerage rates to properties not connected with main sewers. At the successful conclusion of the campaign the group was disbanded. After re-funding a large proportion of donations received from members and covering all costs, a balance of £503 remained; this has been donated to the RNLI.

## Northerly Storm — Spring Tides

(from page 121)

abbreviated log preceded a day of inspection and damage assessment for all coastal staff in the area. The divisional inspector of lifeboats for the South East, Lieut.-Commander Michael Woodroffe, was diverted to carry out a survey of Margate boathouse while Michael Pennell completed the tour of North Norfolk—a tour which ended at Gorleston in time to meet the lifeboat crew returning from a 17-hour search in appalling conditions, only to spend just over an hour on engine repairs with the district engineer, Adrian Whatling, and fleet mechanic, Steven Betson, before re-launching on a further 18-hour service to another commercial vessel.

Further checks around the division, which runs from Skegness in the north to Walmer in the south, confirmed a considerable list of damage:

**Wells:** Lifeboat inaccessible; ILB house a total loss.

**Walton:** Lifeboat removed to backwater moorings. Pier severely damaged.

**Clacton:** Lifeboat launched to Brightlingsea moorings after severe damage to boathouse tipping cradle. ILB house and pier damaged.

**Cromer, Wells and Sheringham:** Boat-house doors and electrics damaged or destroyed.

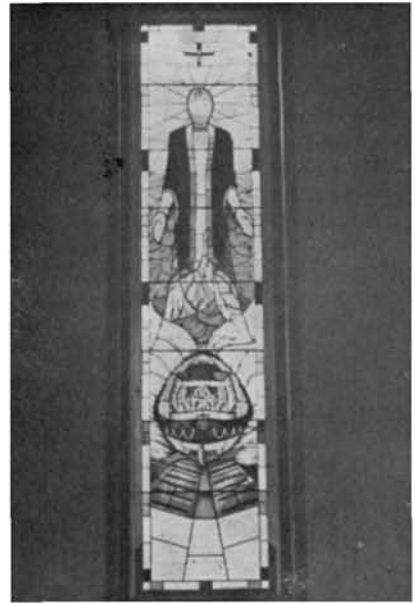
**Aldeburgh and Walmer:** Heavy shingle deposits obstructing launching and needing many hours of work before both stations were fully operational.

Margate boathouse was inspected by DI(SE) and a representative of Lewis and Duvivier, consulting engineers to the RNLI, with the fullest co-operation of RAF Manston SAR unit. The next day, January 13, Michael Woodroffe and a crew were winched down to the severely damaged house to launch ON 888, the 46' 9" Watson lifeboat *North Foreland (Civil Service No. 11)*, at 1330—an extremely hazardous operation which ensured the safety of the lifeboat. All moveable equipment was salvaged from

## Foreign Coins

Our drive to collect foreign coins is now helped by Lipton Stores who have agreed to place collecting points for these coins at each of their 850 stores in England and Wales. This promotion will start on May 1 and continue until next November. Please take your unwanted currency to the nearest Liptons when you visit the store.

(Right) A stained glass window has been donated to Cullercoats Methodist Church by Mrs E. J. Scott in memory of her brother, John Heddon Scott, lost in the Cullercoats 1939 lifeboat disaster. It was designed and painted by Geoff R. Ramm and hand made by Reed Millican and Co., Gateshead.



(Left) A knot board for HQ museum, Poole, presented to Captain Nigel Dixon (l.) by Arthur Hull comes with the goodwill of everyone at ATV Network Studios, Boreham Wood. The knots were made by Tom Riley, a security officer, the frame by Peter Pinchrole, a carpenter in the studios, and the plaque by Tom Lilley and the staff of the technical workshops.



To improve communications for D class ILBs, Ron Caldicott (l.), electronics surveyor/maintenance, and Pete Young, electronics surveyor, have produced a portable, waterproof and unsinkable version of the Pye Westminster VHF radio. It is hoped that 25 sets will be assembled this summer, with a further 20 to follow.

the boathouse and a fortnight later Mike Pennell returned with members of the crew to retrieve the winch engine; it was brought down the slipway on rollers, and loaded into a stripped-out ILB which was towed to Margate harbour.

While the full brunt of the storm had been felt in the Eastern Division, the North Eastern Division had had its troubles, too, particularly at Humber station on Spurn Point. Humber's Arun lifeboat had dragged her moorings and the roadway out to the point had been breached, isolating the full-time crew and their families in their remote cottages. Electricity, telephone and water were cut off, and it was some time before cables and mains could be repaired; for about a fortnight the only source of fresh water was from water carts. There was damage, too, to the slipways at both Scarborough and Seaham stations.

Nevertheless, it was a miraculous record that despite all the structural damage of the storms, not one lifeboat incurred damage.

# The Lucky Dip

EDINBURGH'S PERMANENT LIFEBOAT

SHOP, WHICH HAS NOW BEEN  
'IN BUSINESS' FOR TEN YEARS

by Joyce Dunford



A typical busy Saturday afternoon photographed by Jonathan Lasson.

MANY ARE THE WAYS of raising money for the RNLI, but one of the most unusual is the Edinburgh shop, rightly named 'The Lucky Dip', which proudly sailed past a £50,000 profit mark recently after ten years of increasingly prosperous existence as a full time money spinner. In its first year it made over £2,000 and by last year climbed to around £9,000. How is it possible to set up a shop like this and, in a city where there are many similar ventures for other charities, run it with such enormous success?

The ladies' guild in Edinburgh is responsible for the operation and Mrs Pauline Hodge, its honorary secretary, took me to meet Mrs Agnes Braithwaite, the shop convenor, at the tiny premises the guild rents in a not very prosperous part of the city. It is an excellent choice, however, since it is within a mile's radius of the heart of Edinburgh's Princes Street, and includes houses where all ages and income groups live. It is impossible to sort out from which brackets the givers and the buyers come—quite often they are the same people who give and buy.

Mrs Hodge and Mrs Braithwaite, both great enthusiasts, were happy to give guide lines for others who might consider setting up similar shops in their areas. 'You must have enthusiasm for the job and a good keen staff,' is Mrs Braithwaite's first maxim. Of her 30 helpers, half have been with her since the shop was opened in December 1967, which says a lot for her as well as for them. Most are in the fifties and sixties age group, housewives with more spare time than they once had, or retired business women. 'We are said to be a nation of small shopkeepers,' she says, 'and certainly people seem to adore coming here to help.'

Helpers work on a two and a half to three hour shift in teams of three, one team for the morning and another in the afternoon. The shop is open every day except Sundays—though Mrs Braithwaite and four helpers often go in on Sundays as well as one day during the week to sort out stock which has accumulated during that time.

Where does the stock all come from? 'Through word of mouth mostly. We have never advertised—only to put in a note in the newspapers at Christmas to thank everyone for their help during the year. But the news that we need things to sell gets round among RNLI members, and our customers and passers-by. What we really love is a house to clear! We hear of someone who is moving, or has a relative who has died, and a mass of articles of all kinds—clothing and bric-a-brac and kitchen things—can come to us this way.'

Kitchen needs, they find, are particularly good sellers; articles like old refrigerators, gas stoves, vacuum cleaners, and pots and pans sell extremely well. Strangely, children's clothes are sometimes difficult to move but there is a 10p rail 'where anything which has hung around too long is put'.

How about pricing? Mrs Braithwaite does this with a team of five others when they sort out the clothing after shop opening hours, grading it according to condition, fashion and cleanliness. Until it became too costly, they sent the clothes to be cleaned but now they find that customers prefer to buy an article cheaper and have it cleaned themselves if they wish. For bric-a-brac they have the services of a few people who have special knowledge and can give—free of charge!—advice as to how much an article might fetch.

Which led us to talk of 'the thrill of the find'. There have been several finds at 'The Lucky Dip'. One well-remembered find is a round brooch which looked as if it might sell for a few pence, but, on closer inspection, might be of some value. This was taken to an Edinburgh jeweller who gives his services, and by an extraordinary coincidence he found that it was one he had made himself. He gave £40 for it. Another time a charm bracelet was handed in with a very dirty bundle of clothes, and it was found that every charm was of 9 carat gold! Silver teaspoons often turn up and are sent to local auction rooms. So it is necessary to be on the watch for special articles of this kind.

Mrs Braithwaite does not like to make too many rules for her teams of volunteers, as it is essential to keep a happy spirit going. One rule is that no reductions should be made over the counter, but even that has been bent a little sometimes. 'There is a healthy competitive spirit between rotas. One likes to feel it does better than another, and ways of selling have to be left a little to the individual.'

Another useful hint is to look for particular markets. Handmade lace is sometimes handed in but not much in demand, so the helpers looked for someone to whom it might be useful and discovered a shop where individual clothes were made. They sold some to the owner for £25. Where clothes are virtually unsaleable, buttons and zips are removed and sold separately, woollens going to dealers to be sold by the pound.

Now for some of the technical details of setting up shop. When the shop was started, the office bearers of the guild signed a deed of covenant to donate the entire profits to the RNLI, so that income tax, which has to be paid at the current rate in Edinburgh, can be reclaimed in full by the RNLI at Poole. The shop also has a 50 per cent reduction in rates, as being run for charity. The landlords are 'generous and understanding people who, when our lease is renewed every three years, give us very favourable increased terms'. The expenses are confined to rent, rates, electricity and insurance.

Mrs Braithwaite lists the values of the shop as at least five-fold. It makes money for the RNLI—witness the £50,000 profit. It provides a place for people to unload their unwanted articles. On the Jack Spratt basis, people can buy things for themselves which they otherwise would not be able to afford. Those helping in the shop enjoy doing so, and know that they are wanted. Finally, it spreads the name of the RNLI and its work.

No wonder they are proud of their venture, and only too glad if anyone else would like to give them that best form of flattery—imitation.

# International Boat Show

EARL'S COURT, LONDON, JANUARY 5 TO 15

## RECORDS AGAIN BROKEN AT RNLI STAND

by Heather Deane

Assistant Public Relations Officer, RNLI



Lord Mayor of London, Sir Peter Vanneck, who opened the show, chats to Mrs Charles Hunting Simpson (c.) and Mrs Peter Grace, chairman, Central London Committee. The ladies, manning the souvenir stall, are seen 'modelling' the RNLI's popular PVC aprons



Three hard-working supporters each receive a donation for the RNLI, and encouragement from Mrs Margaret Thatcher, Leader of the Opposition: Chelsea Pensioners (l. to r.) Frank Elverson, Topper Brown and Joe Marriott, who between them collected more than £900 at the show.



THE SOUND OF BAGPIPES proclaimed the Scottish theme of this year's International Boat Show and further evidence was conveyed by the swirling kilts, the lure of highland holidays and quantities of Scottish £1 notes in the tills.

The RNLI stand, well situated on the main thoroughfare from the pool, was the scene of great activity.

This year, the chief exhibit was SPIDOT from Littlestone-on-Sea, described in the last issue of THE LIFEBOAT, complete with an Atlantic 21. Always on hand were volunteers from lifeboat crews, ready to explain the merits of the self-powered launching trolley and answer questions from interested onlookers.

There was a visual display unit installed by Computer Management Group which enabled newly enrolled Shoreline members to see their names being linked into the Onex computer system, and volunteers, many of them 'old hands' by now, broke existing records by enrolling over 900 new members.

A print entitled 'The Lynmouth Lifeboat Service to the Forrest Hall, 1899', by Mark Myers, was also on public display for the first time.

An attractive range of souvenirs was on sale to complete the scene, and if all this wasn't enough to attract the crowds, Frank, Joe and Topper, three old friends from the Royal Chelsea Hospital, drew colourful attention to the stand. Indeed, few passers-by could resist their persuasive appeal to put a coin (or a

note!) into their collecting boxes, which finally resulted in over £900 for RNLI funds.

Branch and guild members manned the souvenir stand and sold lottery tickets while young ladies from the St James Secretarial College worked on a rota basis to sell lottery tickets throughout the duration of the show.

Small wonder that with all these concerted efforts this year's show broke financial records, too, by taking nearly £10,000 from the sale of souvenirs, lottery tickets and donations in collecting boxes kindly displayed by other exhibitors.

The success, however, can be judged in more than monetary terms. There were for instance many visitors to the stand including the United States Ambassador, Dr Kingman Brewster, and the Lord Mayor of London, Sir Peter Vanneck, who opened the Boat Show. Miss Great Britain, Susan Hempel, boosted the sale of lottery tickets and autographed calendars when she visited the stand on the first Saturday and Sunday of the show. Mrs Margaret Thatcher bought tea towels and lottery tickets one afternoon, while Edward Heath, visiting the following day, renewed acquaintances from previous years.

Radio 2 and 4 broadcast interviews from the stand with Ken Boardman, honorary secretary of the Littlestone-on-Sea branch, and Lieutenant Alan Tate, operational assistant to the chief of operations of the RNLI.

The activity spread to the pool for a diary of presentations. On Friday January 6, a £30,000 cheque from the Wolverhampton lifeboat appeal was presented to the chairman of the Institution, Major-General Farrant, by Malcolm Timmins, chairman of Wolverhampton branch. The money will go



The presentation of public relations statuettes was made by the Duke of Atholl, seen above (l.) with Mrs Stanley Herbert, who received the statuette awarded posthumously to her husband, and Peter Hadfield. (Right) The other two recipients were Richard Evans, ex-coxswain of Moelfre (l.), and Sir Alec Rose. (Left) Crew members from Beaumaris were there to honour their neighbour, Richard Evans.





Three canoeists who, last year, made the first ever canoe expedition by coastal and inland waters from John O' Groats to Lands End, present a cheque for £500 to John Lunch, a member of the Committee of Management, at the centre pool. (l. to r.) John Lunch, Paul Grigg, David Evans and Simon Chivers. The cheque, in the shape of a canoe, is money raised as sponsorship on the 1,000-mile trip—a trip which earned a place in the Guinness Book of Records.



Midland Bank prepares for pay-in of the Parker Pen four foot long £1,000 cheque in the shape of RMS Queen Elizabeth. (l. to r.) James Moller, director, Parker Pen Company, Vice-Admiral Sir Peter Compston, chairman, RNLI Fund Raising Committee, Michael Knight, manager Midland Bank (Boat Show) and two of his staff.



Discussing the merits of their Atlantic 21 and SPIDOT launching trolley with Edward Heath are two members of Littlestone-on-Sea ILB crew, Charlie Davies and Paul Reed.

Major-General Ralph Farrant, chairman, RNLI, accepts cheque for £30,000 to provide an Atlantic 21 and boat-house for Abersoch from Malcolm Timmins, chairman, Wolverhampton branch. Looking on: (l. to r.) Councillor Ted Mitchell, appeal chairman, Tony Guy, Wolverhampton branch president, Barrie McGill, Abersoch crew member and Bob Proudlock, appeal secretary.



towards an Atlantic 21 and her boat-house at Abersoch.

On the following Monday, Alan Hughes of the 18+ Club presented a cheque for £2,500 for an ILB to Lady Norton, of the Committee of Management of the RNLI. The next day a cheque for £500 in the shape of a canoe was presented to John Lunch of the Committee of Management by Paul Grigg, one of the three canoeists who had taken part in a sponsored canoe trip from John O'Groats to Lands End. This was the first canoe trip of its kind and is to go into the Guinness Book of Records.

A day later, Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee of the RNLI, received a £1,000 cheque from James Moller, director of the Parker Pen Company. The four-foot cheque was in the shape of RMS *Queen Elizabeth* and the money came from the sale of pens made from brass recovered from a port-hole of *Queen Elizabeth* which was destroyed by fire in 1972.

Nick Carter, assistant to the chief ranger of the Ancient Order of Foresters, presented a cheque for £5,000 towards the Shoreline lifeboat appeal to John Atterton, deputy director of the Institution, and Mr Atterton later received

a cheque from a contingent of 22 Belgians who wished to become Shoreline members. The cheque represented the joint subscriptions of 40 Belgians.

On January 12 the Duke of Atholl, a deputy chairman of the RNLI, presented statuettes of lifeboatmen for outstanding services to the Institution in the field of public relations. The recipients included Sir Alec Rose, round-the-world yachtsman, and Richard Evans, BEM, former coxswain of the Moelfre lifeboat and the only man alive to hold two gold medals for gallantry. Both these gentlemen are much in demand as public speakers at RNLI events. Mrs Stanley Herbert received a statuette awarded posthumously to her late husband for all the help he gave to the RNLI in connection with the Midlands Boat Show. Finally Peter Hadfield, a young photographic student, received the award for providing the Institution over a number of years with many fine photographs as a voluntary contribution. Fifteen lifeboat crew members from Beaumaris had planned their visit to the Boat Show to coincide with this presentation, which was their special tribute to their 'neighbour', Richard Evans.

The Midland Bank has given the RNLI, for many Boat Shows, access to

its well-appointed lounge and bar for the purpose of providing hospitality to guests, either before or following presentations. Since many guests have often travelled a considerable distance to attend the show, this facility is of real benefit and is greatly appreciated.

Apart from the AGM, which is a more formal occasion, rarely can such a large cross section of lifeboat crews, voluntary workers, supporters, senior officials and members of permanent staff come together to work for the common cause. Amid the busy atmosphere of crowds, persuasive selling and cheerful goodwill there are no formalities, no barriers—one cannot help feeling that Sir William Hillary would approve.

This year's stand manager was Jack Chambers—ably assisted by Ray Kipling. The efficient organisation and the happy atmosphere which emanated from our stand throughout the show can be attributed to a great extent to these two hard-working gentlemen. Sadly, it was Jack's last Boat Show, for after nearly 50 years of service with the RNLI he retires later this year.

You have set us a fine example to follow, Jack, and I am sure you will pay us a visit next year to see that we continue the good work and break new records.

# Here and There



*D. W. Pyle, vice-chairman of Church Stretton branch, receives a cheque for £250 from the sponsored swimmers of the town's Amateur Swimming Club.*

SUPPORT CONTINUES TO COME in from Amateur Swimming Association clubs for our appeal to organise sponsored swims to raise funds for the RNLI. To help clubs who arrange their programmes well in advance the swim can be arranged at any time over the next five years. For 1978, in England, Scotland and Wales, we have already had offers from 41 clubs and two clubs are arranging special swimming galas. A similar appeal is being made in Ireland.

Many swimming clubs have generously sent donations and we are receiving the results of sponsored swims already held; for instance, £250 from Church Stretton ASC and £75 from Warminster and District ASC.

Bristow Helicopters Ltd., in their support of North Sea rescue services, have generously donated £750 to pay for air-band radio equipment in both the Aberdeen and Lerwick lifeboats.

A second recording has been made by Marske Fishermen's Choir, called

'The Shore Fishing Game'. It is available on LP or cassette from AML Engineers (Teesside) Ltd., Longbeck Estate, Marske-by-the-Sea, Redcar, Cleveland, price £1.99 plus 25p postage and packing. Profits will help towards an ILB.

In order to complete a collection of RNLI official first day covers which is used for fund-raising displays, E. N. Smith, honorary treasurer of Littlestone-on-Sea ILB station, would like to buy No. 1 of the series. Can anyone help? Mr Smith's address is 81 Rolfe Lane, New Romney, Kent.

A new issue of the Welsh lifeboat magazine, *Lifeboat Wales '78*, is now available, price 20p plus 20p postage, from the Welsh District Office, The Exchange, Mount Stuart Square, Cardiff CF1 6ED.

When set the school task of producing a project, Katie Place of Sunbury-on-Thames, chose the RNLI as her subject—and made a fine job of it. Presented

in chapters, beautifully hand written and illustrated with great imagination, the book starts with an author's introduction. 'I am doing this project on the lifeboat because I think the people are very brave and have courage to go out in all weathers to save people's lives,' writes Katie. 'I will try to find out as much as I can on this subject and I will enjoy doing it.' That's the spirit!

Sometimes a story has a particularly good ending. In 1976 the appeals department of the RNLI organised a competitive schools project, the two winners of which were offered a passage from the Clyde to Plymouth in HM frigate *Jupiter*. One of the winners, Richard Evans of Clevedon, accepted the invitation, and after his trip, last August, sent Commander Ted Pritchard, appeals secretary, a copy of the account he wrote of his weekend afloat. From this lively, comprehensive document, illustrated with photographs and diagrams, it is obvious that the right opportunity had come to the right boy; he had made the very most of the experience, throwing himself into life on board, learning everything he could and enjoying it all to the full. It all came to an end too quickly for Richard: 'My two days had gone in a blur of excitement and interest', he wrote. 'I will never forget HMS *Jupiter*, the officers and crew who made a dream come true for me, and a weekend I will always remember.'

The photograph of the dedication of Tenby's new ILB house in the winter issue of THE LIFEBOAT was published by courtesy of Squibbs' Studios, Tenby.

*Taking to the road: (Below, left) Dennis Oates, appeal secretary of East Ham branch, has painted a lifeboat scene on his Dodge van, which he uses for all branch functions. (Below, right) Jeffery Dyson, a signaller in Rhyl crew (r.), with the help of Bill Rathbone (l.) painted lifeboats all round his Morris convertible—Rhyl's Har-Lil taking pride of place on the offside; Mr Dyson won second prize in Prestatyn carnival last year with his car, which he drives around Rhyl in the course of his work every day—photograph by courtesy of Rhyl Journal and Advertiser. (Right) Before Len Vaughan, a Barmouth crew member (l.) and his navigator John Morris-Jones of Dyffryn set out on the 200-mile Castrol International Rally through Wales last October, they resprayed their Morris in lifeboat colours and painted an RNLI flag on the bonnet; all sorts of people and firms sponsored them in aid of the lifeboat service, and, completing the course, they raised over £450.*



# Painting

## 'The Lynmouth Lifeboat Service 1899'

WHICH FOLLOWED THE 'OVERLAND LAUNCH'

by Mark R. Myers, RSMA



MY INTEREST IN PAINTING an incident from the famous Lynmouth lifeboat service to *Forrest Hall* goes back to the time when I was boatswain in the little square-rigged replica of *Nonsuch* ketch. We were on passage from Falmouth to Bristol in February, 1970, when, as we approached Breaksea Lightship at midnight, a fierce easterly gale sprang up and blew us back towards Lundy, pelted by snow and spray. All that night and the next day we lay hove-to, riding the seas gamely enough but wondering where we should fetch up should the gale continue. Although the wind then howled from a different quarter, this was the same situation which faced the crew of *Forrest Hall* after she broke away from her tug on the afternoon of January 12, 1899; and the same appalling weather lashed the men of Lynmouth, too, as they decided to launch their 34' lifeboat *Louisa*. It was plainly impossible to use their tiny harbour, and so the famous 'overland launch' began.

The story of that service, and especially the long trek over the moors to Porlock, is too well known to be repeated here. Suffice it to say that I chose the lesser known part—the labours of *Louisa's* crew out in the bay—as the subject for my picture.

My first task was to find out exactly what happened, and how the boat, ship and coast had looked at the time. The best factual account I found was

that by Tom Bevan and Coxswain G. S. Richards, published in *THE LIFEBOAT* in 1933, but other sources added more information about *Forrest Hall*, and her tug *Jane Joliffe*, *Louisa*, the weather on that day, and so forth.

I had plenty of information on *Forrest Hall* but no photograph until eventually I traced one to a museum. Then I found another photograph of one of her fleet mates taken in 1898 which provided the necessary indication as to how she was painted and minor changes in rigging detail at the time she fetched up in Porlock Bay.

Finding a reliable picture of the lifeboat proved even more difficult. I knew that she was a 34' self-rigger with 7' 6" beam, pulling ten oars and built by Woolfe at Shadwell in 1887. Then, just before completing the picture, I came across a rare old photograph of *Louisa*.

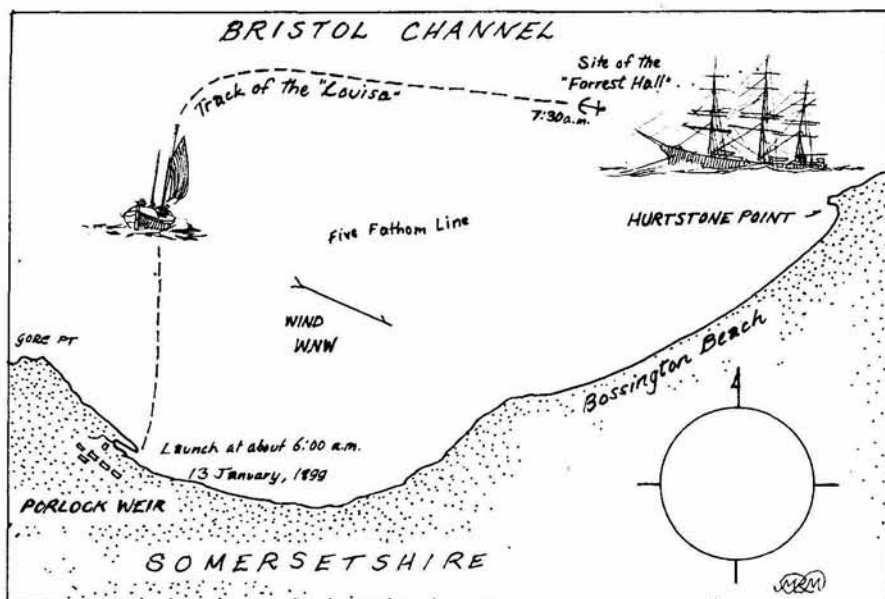
The final task before painting was a pleasant one: to get out into Porlock Bay and study and sketch the scene of action. I drove from Lynmouth to Porlock, retracing the lifeboat's over-

land route before arranging a trip in local lobster fisherman Paul Lawrence's boat. I had just learned from one source that *Forrest Hall's* anchors had finally held just past the five fathom line off Hurststone Point, so armed with old charts and pilotbooks and Paul's special knowledge of the bay we found the site and sketched and photographed it thoroughly.

Back at home, it was time to use all the information I had collected by starting to paint. First came sky, with its racing, lowering clouds just touched by the pale morning sunlight. Then the sea, thundering past the crippled ship and piling up on the grim rocks of the Hurststone. Finally came *Louisa* and her tired crew and the gaunt, grey shape of *Forrest Hall*, straining at her cables.

And then, with the last detail painted and checked, I sat back and hoped that I had done those men of Lynmouth justice. They deserved a memorial grander than of painted canvas, and this they have, in the living fame of their achievement.

The artist's sketch chart of Porlock Bay, showing *Louisa's* track.



The RNLI appeal print, illustrated above, measures 29½" × 25½" overall with an image size of 22½" × 18½" and is printed in a limited edition of 850 at £48 each, individually signed by Mark Myers and stamped by the Fine Arts Trade Guild. Of these, 25 will be 'remarque' prints where the artist will accompany his signature with a pencil sketch in the margin, costing an extra £20. When all prints are sold a draw, with all purchasers participating, will take place. The winner will receive a free water colour painting of his own boat or any marine subject by Mark Myers. Full information from Manuscript Ltd., RNLI appeal, PO Box No. 1, Liskeard, Cornwall, PL14 4LG.

# Shoreline Section

AN ALL-TIME RECORD was chalked up in January by Shoreline at the London Boat Show RNLI stand. During the 11 days of the show 907 new members signed on: 25 life governors, 80 governors, 306 family members and 496 ordinary full members. This is a 200 increase over last year, an achievement which certainly would not have been possible without my band of honorary workers who gave up their time to help. All credit must go to them for their enthusiasm—and with that goes the great appreciation of Shoreline for their efforts.

The most encouraging feature of this very good start to 1978 is the popularity of the new family membership. While on this subject, we hope to have in stock, in the very near future, anorak badges for our younger members; details will be circulated as soon as possible.

It is also interesting to note that the overall value from covenanted subscriptions made at the Boat Show this year will bring in £1,500 per year from tax concessions, once again proving how important it is to ask 'new recruits' to sign the covenant part of our membership form.

This year, for the first time, we had a visual display unit in use on the Boat Show stand. It was lent to us free of charge by CMG and enabled my staff to insert new members as they were

enrolled straight on to the computer. We were also able to deal with queries from existing members as they arose and, I am pleased to say, as a result of this facility several increased their subscriptions and signed the deed of covenant.

\* \* \*

It has been my practice in the past few issues to give details of the activities of some of our Shoreline members in the campaign to raise funds towards our new lifeboat and, therefore, continuing in the same vein, before Christmas three of our members, Annette Cox, Celia Ivamy and Roger Smith, part of the Dorset Brass Quire, went out carol singing and raised £26.43 for our funds. There are eight members in the full group but unfortunately they could not all get time off. Well done and many thanks to the three of you.

Another group who support us are the members of the Deep Sea Fishing Section of the Moortown Social Club in Leeds. At a recent charity concert organised at the club a cheque for £104.14 to boost the Shoreline fund was presented to our area organiser, Harry Weston. Our appreciation to you all; keep up the good work.

\* \* \*

On a different note, as you are aware, we are always looking for ways by which Shoreline members can benefit from their membership when purchasing equipment. We are pleased to announce that RFD Mills Equipment Ltd, 88 Cattershall Lane, Godalming, Surrey (Tel. Godalming 4122), are prepared to offer 10 per cent discount on the Hayward Safety Harness. Price for the adult orange nylon webbing model is £15.95 and for the child's nylon webbing model is £10.50. If you are interested in purchasing these items would you please write to RFD direct quoting your membership number.

\* \* \*

News of our Shoreline lifeboat is



Earls Court: Peter Holness (r) shows Mrs Margaret Thatcher Shoreline's CMG visual display computer link on the RNLI stand. On that day it was being operated by Linda Powell of Shoreline office.

that we have now passed the £100,000 mark and the fund is still growing steadily. I hope soon to be able to give you a definite location of our boat and some idea of when launching will take place. Well done to you all, but please try to keep the 'recruitment' in full swing. Let us try to pass the magical figure of 50,000 members this year.

We started the year off with a bang at the Boat Show and I am certain that, with your help as in the past, anything is possible.

\* \* \*

As the boating season is fast approaching may I take this opportunity of wishing you all good weather, enjoyable and safe sailing in 1978.—PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).

To: SHORELINE, RNLI, WEST QUAY, 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

Member's 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

NAME .....

ADDRESS .....

Shoreline Giro number is 294 7056

I enclose P.O./cheque/cash for £.....

Date .....

Signature .....



# Building a Rother Class Lifeboat

## PART VII: BUILDING UP

THE VAST OPEN SPACES of the hull interior gradually disappear as work continues at William Osborne's yard on the internal structure of the 37' 6" Rother class lifeboat which will be RNLB *Shoreline*.

In the winter issue there was a photograph of work beginning on the foundations of the engine room. Figs. 1 and 2 show how this work is progressing. At the bottom of Fig. 1 can be seen the floors in the wing compartments which carry the engine room tank top; they are of 12 mm ply, with 1½" square mahogany fillets at their top edges—note the large air ventilation holes. Fig. 2 shows the work completed. The tank tops between each pair of engine bearers in fact form the top of the double bottom, watertight in two halves, port and starboard. All steel work, after fitting, has to be taken out again and galvanised before it is finally fixed in place.

Figs. 3 and 4 show further stages in work to the after well. In Fig. 4 can be

seen the beams which carry the after cockpit deck. Two are solid mahogany and the remainder are formed by 12 mm ply floors with 1¼" mahogany fillets either side. Note once again the large ventilation holes necessary if the wooden hull is to remain in good heart and free from dry rot. In the winter issue mention was made of the laminated pad built up to strengthen the hull where holes would have to be cut for the cockpit deck relieving trunks; these rectangular trunks can now be seen in place, three each side.

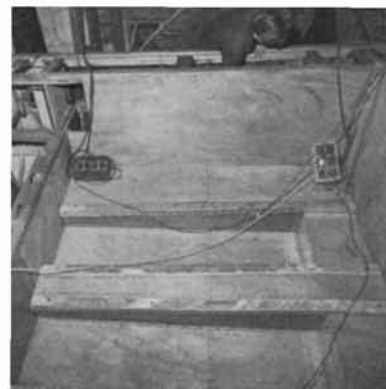
While work on the wooden structure continues at William Osborne's, in a former Fleet Air Arm hangar at the old Ford Airfield, a few miles away, G. H. Cunningham are constructing the aluminium shelter. When finished, it will be subjected to an x-ray examination, which would pick up any fault in the welded joints, as well as a visual examination by an RNLI hull overseer, before being brought to Littlehampton.

(To be continued)

After cockpit well: Fig. 3 (left) Beams and, Fig. 4 (right) side decks are fitted. Straight run back of after end of carlings, inboard of side decks, will take sliding wheelhouse doors. All spaces under beams will be filled with shaped, buoyant polyurethane blocks.



Engine room. Fig. 1 (above) Tank top has been fitted between starboard engine bearers, forming top of starboard watertight double bottom, and plywood floors (pierced with ventilation holes) have been fitted in wing compartments. Fig. 2 (below) Work is complete.



## Postscript . . .

(from page 119)

the final fruition of this modern policy. I recall a conversation I had with Cunningshame-Graham in the early days of my lifeboat career, when he said, 'It is not small boats, as at present, stationed in the *bights*, but large ones in the *horns* of the bays which the future will see' . . .

The perfect inspector of lifeboats should be a man of many parts. First and foremost, he must, of course, be a seaman; but he must add some knowledge of the art of the boatbuilder in order adequately to report on the state of the boats he inspects, and on any

necessary repairs to them; of the wheelwright, for he must examine the lifeboat carriages, and be sure of their condition for transporting the boat over rough and uneven ground; of the builder, in order to examine and report on any defect in the lifeboat houses; of the civil engineer, that he may do the same for the slipways; of the marine engineer, when he is inspecting a steam lifeboat; of the motor mechanic, for motor lifeboats; of the accountant, as he has to examine the branch accounts, and see that they are properly kept; of the orator, for he must on occasion speak in public on behalf of the Institution; and lastly, a little of the writer's craft must be thrown on the heap, if his reports are to be lucid. . . .

The life of an inspector of lifeboats is in many ways an arduous one . . . but there are many compensatory advantages . . . he makes many friends, some of whom he keeps for life. Of these none stands out more conspicuously in my memory than the various coxswains of lifeboats whom I have met round the coast. The pick of a picked body of men, they combine the simplicity of character of the fisherman with the moral qualities which go to make leaders of men. Was it not on just such that the great choice fell in Galilee of old? . . .

\* \* \*

Captain Hall was writing at the beginning of 1920. Types of boat, details of administration may change, but the life and traditions of the service are surely ageless.—THE EDITOR

# Lifeboat People

AFTER THE SERVICE on December 1 of St Peter Port lifeboat to *Natali*, which transports Guernsey shellfish to Santander, the vessel's owners, Mariscos Del Cantabrico, entertained all members of the station's crew and their wives, together with representatives of other organisations which had helped when the boat was in distress, to dinner at Cobo Bay Hotel. During the evening Peter Wright, agent for *Natali*, presented a cheque for £150 to Jurat B. G. Blampied, chairman of the branch.

On rare occasions the yw Dayboat Class awards a special seamanship trophy for an outstanding feat of boat handling. Last year, at its national championship at Brixham, the award was made to Chris Hughes, who, despite injury sustained to his hand on service in Padstow lifeboat (see page



To mark the retirement of John Owen, who had been honorary secretary of Rhyl for 25 years following 22 years previous service, Rhyl motor mechanic, Peter Adams, named the model 48' 6" Solent lifeboat he had made John M. Owen and put it on display on the promenade for lifeboat day. (l. to r.) John Owen, Peter Adams, Michaela Adams and Mrs Elsie Owen.

photograph by courtesy of Rhyl Journal and Advertiser

Presentation of North Sunderland station branch's 150th anniversary vellum was made last November by the Duke of Northumberland (r. of vellum) at a gathering of crew, branch and guild members at Bamburgh Castle Hotel, Seahouses. The vellum was received by Coxswain Robert Douglas (l. of vellum).

photograph by courtesy of George Skipper Photography, Alnwick.



114), not only competed in the racing, even in heavy weather, but finished a creditable eighteenth overall.

\* \* \*

One of the new magistrates recently appointed to Scarborough bench is Victor R. Goodson, who, since an ILB went on station at Filey in 1966, has been a member of her crew.

Further down the coast, John Crossland, motor mechanic of Flamborough lifeboat, has been elected to Flamborough Parish Council.

\* \* \*

A presentation was made to Mrs M. Saunders when, last autumn, she retired as treasurer of Blyth ladies' guild after more than 40 years service to Blyth station. Mrs Saunders, held in great esteem and affection by all who worked alongside her, still remains an active committee member.

\* \* \*

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

## June

Robert Young, coxswain of Cloughey-Portavogie lifeboat from 1936 to 1949 and bowman from 1932 to 1935. He was awarded the silver medal in 1939.

## July

Mrs J. Reid, who was vice-chairman of Peterhead station branch and president, until 1974, of Peterhead

Hayling Island crew members, helpers and supporters at work on the crocodile float they entered in Hayling Island's 1977 carnival. It took second prize in its class.



ladies' guild. She was awarded a silver badge in 1960, a statuette in 1965 and a gold badge in 1977.

## October

Ted Herring, who had worked for the lifeboat service for about 30 years, first as a lifeboat week collector and then as a founder member and honorary box secretary of Portsdown branch. He also served on *The Hampshire Rose* and Eastney appeal committees.

## December

George Tart, coxswain of Dungeness lifeboat from 1947 to 1965 and bowman at the No. 2 station from 1926 to 1939. He was awarded the bronze medal in 1956, and the thanks of the Institution inscribed on vellum in 1962.

## January

William Freeman, the sole survivor of the 1939 St Ives lifeboat disaster.

## February

George Povah, assistant motor mechanic of Rhyl lifeboat from 1939 to 1965, since which time he remained one of the station's most loyal and respected supporters. He was awarded the thanks of the Institution inscribed on vellum in 1962.

Edward Verrill, coxswain of Whitby pulling lifeboat from 1952 to 1958 and second coxswain from 1946 to 1952.



A move to Tunbridge Wells last year meant retirement from Orpington branch for Norman Crumbie who had been its chairman since its foundation in 1949 and who is also a member of the Fund Raising Committee. On behalf of the branch Ivor Stanbrooke, MP for Orpington, (r.), together with his wife, presented an inscribed shield to Norman and Janet Crumbie (l.).

photograph by courtesy of Orpington Times

# Some Ways of Raising Money

Time and time again comes the news that a branch or guild has passed all its previous achievements. There is Swansea which, with special efforts for Jubilee year, raised a record of £3,214. Then, at Lymington, the branch and guild reached £6,152, a 60 per cent increase on last year; it included the money raised to pay for the propellers for the new Yarmouth lifeboat ('*We provided the propellers*', said branch treasurer Rex Reddrop at their AGM, '*and all they had to do was to put a lifeboat on the front and they were away!*'). At Cottingham, a small ladies' guild achieved £1,400 and is out to increase that amount in the coming year. At another small inland town, Driffeld ladies' guild

*An original cartoon by Mac of the Daily Mail was one of the lots at Truro branch's celebrity auction at New Tregye Hotel, Carnon Downs, last September. Some 200 letters written to famous people resulted in 84 buttons for auction. A catalogue gave the donor and history of each button and lots were put under the hammer by auctioneer Tim Hamilton. Cufflinks from President Sadat went for £40; a button from the Empress of Iran for £38; a pug button from the Duchess of Windsor for £51 and two buttons from the uniform of the late Duke of Windsor reached £68.*

photograph by courtesy of Robert Roskrow



*Ploughing matches with vintage tractors was the idea of Gordon Bell, honorary secretary of Kilrea branch, Northern Ireland. The first, held in 1976, raised £104, but unfortunately heavy rain in 1977 meant very few spectators so that, in spite of the efforts of members of the Ulster Traction Engine Club, only £50 was raised. Jim Scott, of Moneymore, is seen on his way to winning the trail plough class in 1977.*

photography by courtesy of Stephen Armstrong

raised £2,000 with its flag day, cheese and wine party, fashion show, coffee morning and secondhand sales. Yet another small branch, Parbold in Lancashire, raised £1,763; to the money raised by their own efforts was added an unexpected bequest of £1,000 by the will of the late Henry Sullivan, a local man who had served in the Royal Navy.

Neil Anderson, a 13-year-old Sea Cadet, helped Lowestoft ladies' guild to reach its 1977 target of £5,000. He started his work for lifeboats two years ago with sales from his back garden. Their success led to a more ambitious idea; he hired the hall used by Sea Cadets to stage a public fête and, helped by his family, raised £135. Another individual effort was made by a committee member; she donated to guild



*Margaret Mitchell, wife of a Fleet branch committee member, leaves raising money to her cat, Perdita. Instead of selling Perdita's kittens, Mrs Mitchell asks new owners to make a donation to the RNLI.*

photograph by courtesy of Aldershot Weekend News

*St David's ladies' guild held an olde tyme music hall at Warpool Court Hotel on February 1, attended by about 200 people, most of them in splendid period costume. A glittering evening of song, dance and mirth was under the chairmanship of Brian Harris of Tregydd, and during the interval a buffet supper was served at the candle-lit tables by guild members. There were raffles and competitions for the best dressed lady and gentleman, won by Miss E. Beynon and B. Bland respectively. The pianists throughout the entertainment were Ruth Davies Hendre, Ruth Barker and Emllys Murrow. At the end of a happy evening £200 had been raised for the RNLI.*





An RNLi stall at Cheltenham charities gala market in the Town Hall last September raised £72.87. Members of Cheltenham branch, with their impressive stall and back-cloth, (l. to r.) Dennis Hughes, Brian Lilley (chairman), Pam Proctor (honorary secretary), Councillor Peter Skinner and Jim Tidmarsh.

photograph by courtesy of Gloucestershire Chronicle



Every Christmas and Easter for ten years Southport Mummers Group (with St George, the King of Egypt, Beelzebub and all the others) has toured the hostelrys of South Lancashire with its ancient traditional plays to collect money for the lifeboats —taking well over £100 in each of the recent years. The original squire, Malcolm Howarth, has just retired, Mick Rimmer being elected in his place.



Wolverhampton branch members did a roaring trade in top hats (and could have sold a great many more) at their third annual nearly new shop last autumn. In a fortnight £2,070 was added to branch funds. (l. to r.) Joan Timmins, Greta Proudlock, Heather Whyte and Shirley Newell. photograph by courtesy of Wolverhampton Express and Star

funds a proportion of the profits on the sale of three tons of home-made marmalade made in just over a year. Since its formation 16 years ago Lowestoft guild has raised over £34,000.

Willesden and District branch was formed last June with a committee of

11 Shoreline members. Membership soon increased to 18 and a late entry was made into the Borough of Brent's September three-day annual show in Roundwood Park. The stall, manned on a rota system, raised over £400 after all expenses had been paid and enrolled 11 new Shoreline members.

As a result of tremendous enthusiasm and hard work Broadstairs ladies' guild realised over £600 at their last autumn fayre. Chairman Mrs L. S. Cobb is seen with her committee and two guild members behind a stall laden with handwork. Branch and guild together raised £3,438 last year.

photograph by courtesy of East Kent Times



Thirteen-year-old David Morgan of Scarborough became the youngest person to swim the Channel when he completed the marathon in 11 hours 10 minutes last July. The people of Scarborough had raised £2,500 to finance the venture and, at David's request, the £1,500 which remained unused was given to Scarborough lifeboat. Great courage, great generosity.

Twenty-one members of Uttoxeter ladies' guild took part in a recent 'talent' project. The target for each participant was to turn £1 into £5. Such was the enthusiasm (carol singing, nearly new sale, home-made bread, marmalade and lemon curd, slimmers' lunch, home printing, tea cosies, coffee mornings were just some of the means employed) that the final total came to £331.49, an average of more than £15 each.

Ainsty Factoring Co., a firm of builders and plumbers merchants based in Malton, North Yorkshire, usually send their customers a gift at Christmas: a pen or diary or calendar. Last Christmas they decided to donate the money instead to the RNLi, telling their customers what they were doing and inviting them, if they wished, to add their own contribution. As a result a donation of £250 was made to the lifeboats.

During last season's cruises to Madeira and the Canary Islands, passengers on board two Fred Olsen liners, *Blenheim* and *Black Watch*, donated the generous sum of £3,000 to charity, and Fred Olsen Lines have presented it to the RNLi to be used for inshore lifeboats.

In the winter 1976/77 issue of THE LIFEBOAT it was reported that solo transatlantic yachtsman David Sandeman had signed 500 envelopes bearing the 11p Jersey stamp commemorating America's bicentenary and had taken them with him across the Atlantic. Franked both in Jersey and Rhode Island, they were given to Jersey ladies' guild by David's father, Brian G. Sandeman. They have now all been disposed of and the total profit for the RNLi is £2,416.99.

Pamela Black presents £15 collected by 12 children to Captain I. C. Bayliss, Methil harbour master and chairman of Buckhaven and Methil branch. The other helpers were Susan McGarrity, Ann Williamson, Fiona Thomson, Gillian Carter, Kevin Carter, Brian Russell, Dawn McPhail, Ian Carry, Paul McGarrity, Nicola Somerville and Hilary Scott. photograph by courtesy of East Fife Mail





(Left) The local lifeboat entry for the cavalcade which opened Alderney Week 1977. Mrs N. J. Allen leads the RNLi team in Alderney, which, with an island population of about 1,750, has contributed £4,340 to Guernsey branch funds over the past three years.

(Below) A guess-the-weight competition run by Leytonstone branch at a hospital fête last summer raised £30 for the lifeboat service. 'Struggling' to lift the bag (it weighed 6½ lb) are two branch members, W. H. A. Peterken (l.) and A. Titmus, each with his lifeboat model, a Watson and a Solent respectively.

photograph by courtesy of London and Essex Guardian Newspapers



(Above) At Penlee autumn fayre, Nick and Sue Leslie, twin daughters of Dr D. W. L. Leslie, chairman of the branch, kept up a brisk trade in Shoreline membership and raffle tickets. Dr Leslie gives up all his spare time to the RNLi and his double garage is so full of souvenirs and Christmas cards that there is no room for cars!

photograph by courtesy of S. Bennetts

Over the past five years young people from Godalming have raised £560 for the RNLi. Members of the Wilfred Noyce Youth Centre, who have raised £100, are adopting Eastbourne lifeboat for their fund-raising efforts.

Macduff ladies' guild funds received a new year boost with the presentation of a cheque for £205.15 raised from a darts tournament in Macduff Town Hall last November; the total also includes £60 from the Plough Hotel which handled the catering during the tournament finals. The cheque was presented to the guild president, Mrs May West, by fisherman Percy Watt who, with Bill West and George Slater, organised the event.

Upon hearing that a little lad of seven suffering from leukaemia had made the study of lifeboats his main interest, Jack Groves arranged for him to visit William Osborne's yard at Littlehampton and to go aboard *Joy* and *John Wade*, the new Yarmouth, Isle of Wight, lifeboat. On coming ashore and seeing one of the Yarmouth appeal car stickers, the boy asked if he could sell some, and eventually he raised nearly £6.50 in this way. Most of the stickers were sold to doctors and nurses at the hospital he visits.

At 10 p.m. on Friday September 2, 1977, 16 players from the Queen's Head, Marlborough, started a 24-hour darts marathon. By 10 p.m. the following



Saltash and District branch man RNLi souvenir stands at various regattas and fêtes during the summer, and are here seen at Saltash Regatta. Souvenirs and cards are also sold before Christmas at a local shop. With a small committee of six, the branch raised £1,300 last year.



Last autumn Jeff Needham (r.), a member of the Fund Raising Committee, presented a plaque to Ron Ride, a member of the River Thames branch and also of Shoreline, who has raised more than £1,400 on his premises in three years.

photograph by courtesy of Leslie Collier

night 557 games of 501 had been played and no fewer than 2,020 treble 20s scored. Most supporters had sponsored the players for the number of games played, but two men, including the licensee, offered a penny for every treble 20 scored. Together with a raffle (all prizes given by the players), the sale of RNLi souvenirs and other collections, £760 was raised. During the marathon visitors included the Mayor of Marlborough, Councillor Mrs Lilian Ross.

Ivybridge and District branch, which includes Cornwood, Harford, Ermington, Ugborough and Modbury, was formed in 1975 and raised £1,007 in its first year. The branch aims at striking a happy balance between fund raising and enjoyment for the maximum number of people; as well as street and house-to-house collections, its activities have included a grand challenge cricket match at Cornwood against the Royal Western Yacht Club, a ploughman's supper and RNLi films at Ivybridge, a wine and cheese garden party at Ermington and an open day at Harford.

In appreciation of help given by the RNLi in keeping a watchful eye over the races they organised in 1977, the United Kingdom Offshore Boating Association sent a donation of £50 to the Yarmouth lifeboat appeal.

The 16 members of Roundhay ladies' coffee group take it in turn to hold a coffee morning, each putting 25p in the box whether they attend or not. Preserves, biscuits and cakes are also sold. In 1975 and 1976 they donated £100 to Leeds ladies' guild luncheon club, but in 1977, Jubilee Year, they increased their lifeboat donation to £170.

The newly formed Spalding and District branch held a cheese and wine evening last November as the culmination of the pick-a-date competition it had been running. During the evening a sealed envelope containing three winning dates chosen by HRH The Duke of Kent, president of the RNLi, was



*Vivien Nicholson ceremoniously knocks over the pile of pennies collected for the lifeboat service in 1977 at the Jolly Sailor Inn, Selby. The pennies added up to £189, and it is the third year running that such a pile has been built.*



*Mrs Hale, 84 years old and almost blind, nevertheless made this lovely crochet bedspread of 360 separate squares. Raffleed at a small function it raised £50 for Ware branch. With Mrs Hale is Pop David, aged 87, a founder member of the branch with 19 years service to his credit.*

*(Right) Between July and October last year Beccles and District branch pirate ship 'raided' holidaymakers on the Norfolk Broads with collecting boxes and raised £550.11; this year she will be outward bound in March. Her crew are: skipper R. Stroud, branch chairman; engineer, C. Martin, vice-chairman; bowman, D. Ling; hands, I. Riches and A. Link.*



*(Left) Burton-on-Trent branch raised £177 at its 1977 wine and cheese party, the fourth to be held at the home of Mr and Mrs F. R. Kerry. Behind the 'groaning board', the Kerry family (l.) with Mr and Mrs E. A. Cooper, joint honorary secretaries of the branch, and Mr and Mrs K. R. Brown, the chairman and his wife.*



*Susan Last, who organises Brightlingsea lifeboat collection, also 'organises' her parents, Jean and Ernest Last! Mrs Last is disabled but in her Batricar decorated with posters and armed with souvenirs for sale, she raised £70. Ernest Last dressed his boat overall, slung a 3ft lifeboat collecting box in his rigging and collected about £20 round the moorings. In all about £380 was raised.*



*After the AGM of Newport, Shropshire, branch, the honorary treasurer, A. D. Arnold, handed a cheque for £1,000 to Glyn Williams, DOS (Wales). Also in the picture are Dr A. R. Snead, branch chairman, and Mrs Y. M. Jones, honorary secretary.*



opened. There was also a photographic exhibition of Edwardian and Victorian life in North Norfolk, with pictures of early lifeboats and rescues, provided by P. Stibbons of Cromer. The emphasis of the evening was on making friends rather than money, but both aims were achieved: more than 160 people attended and the profit was over £150.

Sailing evenings organised throughout the winter by Horsham branch not only brought in funds but also valuable offers of help for future events. The very varied programme started with a talk and films on the RNLI presented by Sydney Gillingham, ADOS (SE), and Coxswain Kenneth Voice of Shoreham.

Ten-year-old Emma Harris and her friends, who call themselves The Fox Club, raised £10 for Weybridge branch with puppet performances at friends' houses. They built the puppet theatre themselves and also made the puppets, painted the scenery and wrote their own version of Cinderella to perform.

Michael Vick, publican of the Bull Hotel, Nettlebed, agreed to part with his ten-year-old beard on condition that his customers raised £100 for the RNLI. One pound shares were sold and when the £100-mark was passed last November, local barber Roger Smith set to work. In the end £165 was raised for Henley-on-Thames branch.

In a spur-of-the-moment sponsored cheese roll eating contest at Whitstable Yacht Club, four men raised more than £21 for the lifeboat service. Richard Roscoe managed to consume 12 rolls and Barry Bishop nine, with no ill effects!

Hendy-Lennox of Bournemouth have donated £225 to the Yarmouth lifeboat appeal; it was raised as the result of a swop-shop and auction of nautical items at the firm's Lansdowne show-rooms.

*During last summer £225 was collected for the RNLI aboard British Rail ferry ss Ceasarea. Assistant barman Gordan Green, who is a member of Walmer lifeboat crew, watched by stewardess Irene Crossland (l.) and shop attendant Jeanette Nye, extracts the RNLI flag from the remains of the glass carboy used for contributions from passengers and crew.*



Berkhamsted and District branch have been given over £150 by Mr Fee, steward of the local golf club; £70 from a raffle and £88 from his lifeboat collecting box. To augment his total, Mr Fee hires ties to members wanting to go into the dining room where, according to club rules, ties must be worn.

Over the past three years the Wyke Hykers of Yorkshire have raised £480 for the RNLI by sponsored hikes. The latest cheque, for £100, presented by Barry Carlisle, their honorary secretary, was received on behalf of the RNLI by Tim Carter, who regularly gives lectures on behalf of the lifeboat service and whose photographs are well known to THE LIFEBOAT readers.

North Chingford branch's annual sponsored walk around Connaught Waters, Epping Forest, raised £575 last September. Eleven-year-old Colleen Garnham walked 20 laps, about 10 miles, raising over £80, most of which was contributed by members of the Royal Epping Forest Golf Club. A number of senior citizens were sponsored for about £20 each by their colleagues, and patrons of the Queen Elizabeth Public House gave substantial support.

Another sponsored walk, undertaken by Engineering Cadets of Hackney Technical College (Poplar Centre) raised £525.30. All the cadets will shortly be going to sea and many have joined Shoreline.

A friend of a Sale branch committee member travels extensively by Land Rover. He often gives help to other motorists in trouble either providing a tow or some mechanical help. When given money for 'a drink' he donates it to Sale branch and now carries a lifeboat collecting box in a prominent position in his Land Rover.

Narbeth and District branch sent £1,000 to lifeboat funds last year. Its seventh annual fork supper, held at Queens Hall, was a great success; about 400 people attended and among the guests were Ivor Crockford, ex-cox-

swain of Tenby lifeboat, and Glyn Williams, DOS (Wales). A darts tournament at the Cross Hands Inn, Martletwy, raised £75.60

Although the British-flag vessel *ss Globtik Tokyo* never comes to the UK, several of her crew, including her master, have had cause to be grateful to the RNLI when on the British coast in other vessels. At a Saturday night entertainment in the crew's bar, a can of Newcastle Brown Ale, highly prized in a vessel having only foreign lager, was auctioned for the lifeboat fund and was sold for £15. Other donations were collected during the evening and a cheque for £52 sent to the RNLI. The master has now asked for a lifeboat collecting box which can be kept on board.

Last summer Portsmouth Dockyard Angling Club raised £125 for the Yarmouth lifeboat appeal by a fishing competition and social evening.

With help from friends who sold tickets (hand-printed in the school art department) Jeremy Deering organised a rock concert at Shrewsbury School last autumn, when a packed audience enjoyed the amazing sounds produced by three local groups, 'Dixie Chicken', 'Baseball' and 'Slender Thread', all of whom played for lower fees than usual. The evening resulted in a grand total of £70 towards lifeboat funds.

Janet Hone of Welwyn, aged 13, collects autographs of famous people. Each time she gets a new autograph her father puts 5p in her RNLI collecting box, and friends and relatives to whom she shows her collection make contributions as well. So far she has collected about £8.

Northwich branch raised over £84 by organising a sponsored paddle on the River Weaver, undertaken by local schoolchildren.

Totton and District branch has raised £815 for the Yarmouth, Isle of Wight, appeal thus paying for the electric winch aboard *Joy and John Wade*, Yarmouth's new Arun lifeboat. The

branch, formed in December 1974, had undertaken a sponsored walk last March at the Deerleap Enclosure, Colbury, in the New Forest; the 150 people taking part had been undeterred by a thunderstorm.

Despite a heavy thunderstorm, side-shows and stalls at Ramsbottom branch summer fête were well supported; music was provided by the local Silver Band and children from a local studio gave a dancing display. By the end of the afternoon £350 had been raised for the lifeboat service.

Over the past few years Worthing branch has organised a sponsored walk for the RNLI from Worthing Yacht Club to Angmering and back, a distance of about 16 miles. Each year the amount raised has increased and the walk on April 24, 1977, produced a record sum of £1,300.

As a result of its annual dance last November, Pembroke Licensed Victuallers Association was able to hand to the Institution a cheque amounting to almost £1,200.

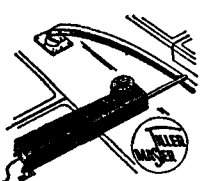
The wives at RAF Coltishall run a thrift shop at which any goods such as cloths or toys no longer needed can be sold; ten per cent of the profits go to charity. Recently Pat Meek, the chairman, presented a cheque for £75 to Mike Pennell, inspector of lifeboats, Eastern Division.

## Building up stocks . . .

To augment their supply of goods for sale in aid of the lifeboat service, Wilmslow branch, Manchester, has devised a postcard to be slipped through the letter boxes of houses known to be sold but from which the family has not yet moved:

'We have noticed that you are likely to be moving in the near future, and would be most grateful for any items you do not want which might be suitable for our various jumble/white elephant/book and music sales. If so would you kindly telephone Wilmslow 22789, so that we can arrange collection.'

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# BOOK REVIEWS

● Howard Biggs, in his book *The Sound of Maroons* (Terence Dalton, Suffolk, £5.80) has researched diligently to produce such a fine history of the Kent and Sussex lifeboat stations from 1802 to 1977.

Much more than a reference book, however, the story also provides a wonderful glimpse of seafaring over the past 175 years.

The book is very well produced, with numerous photographs, illustrations and drawings and Mr Biggs has recounted many of the hundreds of rescues effected by the Kent and Sussex lifeboats. Often they were spectacular, such as the classic service of the Ramsgate lifeboat, *Bradford*, in 1881, when Coxswain Charles Fish was awarded the gold medal for gallantry for his skill and determination in rescuing 12 men from the barque *Indian Chief* after being 'out in that furious and bitter gale for 26 hours'. In January 1952 *North Foreland* went out from Margate in what her coxswain later described as 'one of the worst trips we ever had' to pluck two exhausted men from their five-hour ordeal in the rigging of a sunken barge.

There is a chapter on the notorious Goodwin Sands and another pays tribute to the war-time service of lifeboatmen, especially at Dunkirk.

The volume of shipping among the sandbanks and reefs of the Channel coast has always created particular hazards and nowhere have lifeboats served with greater distinction. However, this story is typical of lifeboat stations all round our coast. Mr Biggs writes knowledgeably and with pride not only of lifeboats and crews but also branches and guilds who give their support through fund raising. As the honorary secretary of the Broadstairs branch of the RNLI, and the holder of the gold badge, no one is more qualified to do so.—H.D.

● A new three-volume directory covering some 30,000 merchant ships from all over the world, is now in course of production: *Talbot-Booth's Merchant Ships* edited and illustrated by Lieut.-Commander E. C. Talbot-Booth, RD, RNR, director of the Ships Recognition Corps, and published by Marinart/Kogan Page, 116A Pentonville Road, London, N1 9JN. The first

volume (£12), already published, contains notes on ship recognition and profile drawings with brief technical details of some 3,500 individual ships or classes of ship, covering vessels with engines and bridges amidships and three-quarter aft. The index names about 8,500 ships in all. Volumes 2 and 3 will follow at about nine-month intervals. The publishers plan to issue regular supplements to all three volumes to keep the work up to date.—J.D.

● Aimed perhaps more particularly at the younger reader but exciting enough for all tastes, in *Saved from the Sea* (Beaver Books, 50p) John Davies has collected a wide variety of rescue stories which range from that of Grace Darling to the fight to save the submarine vehicle *Pisces III* which, to mix a metaphor, might be described as a nautical cliff-hanger.

The incredible Mr Winstanley, builder of the first Eddystone lighthouse, must enliven any book in which he appears and his tragic end one stormy night when his pagoda-like structure was swept away, taking him and the lighthouse keepers to their deaths, was in keeping with his amazing life.

Perhaps, in stories of the sea, those of the men who died are more gripping than those of the rescued. Certainly one may find both admiration and pity for those lost in lifeboat disasters, such as that of St Ives in Cornwall, which is graphically described.—E.W.M.

● As a tribute to the men who have served the Lifeboat Institution in Orkney over all the years since the first lifeboat was established at Stromness in 1867, the Orkney Natural History Society has published an illustrated booklet containing brief histories of Orkney lifeboat stations past and present: Stromness, Longhope, Stronsay and Kirkwall. The booklet, price 25p plus 8p packing and postage, is available from the Society at the Museum, 52 Alfred Street, Stromness, Orkney.—J.D.

● The reader of *Electronic Navigation for Small Craft* by Dag Pike (Adlard Coles, £10) will be continuously reminded that the author has been an inspector of lifeboats. Anyone who has

experienced poor visibility at sea will feel the yearning for reliable aids to navigation in small craft. He will also sense the caution with which the information from these aids must be used when the elements are screaming for an answer.

This book of 149 pages of text, including photographs and numerous diagrams, covers all the navigation equipment which small boat operators may fit, or may wish to fit, given adequate stowage space and a healthy bank balance. While aimed at the yachtsman, it encompasses all craft up to the size of our largest lifeboats.

Essentially this volume is a collection of information which is available from other scattered sources, collected for those who may never get around to scanning technical and operation manuals but screened by a practical seaman and navigator who is aware of the limitations of the equipment. Dag Pike makes it clear that in heavy weather the operator may not be physically capable of plotting the information from his instruments, and anyway the bearing may be several degrees in error. He then points out how to deal with the situation.

As a seaman deeply involved with training, I find the book most useful. It is a guide to the bewildering array of dials, neon indicators, and print-outs available to today's small boat navigator, which goes beyond the manufacturers' manuals.—L.J.V.

● The language of the sea is a living language, keeping pace with advancing marine technology and the present day expansion of interest in yacht racing and cruising. Such words as 'cavitation', 'starcut spinnaker', 'electrolysis' and 'Cunningham hole' quietly slip into place beside old familiar terms like 'amidships', 'baggy wrinkle', 'rhumb line' or 'limber hole'. In compiling *A Glossary of Modern Sailing Terms* (George Allen and Unwin, £2.50) John Rousmaniere has confined his attention almost entirely to terms in active use in the sailing vocabulary of the mid-1970s and has thus produced a valuable complement to dictionaries of more traditional seamen's terms.

Introducing the glossary, Bill Robinson, editor of the American magazine *Yachting*, talks of nautical language as a practical tool of communication; and it is an essential tool alike to those who go to sea and those who would understand the lore of seafaring.—J.D.

● Anyone who has followed such brave endeavours as the attempts to save the disabled *Flying Enterprise* in 1952 (or the recent attempts to refloat the oil rig stranded on Guernsey) will find *Salvage from the Sea* by Commander Gerald Forsberg (Routledge and Kegan Paul, £4.95) hard to put down. It is both authoritative and very amusing reading.—J.D.

# Awards

## *to Coxswains, Crews and Shore Helpers*

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

### **Arbroath**

D. E. Cargill Bowman 16 years.  
G. Milne Second Coxswain 10½ years  
Crew Member 11 years.

### **Ballycotton**

B. Lynch Assistant Mechanic 28½ years.  
M. L. Walsh Coxswain 27 years  
Second coxswain 10 years  
*Bronze medal 1943.*

### **Bridlington**

R. D. Cranswick Assistant Mechanic 10 years  
Crew Member 1 year.

### **Buckie**

D. G. A. Budge Second Coxswain Mechanic 3½ years  
Fleet Mechanic 3½ years  
Reserve Mechanic 3½ years.

### **Cloughey-Portavogie**

G. H. Calvert Motor Mechanic 5½ years  
Second Coxswain 5½ years  
Crew Member 4 years.

### **Courtmacsherry Harbour**

P. Keohane Coxswain 2 years  
Second Coxswain 21 years  
Crew Member 1 year.

### **Donaghadee**

S. Nelson Assistant Mechanic 25 years  
Crew Member 17 years.

### **Dungeness**

A. F. Clements Motor Mechanic 2½ years  
Second Coxswain Mechanic 2½ years  
Crew Member 6 years.  
A. J. Oiller Crew Member 29 years.

### **Dun Laoghaire**

C. H. Blackmore Assistant Mechanic 21½ years  
Motor Mechanic 6 years  
Crew Member 8 years.

### **Filey**

R. P. Hunter Crew Member 10½ years.

### **Fishguard**

D. R. E. Williams Assistant Mechanic 22½ years  
Crew Member 2 years.

### **Girvan**

W. McCreath Second Coxswain 17½ years  
Bowman 4½ years.

### **Holyhead**

F. Ward Second Coxswain 7¾ years  
Crew Member 12 years  
*Bronze Medal 1966.*

### **Llandudno**

D. Heritage Assistant Mechanic 6½ years  
Crew Member 18 years.  
K. Latham Crew Member 13 years  
Shore Helper 2 years.

### **Margate**

B. R. Richards Second Coxswain 6½ years  
Crew Member 24½ years.  
A. J. Scott Assistant Mechanic 16½ years  
Crew Member 23 years.

### **Newbiggin**

C. Hancox Motor Mechanic 25 years.

### **Newhaven**

J. A. Message Assistant Mechanic 9 years  
Crew Member 8 years.  
E. A. Moore Coxswain 15 years  
Second Coxswain 7 years  
Bowman 8 years.  
F. H. Vacher Motor Mechanic 14 years  
Assistant Mechanic 17½ years.

### **Penlee**

P. N. Wallis Bowman 6 years  
Crew Member 20 years.

### **Port Erin**

H. Crebbin Crew Member 30 years.

### **Ramsey**

A. E. Garrett Assistant Mechanic 6½ years  
Crew Member 10 years.  
F. H. Kinnin Second Coxswain 3 years  
Crew Member 27 years.

### **Rhyl**

W. T. Hunt Motor Mechanic 13 years  
Coxswain Mechanic 9 years  
Coxswain 4 years  
Second Coxswain 2 years  
Crew Member 11 years  
Shore Helper 4 years.

### **Runswick**

H. Armstrong Acting Coxswain 3½ years  
Second Coxswain 5 years  
Bowman 3½ years  
Crew Member 5 years.

### **St Davids**

D. Rowlands Head Launcher 14 years  
Shore Helper 20 years.

### **St Mary's**

G. W. Symons Crew Member 20 years  
Shore Helper 3 years.

### **Swanage**

E. Dorey Assistant Mechanic 14½ years  
Crew Member 1 year.

### **The Lizard-Cadgwith**

W. Harris Crew Member 15 years  
Crew Member (The Lizard) 19 years.  
D. V. Step Assistant Mechanic 16 years  
Assistant Mechanic (The Lizard) 2 years  
Crew Member 4 years.

### **The Mumbles**

W. H. Davies Second Coxswain 19½ years  
Bowman 5 years  
Crew Member 11 years.

### **Tynemouth**

R. Rutherford Assistant Mechanic 10 years  
Crew Member 14 years.  
K. Smith Crew Member 23 years.

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helpers...*

# Lifeboat Services

(from page 118)

Fox. Vellum service certificates have been presented to Crew Members Christopher E. Fox and David Wainwright.

## Western Division

### On the bar

THE SERVICE BY PWLLHELI lifeboat and Criccieth ILB to the yacht *Zircon* during the early hours of September 1, 1977, was reported in the winter 1977/78 issue of THE LIFEBOAT. *Zircon*, with four people on board, had run aground inside the bar of Porthmadog Estuary in a fresh to strong south-westerly wind; the tide was at half spring ebb. While Pwllheli lifeboat stood by, helping whenever possible with her searchlight, Criccieth ILB successfully negotiated the rough water over the bar and, taking one adult and one child each time, made two trips up the difficult channel to land them at Ynys Cyngar just south of Porthmadog. During both of these passages the ILB crew had frequently to go over the side to drag the boat, with the survivors and a considerable amount of water on board, over and around the sandbanks.

For this service the thanks of the Institution inscribed on vellum have been accorded to the crew of Criccieth ILB, Helmsman James Owen and Crew Members Kenneth Roberts and Robert D. Williams.

## Services by Offshore Lifeboats, September, October and November, 1977

**Aberdeen, Aberdeenshire**  
October 1

**Amble, Northumberland**  
September 5 and October 4

**Appledore, North Devon**  
September 4, 16 and 17

**Arranmore, Co. Donegal**  
September 17 and October 12

**Barmouth, Gwynedd**  
September 2 and October 8

**Barry Dock, South Glamorgan**  
September 4 and October 13

**Blyth, Northumberland**  
November 13

**Bridlington, Humberside**  
September 6

**Calshot, Hampshire**  
September 4, 12, 29, October 4, 12 and November 8

**Campbeltown, Argyllshire**  
September 8, 28 and October 16

**Clacton-on-Sea, Essex**  
September 23, November 7 and 15

**Cloughy-Portavogie, Co. Down**  
November 27

**Clovelly, North Devon**  
October 22

**Courtmacsherry Harbour, Co. Cork**  
October 8

**Cromer, Norfolk**  
September 9, October 17 and November 14

**Donaghadee, Co. Down**  
October 22

**Dover, Kent**  
September 23, October 10 and November 2 (twice)

**Dunbar, East Lothian**  
November 21

**Dungeness, Kent**  
October 6

**Dun Laoghaire, Co. Dublin**  
September 5

**Dunmore East, Co. Waterford**  
November 14

**Eastbourne, East Sussex**  
October 13

**Eyemouth, Berwickshire**  
November 4

**Falmouth, Cornwall**  
September 14, October 13, 26, 31, November 14 and 28

**Filey, North Yorkshire**  
November 24

**Fishguard, Dyfed**  
October 4 and 9

**Fleetwood, Lancashire**  
October 9

**Galway Bay, Co. Galway**  
November 19 and 27

**Great Yarmouth and Gorleston, Norfolk**  
September 24, October 13, 17, November 1 and 10

**Hartlepool, Cleveland**  
September 3, 15, November 3 and 27

**Harwich, Essex**  
September 17, November 2, 26 and 30

**Hastings, East Sussex**  
September 2, 9 and October 24

**Holyhead, Gwynedd**  
September 4, November 7 and 30

**Howth, Co. Dublin**  
September 25

**Hoylake, Merseyside**  
September 9 (twice) and 10

**Humber, Humberside**  
September 20, 24, October 7, 8, 12, 14 (twice), 17, 23 and November 14 (twice)

**Lerwick, Shetland**  
September 2, 26, November 8 and 12

**Llandudno, Gwynedd**  
September 28 and October 30

**Lochinver, Sutherland**  
September 18

**Longhope, Orkney**  
September 28

**Lowestoft, Suffolk**  
September 17, October 4, 13, 18 and 30

**Mallaig, Inverness-shire**  
September 3, 13 and 15

**Margate, Kent**  
October 11, 31, November 8 and 29

**Moelfre, Gwynedd**  
November 6

**Newbiggin, Northumberland**  
September 4 and October 27

**Newhaven, East Sussex**  
September 4, 30, October 1, 6, 20 and November 4

**Penlee, Cornwall**  
September 10, 16 and 23

**Poole, Dorset**  
September 10 (twice), October 1, 30 and November 27

**Port Erin, Isle of Man**  
September 14

**Porthdinllaen, Gwynedd**  
September 3, 4 and October 17

**Portpatrick, Wigtownshire**  
September 11

**Portrush, Co. Antrim**  
October 22

**Port St Mary, Isle of Man**  
November 27

**Pwllheli, Gwynedd**  
September 1

**Ramsey, Isle of Man**  
September 17 and November 9

**Ramsgate, Kent**  
September 17, 18 and November 11

**Redcar, Cleveland**  
November 4

**Rhyl, Clwyd**  
September 25 and October 19

**Rosslare Harbour, Co. Wexford**  
October 3, November 6 and 16

**Runswick, Cleveland**  
September 29 (twice), October 25 and 30

**St Helier, Jersey**  
September 3, 23, 24 and October 15

**St Ives, Cornwall**  
October 15 (twice), 19, November 14, 16, 17 and 18

**St Mary's, Isles of Scilly**  
October 7

**St Peter Port, Guernsey**  
September 18, 24, 26 (twice), October 14, 24 and November 11

**Salcombe, South Devon**  
October 11, 12 and 15

**Seaham, Co. Durham**  
September 24 and October 13

**Selsey, West Sussex**  
September 1, 6 and November 30

**Sennen Cove, Cornwall**  
November 16

**Sheerness, Kent**  
September 15, 16, October 4, 10, 17, November 12, 13 and 27

**Sheringham, Norfolk**  
October 25

**Shoreham Harbour, West Sussex**  
September 25, November 19 and 27

**Skegness, Lincolnshire**  
September 6

**Stornoway, Ross-shire**  
November 7

**Stromness, Orkney**  
September 28, October 27 and 28

**Sunderland, Tyne and Wear**  
November 13

**Swanage, Dorset**  
September 2, 17 (twice), October 16, November 13 and 20

**Teesmouth, Cleveland**  
November 27

**Tenby, Dyfed**  
October 2 and November 1 (twice)

**Torbay, South Devon**  
October 2, 22 (twice) and November 11

**Troon, Ayrshire**  
September 7, 30, October 19 and November 4

**Tynemouth, Tyne and Wear**  
November 16

**Valentia, Co. Kerry**  
September 26 and October 14

**Walmer, Kent**  
October 4

**Walton and Frinton, Essex**  
September 30

**Wells, Norfolk**  
November 11

**Weymouth, Dorset**  
September 1 and November 13

**Whitby, North Yorkshire**  
September 4 and 13

**Wick, Caithness**  
September 24 and 29

**Wicklow, Co. Wicklow**  
October 14 and 23

**Workington, Cumbria**  
September 6 and November 8

**Yarmouth, Isle of Wight**  
 September 19, October 31, November 11 and 19  
**Youghal, Co. Cork**  
 September 17  
**On passage**  
 ON 910 September 4 (twice)  
 ON 912 November 27 (twice)  
 ON 980 November 24  
 ON 994 November 26

## Services by Inshore Lifeboats, September, October and November, 1977

**Aberdovey, Gwynedd**  
 September 3, 19 and October 9  
**Abersoch, Gwynedd**  
 September 9, 10, 23, October 16 and November 26  
**Aldeburgh, Suffolk**  
 October 23  
**Amble, Northumberland**  
 September 15  
**Appledore, North Devon**  
 September 4 and 16  
**Atlantic College, South Glamorgan**  
 September 1, 28 (twice) and October 1  
**Bangor, Co. Down**  
 October 22  
**Barmouth, Gwynedd**  
 September 19 (twice)  
**Barrow, Cumbria**  
 September 11  
**Beaumaris, Gwynedd**  
 September 28, October 8 and 15  
**Bembridge, Isle of Wight**  
 September 12  
**Blackpool, Lancashire**  
 September 4, 18, October 14 and 15  
**Borth, Dyfed**  
 September 3 and October 9  
**Bridlington, Humberside**  
 September 10, 11 (twice), October 9 and 14  
**Broughty Ferry, Angus**  
 September 11  
**Burnham-on-Crouch, Essex**  
 September 13  
**Burry Port, Dyfed**  
 September 4 and 25  
**Clacton-on-Sea, Essex**  
 September 2, October 21 and November 13  
**Conwy, Gwynedd**  
 September 1  
**Criccieth, Gwynedd**  
 September 1, 2 (3 times) and 26  
**Fullercoats, Tyne and Wear**  
 September 1, 4 (twice), October 8 and 26  
**Eastbourne, East Sussex**  
 September 16 and November 26  
**Eastney (B.530), Hampshire**  
 September 17 (twice), 25, 26 (twice), 30, October 2, 8, 16, 30, November 5, 12 (3 times) and 13

**Eastney (D.184), Hampshire**  
 September 3, 4, 10, 15, 25 (3 times), 26 and October 1  
**Exmouth, South Devon**  
 September 3, 17 and October 1  
**Filey, North Yorkshire**  
 September 4 and 5  
**Fleetwood, Lancashire**  
 October 15  
**Flint, Clwyd**  
 November 1, 4 and 14  
**Great Yarmouth and Gorleston, Norfolk**  
 September 12, 24, October 4 and November 4  
**Hartlepool, Cleveland**  
 September 11, October 14 and 15  
**Harwich, Essex**  
 November 13 and 14  
**Hastings, East Sussex**  
 October 15  
**Hayling Island, Hampshire**  
 September 6, 8, 18, October 6, 8, 23, November 6, 13, 23 and 26  
**Helensburgh, Dunbartonshire**  
 September 19, 26, 28 and October 30 (twice)  
**Holyhead, Gwynedd**  
 September 26  
**Horton and Port Eynon, West Glamorgan**  
 September 8 and 18  
**Howth, Co. Dublin**  
 September 20 and 25  
**Humber Mouth (Cleethorpes), Humberside**  
 September 11  
**Largs, Ayrshire**  
 September 7, 9, 30, October 13, 18, 27, 29, November 1 and 12  
**Littlehampton, West Sussex**  
 September 3 (twice), 9, 18, 25 (3 times), 28, October 11, 16 (twice) and 23  
**Littlestone-on-Sea, Kent**  
 September 4, 25, October 23 and 24  
**Llandudno, Gwynedd**  
 September 1, 9, 10 (3 times), October 3 and November 1  
**Lyme Regis, Dorset**  
 September 25, 29 and October 24  
**Lymington, Hampshire**  
 October 29 and November 11  
**Margate, Kent**  
 September 10  
**Minehead, Somerset**  
 September 11  
**Moelfre, Gwynedd**  
 September 2 and 11  
**Morecambe, Lancashire**  
 September 13 and 18 (twice)  
**Mudford, Dorset**  
 September 13, 25, 26 and November 11  
**New Brighton, Merseyside**  
 September 10  
**Newquay, Cornwall**  
 September 2 (twice), 9, 11 and October 15  
**North Sunderland, Northumberland**  
 September 14  
**Oban, Argyllshire**  
 September 4, 7, 11, October 1 and 29  
**Peel, Isle of Man**  
 October 22 and November 27 (twice)

**Poole, Dorset**  
 September 15, October 24, 30 and November 8  
**Porthcawl, Mid-Glamorgan**  
 October 2  
**Port Isaac, Cornwall**  
 October 9  
**Pwllheli, Gwynedd**  
 September 14  
**Queensferry, West Lothian**  
 September 3  
**Ramsgate, Kent**  
 September 4 (twice), 9, 10, 16, 25 and October 20  
**Redcar, Cleveland**  
 October 23  
**Rhyl, Clwyd**  
 September 3  
**Rye Harbour, East Sussex**  
 September 9 and 18 (3 times)  
**St Agnes, Cornwall**  
 September 1 and 17  
**St Bees, Cumbria**  
 September 6  
**St Catherines, Jersey**  
 September 12  
**St Ives, Cornwall**  
 September 4, 18 and 30  
**Selsey, West Sussex**  
 September 6, 17, 28 and October 26  
**Sheerness, Kent**  
 September 24, October 1, 9, 23, 24, 26 and 27  
**Shoreham Harbour, West Sussex**  
 September 3, 16, 19, 25 (twice) and 28  
**Silloth, Cumbria**  
 September 7  
**Skegness, Lincolnshire**  
 September 2  
**Southend-on-Sea, Essex (B.527)**  
 September 10, 15, 24 (twice), 28, October 1 (3 times), 4 (twice) and 8  
**Southwold, Suffolk**  
 September 11, October 28 and November 18  
**Tenby, Dyfed**  
 September 7 (twice), 9 and 12  
**Torbay, South Devon**  
 October 1 (twice) and 4  
**Tynemouth, Tyne and Wear**  
 September 11 and 30  
**Walmer, Kent**  
 September 1, 21 and October 9 (twice)  
**Wells, Norfolk**  
 September 24 and October 23  
**West Kirby, Merseyside**  
 September 4 (twice), 17, 21 and November 11  
**West Mersea, Essex**  
 September 12, November 6, 14, 20 and 21  
**Weston-Super-Mare, Avon (D.170)**  
 September 3  
**Whitby, North Yorkshire**  
 September 4, 11 and 14  
**Whitstable, Kent**  
 September 1, 6, 25, October 1 and 15  
**Withernsea, Humberside**  
 September 4 and 10

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

January 1, 1977 to December 31, 1977: Services 2,666; lives saved 1,071

#### THE STATION FLEET

(as at 31/12/77)

134 offshore lifeboats

126 inshore lifeboats operating in the summer  
 50 inshore lifeboats operating in the winter

LIVES RESCUED 103,201

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

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Entries under ACCOMMODATION are offered at the special rate of £6.00 for up to 50 words, including address and phone number. Additional words at 20p per word, minimum ten words. Other Classifications are at 20p per word minimum ten words.

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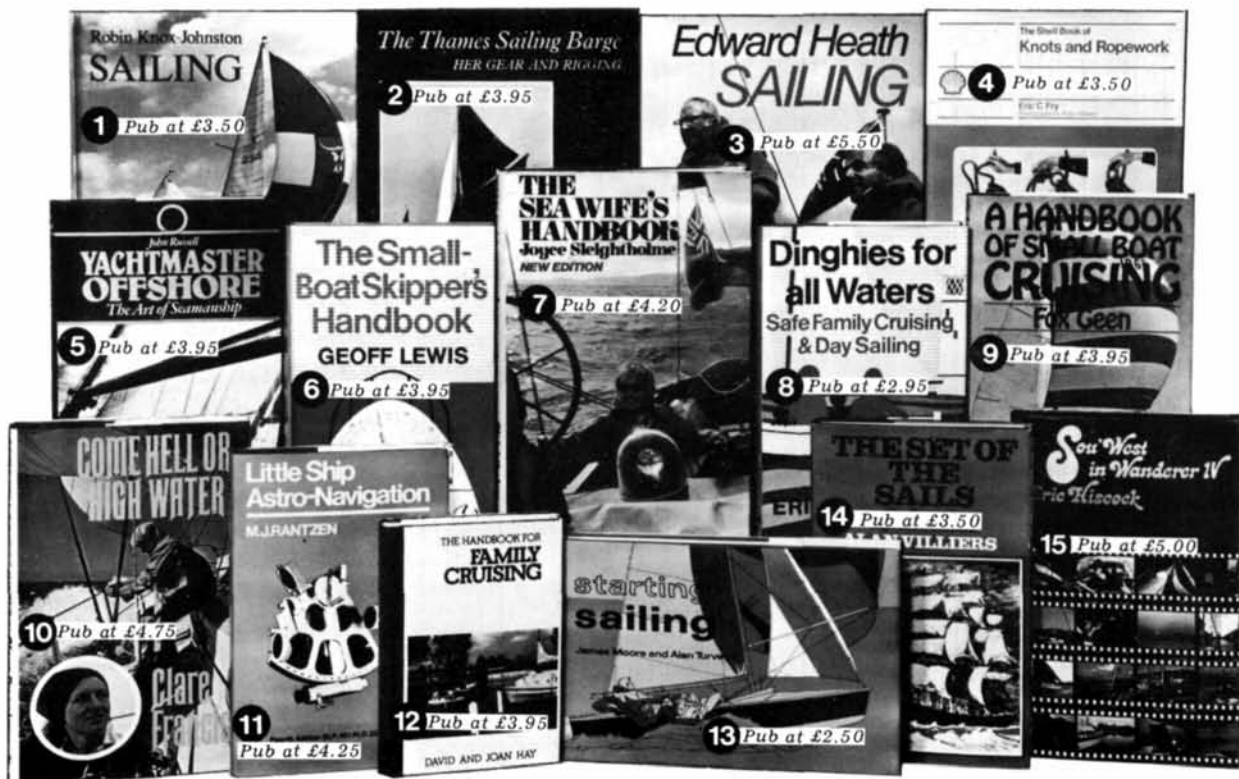
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