

THE LIFEBOAT

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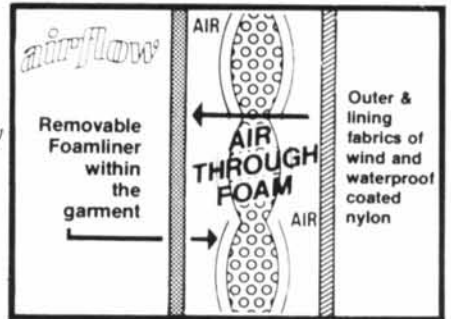
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THE LIFEBOAT

Autumn 1978

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Volume XLVI Number 465

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COVER PICTURE

British Petroleum and Bristow Helicopters are combining to provide an airborne search and rescue service based on BP Forties Field but available to other oil companies with North Sea operations and indeed to any ship in distress within 100 miles of Forties. Bristow's S-61N aircraft, one of which is seen here on exercise with Aberdeen's 54ft Arun class lifeboat BP Forties, make the Forties run daily. Now, in an emergency, they can be diverted to either the Bravo or Delta platform where, within 15 minutes, they can be fitted with a winch, refuelled and take on a BP rescue team. The photograph was taken by James D. Ferguson, a member of Aberdeen inshore lifeboat crew.

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

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

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

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The picture of the St Peter Port service to the oil rig Orion on our summer cover was taken by Namemakers Ltd and we thank them for lending us this photograph.

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NOTES OF THE QUARTER

by Patrick Howarth

THE PROTOTYPE of a new lifeboat to bridge the gap between the smaller offshore lifeboats and the Atlantic 21 ILB is under construction. Among the requirements for the new boat listed by the RNLI's Executive Committee were that it should have a maximum length of 35 feet and an operating speed of at least 25 knots; that it should be fitted with VHF/MF radio, radar and an echo sounder; and that it should be capable of being launched by trolley from a beach or, alternatively, lie afloat. Much of the original design work was entrusted to the RNLI's inshore lifeboat base at Cowes. A model has been tank tested by the Wolfson Marine Craft Unit, Southampton University, and W. A. Souters are building the basic wooden hull. The project is being controlled by a working party led by the RNLI's chairman, Major-General Ralph Farrant.

Twenty years of self-righting

The new 35 foot prototype is one of a wide range of new lifeboats which have been developed in the past two decades. An opportunity to examine lifeboat development during that period was provided by the Science Museum in South Kensington where the exhibition 'Right Way Up', held from July 6 to September 3, told the story of self-righting lifeboats. Among those present at the opening ceremony were Richard Oakley, the designer of the first of the RNLI's modern self-righters, and William Sheader, who was coxswain at Scarborough when, in 1958, *J. Graves of Sheffield*, the first 37ft Oakley lifeboat, went on station there.

The 37ft Oakley depends on the transference of water for her self-righting capability. So that a computer

generated colour animation film could be produced to illustrate the system at the exhibition, a research programme being undertaken by Harley Quilliam at the University of Surrey, Guildford, and planned to take a year was compressed into six weeks. Thus the film used at the lifeboat exhibition was the first to be produced by a revolutionary new system.

The exhibition was opened by Jimmy Savile, the television star and honorary lifeboatman, whose words when performing the opening ceremony made a deep impression on everyone presents:

'People like us,' he said, 'find it easy to stand on steps and say a few words and open exhibitions like this, but it is an honour to do so, because of the tremendous work done by lifeboat crews. We couldn't come up to the ankles, or kneecaps, let alone stand shoulder to shoulder with the men that go out in these boats at any hour of the day or night to save people they don't know, no matter what creed, colour or race.'

Lifeboatman Druid

Richard Evans, the former Moelfre coxswain and the most decorated living lifeboatman, acquired another distinction recently when he was admitted to the highest order of Druids. Richard Evans was awarded the RNLI's gold medal twice. He received the Board of Trade silver medal and the BEM. He also received an honorary fellowship of Manchester Polytechnic.

'Right Way Up', the RNLI exhibition held at the Science Museum, Kensington, this summer, was opened by Jimmy Savile, OBE. He is seen (right) with Richard Oakley, MBE, (r.) designer of the first modern self-righting lifeboat, the 37ft Oakley, and William Sheader, BEM, first coxswain of the first 37ft Oakley, which was stationed at Scarborough . . .

photographs by courtesy of Peter Hadfield

. . . and (below) Jimmy Savile at the helm of the Atlantic 21 on show with a 'crew' of Scouts.

On the occasion of the dinner given by the Corporation of the City of London in the Guildhall to mark the 150th anniversary of the foundation of the RNLI, Richard Evans was asked to reply to the toast to the Institution. When he sat down the guests spontaneously rose to their feet and applauded, a distinction accorded to only two other speakers during the preceding 30 years. They were Harold Macmillan and Sir Alec Douglas-Home.

International service

One of the international services provided by the RNLI which is not generally known is the editing of an annual publication *Lifeboat International*. This restricted circulation publication came into being following the eleventh International Lifeboat Conference held in New York in 1971, when it was agreed that there was a need to bridge the four-year gap between international lifeboat conferences through a journal which would record new technical developments. The articles in *Lifeboat International* from 1976 to 1978 will provide the basis for the discussions at the next International Conference to be held at The Hague in April next year.

Overseas visitors to the RNLI in recent months have included Captain D. W. Batchelor of the Canadian Coastguard, who has been entrusted with the task of setting up an Auxiliary



Coastguard Service on the west coast of Canada.

The next social event to be staged by the American/British Lifeboat Appeal Committee will be a reception at the Fishmongers' Hall in the City of London on Monday November 13.

St Andrews' lifeboat

Henry Longhurst, the famous writer and television commentator on golf who died in July of this year, was a distinguished raconteur. He had many golfing stories. One which, he assured me, was among his special favourites concerned a medal competition held at St Andrews in the days when St Andrews still had a pulling lifeboat. The competition was held in a gale and while it was taking place the St Andrews lifeboat was called out. One of the competitors, who had already played a few holes, on hearing the maroons fired, dashed off to take his place in the lifeboat. When the lifeboat service was completed he came back to finish his round, eventually winning with a score in the high eighties.

Birthday Honours

OBE: Captain Nigel Dixon, RN (Retd), director and secretary of the RNLI. Captain Dixon joined the Institution as personal assistant to the chief inspector of lifeboats in 1967 and was appointed secretary in 1970.

MBE: John Mathers Drummond-Smith, member, Angus District Council. Jack Smith has served on the Montrose station branch of the RNLI for 40 years and has been honorary secretary since 1955. He was awarded binoculars in 1966.

Anniversary vellums

A centenary vellum has been awarded to Clacton-on-Sea lifeboat station on the occasion of the 100th anniversary of its establishment in 1878, and vellums have been awarded to Ilfracombe, Holyhead, Barmouth and Peel lifeboat stations on the occasion of the 150th anniversary of their establishment in 1828.

Both Barmouth and Holyhead celebrated their 150th anniversaries with services of thanksgiving and re-dedication attended by many lifeboat people and conducted by the Archbishop of Wales, The Most Reverend Gwilym Owen Williams, Barmouth on June 27 and Holyhead on August 22.

New C of M members

Two new members joined the Committee of Management recently: Commodore James G. Young, CBE DSC VRD DL RNR, who has been actively connected with the Institution's appeal to shipping, and Mr L. G. Booen, BSC FICE FI.STRUCT.E, who has been a member of the Institution's Boat Committee since 1976.



St Peter Port lifeboat crew formed the guard of honour as Her Majesty The Queen embarked in her barge to rejoin HMY Britannia at the end of her visit to Guernsey on Wednesday June 28. Her Majesty spoke to every crew member, asking about the lifeboat, about recent services and about what they each did for a living. photograph by courtesy of Brian Green

Calling all Mancunians: Manchester has a long and historic connection with the RNLI. The very first street collection was held in Manchester and Salford in October 1891, when £5,000 was collected, and over the years Manchester's citizens have funded no less than 31 lifeboats. Recently the Lord Mayor of Manchester, Councillor Trevor Thomas, seen here with the Lady Mayoress visiting an RNLI exhibition in the new Arndale Shopping Precinct, launched an appeal to fund a 37ft 6in Rother lifeboat to be called Manchester and District XXXII. Contributions from Mancunians 'in exile' in other parts of the country would be welcomed and should be sent to David Jones, district organising secretary (North West), RNLI, Princes Chambers, 26 Pall Mall, Manchester 2; cheques payable to Lord Mayor of Manchester's Appeal. With the Lord Mayor and Lady Mayoress are (l. to r.) James Murray, ADOS (North West), David Jones, D. K. Redford, chairman of Manchester and District branch and Leonard Marshall, driver, Northern Depot.



Ramsey ladies' guild gave a special party in July for their president, Mrs Ann Ritchie, during which she was presented with the vellum to mark her election as an honorary life governor of the Institution. The presentation was made by Major Keith Groves, OBE, JP, a member of Ramsey branch committee for nearly 40 years, chairman from 1958 and now president.





North Cornwall . . .

Five lifeboat stations in North Cornwall were visited on June 27 by our president, HRH The Duke of Kent. Such great interest did His Royal Highness take in all he was shown and in all the lifeboat people he met—crew members and their wives, station officials and fund raisers—that it proved a very happy and rewarding day. First call was at Port Isaac: (top, left) David Castle, honorary secretary, introduces (l. to r.) Jack Spry, deputy launching authority, and Crew Members Neville Andrews, Clive Martin, Richard Parsons and Harry Privitt (photograph by courtesy of Ray Bishop). The Duke also met the chairman of Cornwall and Isles of Scilly Round Table, donors of Port Isaac's ILB, before watching a demonstration launch. Next Padstow: (top, right) Coxswain Antony Warnock presents (r. to l.) Second Coxswain Trevor England, Motor Mechanic Eddie Murt and Crew Members Chris Hughes, Peter Poole, Arthur May, Alf Prosser and Ricky Tummon. When inspecting the engine room of Padstow's lifeboat James and Catherine Macfarlane the Duke was offered cloths to protect his hands. 'They are quite unnecessary,' he told Eddie Murt, 'this place is so clean.' After lunch, the lobster for which was provided by Trevor England, who is a fisherman, on to Newquay (right). Newquay ILB had been called out just before the arrival of the Duke, who asked each of the crew for the service (l. to r.) Johnny Bennett, Barry Hyde and Paul Morris, what they had been doing when the call came; by the time the third man had answered, 'Waiting for you, sir,' everyone was laughing. The Duke also met the chairman of Newquay Round Table, donors of the boathouse. At St Agnes His Royal Highness presented vellums to Crew Members Barry Garland and Roger Radcliffe for the ILB service on July 17, 1977, for which Helmsman David Bliss was awarded the silver medal; unfortunately, due to illness, David Bliss could not be present; (below, right, l. to r.) The Duke with Major-General Ralph Farrant, chairman of the Instituion, Gerald Simmons, honorary secretary St Agnes, Dr H. Whitworth, branch chairman, and Lt-Cdr Roy Portchmouth, divisional inspector (SW) (photograph by courtesy of Robert Roskrow). The last visit was to St Ives. After inspecting a mobile training unit, meeting Geoffrey Kitchen, chairman of St Ives Lions Club, donors of the ILB, and taking tea with the ladies' guild, the Duke embarked in St Ives lifeboat, Frank Penfold Marshall (below). photograph by courtesy of S. Bennetts).



Duke of Edinburgh Award

When HRH The Duke of Edinburgh visited Ivybridge last May he met members of Torbay crew who help to teach young people working for his Award. In the first half of this year 30 Torbay boys and girls won bronze and silver awards and there are 60 more on Torbay schools' waiting list for the course. Instruction on water safety is given in six two-hour sessions to small groups of children by Second Coxswain Keith Bower and Crew Member

John Dew helped by Deputy Coxswain Arthur Curnow and other crew members. The final examination is given by Captain Barry Anderson, station honorary secretary.

A kit of cod

Visiting the early morning wet fish auction at Hull in July, HRH Prince Charles bought the first of 1,066 kits on offer for £44. The kit of cod went to a Sailors' Children's Society home; the £44 was given to the RNLI.

A silver plated replica of Chapman Light made by Morris Johnson was presented to Her Majesty The Queen in June by Canvey Island branch; for 106 years the light marked Chapman Sands, known as 'the last hazard' to ships returning to the port of London. When Her Majesty drove past the RNLI stand at Essex County Show, her car was slowed down so that she could give a smile and a wave to members of Canvey Island branch who were manning it. The stand was sponsored by Halcon group. photograph by courtesy of Jackson's Photo Service

LIFEBOAT SERVICES

Western Division

Drifting on rocks

ST ANN'S COASTGUARD informed the honorary secretary of St David's lifeboat station at 1138 on Saturday March 11 that MFV 7, on passage from Fishguard to Pembroke, had engine failure west of St David's Head. Another vessel, *St Aidan*, was five miles west of the head and standing by. St David's lifeboat, the 47ft Watson *Joseph Soar* (Civil Service No. 34), was placed on alert.

At 1220 the honorary secretary, hearing that MFV 7 had asked for immediate assistance as she was in danger of drifting on to the rocks of Carreg-trai, authorised the maroons to be fired and ten minutes later the lifeboat launched and set out at full speed.

There was a gentle to moderate breeze, force 3 to 4, blowing from north north east, a moderate sea and visibility of three miles. It was 1½ hours before low water springs.

Coxswain William Morris decided to go north of Ramsey Island. It meant driving against the 6 to 7 knot stream until clear of Trwyn Sion Owen, but he knew the casualty was being carried south on a strong spring ebb and that she stood little chance of clearing through the Bishops and Clerks, a group of islets and rocks, without being wrecked. When north of Trwyn Ogof Hên Head, he sighted MFV 7 drifting rapidly south and heading for Dauf-raich. An interception course was set and the lifeboat came up with the fishing vessel about half a mile north of Moelyn Rock, in heavy overfalls. The sea was now about ten feet, breaking and confused.

The fishing vessel was lying beam to sea, bow east, and presenting to the coxswain the problem of Moelyn and Gribog rocks. Moelyn was showing but Gribog was still covered. Coxswain Morris decided to run down on the casualty and get a tow line across, keeping clear of Gribog. The drift rate and the nearness of rocks prevented the use of the line throwing gun. The first attempt to get a line across failed, but on the second run it was passed successfully.

In the overfalls the sea was breaking

inboard on to the crew who were at times up to their waists in water, making work on deck difficult. While making fast the tow, the lifeboat was thrown sideways by the confused seas on to the bow of MFV 7 and both boats were damaged. The lifeboat split her rubber strake and crushed a small amount of timber just below her anchor stowage. MFV 7 received damage to her bow.

Coxswain Morris, very aware of the danger posed by Gribog, tried to tow the casualty north but could not move her. The lifeboat was to the north of MFV 7, bows north east, while the casualty's bow was north west; she could possibly have been on the edge of Gribog at this time. A calculated risk was taken and Coxswain Morris turned about 300 degrees to port, pulling the bow of MFV 7 round, hoping she would drift clear of Gribog, and headed south west out of the overfalls.

A south-east course was then set for St Brides Bay, keeping clear of the heavy overfalls off Meini Duon. The steering on MFV 7 was broken with the rudder appearing to be set to starboard. This made towing difficult, and Coxswain Morris kept down to half speed until MFV 7 had repaired her steering; speed was then increased to three-quarter throttle and Coxswain Morris headed south to meet the fleet tender *Grassmere* for transfer of tow. The tow was uneventful except during passage through Wild Goose Race off Skokholm Island. This race had to be

negotiated because of the strong spring ebb still running, which at that point swings out to sea well clear of Milford Haven. Having passed through the race, MFV 7 once again suffered steering gear failure and speed was reduced.

At 1528 the tow was transferred to *Grassmere*, one mile south of Skokholm Island. During the return to station visibility reduced to half a mile and the lifeboat arrived back at St David's at 1710. She was once again ready for service at 1750.

A rescue helicopter from RAF Brawdy was on scene during the service.

For this service the bronze medal for gallantry was awarded to Coxswain William T. Morris and medal service certificates were awarded to Acting Second Coxswain Idwal J. Chapman, Acting Motor Mechanic Basil J. Davies, Acting Assistant Mechanic Colin G. Mills and Crew Members Jack Phillips, William G. Davies and Terence K. Williams.

South Western Division

Trawler listing

THE DEPUTY LAUNCHING AUTHORITY of Plymouth lifeboat station was advised by HM Coastguard at 1030 on Wednesday February 15 that the fishing vessel *Elly Gerda*, ten miles south west of Rame Head, had taken water in

The bronze medal for gallantry was awarded to Coxswain William Morris for the service on March 11 of St David's lifeboat, the 47ft Watson Joseph Soar (Civil Service No 34), to MFV 7.
photograph by courtesy of RAF Brawdy



deteriorating weather and reported herself as in a desperate situation. The frigate HMS *Sirius* was standing by and the lifeboat was requested to launch.

Maroons were fired and, at 1050, Plymouth's 44ft Waveney class lifeboat *Thomas Forehead and Mary Rowse II* left Millbay Docks with Acting Coxswain Patrick Marshall in command. The wind was east south east force 6, visibility was fair and it was high water on a neap tide.

The Coastguard suggested a course of 238°M to steer from Penlee Point and after about five miles on this course HMS *Sirius* was sighted on the starboard bow. Course was altered to intercept and the lifeboat passed under the frigate's stern at about 1145 taking station close on the port quarter of the casualty. *Elly Gerda* had a 10 to 15 degree list to port and was awash amidships. Hearing by VHF that her skipper was making for Looe the lifeboat replied that the forecast was for worsening conditions from the south east and because the holding ground in Looe Roads was poor and the trawler would be obliged to wait until 2230 before entering the exposed harbour over a dangerous bar, it would be wiser to set course for Fowey. *Elly Gerda*, however, continued towards Looe at 2 to 3 knots. HMS *Walkerton* now relieved HMS *Sirius* as 'on scene commander'.

By the time of arrival off Looe Island, at about 1315, the wind had reached gale force 8 and, with a depth of water of about 30 feet, the seas were steep. The lifeboat stood by while the trawler made her anchor ready for letting go and HMS *Walkerton* departed.

When *Elly Gerda* had anchored at about 1440, using 90 fathoms of trawling warp, the lifeboat also tried to anchor; but, with half her cable veered, the anchor failed to hold and so Acting Coxswain Marshall decided to change his position. The lifeboat was in 16 feet of water and Motor Mechanic Cyril Alcock, who was working the windlass, was constantly covered by water coming over the bow. The wind was now bordering on strong gale force 9, with driving rain.

As soon as the anchor was recovered and stowed the lifeboat asked the Coastguard whether a mooring buoy between the trawler and Looe Island would take the weight of the lifeboat and, on being told it would, secured to it. The acting coxswain set anchor watch while his crew sheltered below. He was relieved an hour later, at about 1600, by Motor Mechanic Alcock and, after another hour, with the wind gusting to storm force 10, a very heavy sea was running and the mooring began to drag. The lifeboat therefore slipped and steamed dead slow into the weather.

Visibility now became very poor in heavy snow and it was almost dark. The acting coxswain asked the Coastguard to arrange for a cottage on Looe Island to keep a light on all night so that the lifeboat could use it as a

reference point to keep herself clear of the Rennies, rocks which extend south east from the island. He and Motor Mechanic Alcock then took turn about on the wheel. The wind was now force 10 to 11 with heavy snow and it was very cold on the upper deck.

At about 1945 the skipper of the trawler told the lifeboat that his anchor was dragging and that he intended to steam south east and anchor again. The tide was about half flood and Acting Coxswain Marshall warned the trawler that she should not go too far south east because of the Rennies. The message was acknowledged, but the trawler stood on. The acting coxswain told her she should stop her engines and then steamed to take station on her port quarter as the trawler seemed to alter south west and still steamed ahead. The lifeboat entered foam and broken water coming over the reef as the trawler ran aground on the Rennies and called for the lifeboat to come in and take off her crew.

Seas breaking over the reef were falling on the casualty's foredeck and washing in over her port side. All her deck lights were on but her anchor wire was trailing out on her starboard quarter so that the lifeboat was obliged to approach on her weather side.

Motor Mechanic Alcock and Crew Member M. Foster positioned themselves on the starboard foredeck but could not get anyone off on the first approach. On the second approach the bows of the lifeboat struck the trawling gallows as a sea set her on the casualty's quarter. The lifeboat rose above *Elly Gerda's* stern and then the flare of her bow fell on to her bulwarks. Acting Coxswain Marshall kept his port engine half ahead, starboard slow astern, with starboard wheel on, to keep from being set round the casualty's stern on to her anchor wire. He could not move his bows further along the trawler's side for fear of hitting the rocks himself and of striking his wheelhouse on the gallows, so he kept his bows into the gallows. He could see nothing of the stern of the trawler because he was dazzled by her afterdeck light and the spray on the wheelhouse windows.

Motor Mechanic Alcock, holding on with one arm, hauled one of the casualty's crew aboard, then as a large sea struck the lifeboat's port side and threw the bow against the gallows, he grabbed a second survivor and hauled him aboard. The lifeboat's bows had been extensively and deeply dented but their watertight integrity had not been breached.

Acting Coxswain Marshall took the boat astern again to make a third approach. As Crew Member Foster brought the second man aft, however, he said that his skipper had gone overboard. Acting Coxswain Marshall immediately order parachute flares to be fired. These revealed no one in the water but showed that the trawler's bows were against a vertical rock face.

The skipper then came up on VHF saying he was still on board and that he intended to remain there as he thought he would wash clear of the rocks. After a few minutes he did wash clear and steamed eastwards, towing his anchor. It was just after 2000 and he said he would steam around and try to recover his anchor before attempting to cross the bar at about 2200. The seas were very steep and at times the trawler was lost to view, but she was successfully guided clear of the rocks by radioed instructions from the lifeboat. Her skipper then went on deck and hauled on the wire and eventually succeeded in recovering his anchor.

The lifeboat pumped oil over the bar before the trawler started in and then took up station on her starboard quarter. As soon as the trawler was safely over the bar the lifeboat followed under three-quarter throttle. Two fishermen boarded the trawler to pilot her up harbour and the lifeboat then secured alongside her to transfer her crew on board. It was 2200.

After an hour ashore for much needed refreshment, the lifeboat departed from Looe at 2315. The south east whole gale was still blowing and the lifeboat encountered very heavy seas, especially on the bar and rounding Rame Head. She entered Millbay Docks at 0020 and, after refuelling, returned to her moorings and was ready for service at 0120.

For this service the bronze medal for gallantry was awarded to Acting Coxswain Patrick J. Marshall and Motor Mechanic Cyril Alcock. Medal service certificates were presented to Crew Members Michael Foster and Ivor Lovering.

North Eastern Division Washed off pier

A MEMBER of Amble ILB crew, Keith Stuart, was on his way home at about 1715 on Friday August 19, 1977, when he heard a helicopter working in the area off the south pier. Bystanders were shouting that a boy was in the water. He ran to the harbour and learned that the boy had been washed off the pier and was missing. The honorary secretary was informed and, together with Jeffrey Matthews, Keith Stuart launched the ILB.

The wind was north, fresh force 5, and, although at the launching site inside the harbour the sea was smooth, the harbour bar was at times breaking right across. Visibility was good and it was four hours after low water.

The ILB set out at 1720 with Keith Stuart at the helm. By carefully watching the runs of the sea on the bar he safely cleared the harbour and rounded the south pier to the area into which the boy was reported to have gone. The

helicopter from RAF Boulmer was already searching and the ILB made a thorough search close in along the pier. The area to the south of Amble Harbour is very shoal and rocky and a dangerous and confused sea had built up made worse by backwash off the pier. Careful and able handling of the ILB was essential.

At 1750 Amble honorary secretary decided to launch the offshore lifeboat to help and stand by. With Coxswain John Connell in command, the 37ft 6in Rother *Harold Salvesen* made for the area but, because of her draught, had to remain offshore clear of the shallow waters of the main search area. A quarter of an hour later the ILB reported that she was returning to harbour and requested that an additional crew member be available: Helmsman Stuart considered that extra weight would help to keep the bow down when negotiating the surf in the very rough seas. Having picked up Crew Member Norman Rowell, the ILB returned at 1817 and continued searching inside the surf line to the south of the harbour, extending the search further south.

At about 1905 the connector on the fuel line in use parted, so, as a prudent precaution, Helmsman Stuart returned to harbour to repair the break, thus ensuring that both tanks were available. It was also discovered at this time that Norman Rowell was in fact recovering from an injured knee, and so he was left ashore to prevent further aggravation of the trouble.

The repair made to her fuel line with the help of an RAF launch alongside, the ILB returned once again to search close to the pier and further south. She was then informed by Amble lifeboat that a body had been sighted to the south, close under the sea wall below Cliff House. The ILB went straight to the area, where the very confused seas were aggravated by backwash. Helmsman Stuart took the ILB in through the surf but, caught by a large sea, the boat was picked up and thrown bodily against the sea wall. Keeping a very cool head and with expert handling, Keith Stuart succeeded in keeping the ILB under control in the adverse conditions and in turning her back head to sea. The boat was almost alongside the body and the crew managed to drag it inboard before heading back out clear of the break. The body was transferred to Amble offshore lifeboat and at about 2030 both boats returned to harbour where an ambulance was waiting.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Matthew J. Keith Stuart and Crew Member Ian Jeffrey Matthews. A vellum service certificate was presented to Crew Member Norman A. Rowell and a framed letter of thanks signed by Major-General Ralph Farrant, chairman of the Institution, was sent to Coxswain John Connell of Amble offshore lifeboat and his crew.

South Eastern Division Engine room fire

THE TRAWLER *St Patrick* reported to the Coastguard Channel Navigation Service on channel 10 VHF at 1805 on Wednesday December 7, 1977, that she was hove to with smoke coming from the engine room five miles south east of Dover Harbour and might need help. Two minutes later her skipper reported that the engine room was afire, the chief engineer was suffering from burns and immediate assistance was required.

At 1812 HM Coastguard telephoned the honorary secretary of Dover lifeboat station requesting an immediate launch and three minutes later the assembly signal of electronically fired maroons was made by Dover Port Control. At 1827 Dover lifeboat, the 44ft Waveney *Faithful Forester*, slipped her moorings in the submarine pens and was on her way.

A strong, force 6, breeze was blowing from the south south east producing a moderate to rough sea and swell. Visibility was only fair due to rain. It was two hours before high water Dover.

Faithful Forester under the command of Coxswain/Mechanic Arthur Liddon cleared the harbour entrance and set course at full speed for the position given: bearing 165°M five miles distant from Dover Harbour. By 1835 she had arrived at the casualty where she found the ferry *Earl Leofric* standing by and acting as 'on scene commander'. Once alongside *St Patrick* Second Coxswain/Assistant Mechanic Anthony Hawkins was manhandled aboard and the first of the trawler's crew snatched on to the foredeck of the lifeboat from a pilot ladder.

On board *St Patrick* Second Coxswain Hawkins found the chief engineer suffering from burns and shock and having breathing difficulty as a result of inhaling burning glass fibre fumes. Using the trawler's VHF, he asked the lifeboat to provide a doctor and oxygen.

While Second Coxswain Hawkins was attending to first aid and fire fighting on board the trawler, Coxswain Liddon manoeuvred *Faithful Forester* alongside on seven separate occasions, on five of which one crew member was grabbed from the pilot ladder and brought safely aboard the lifeboat. During one attempt the severe rolling of both lifeboat and fishing vessel in the rough seas and winds, which had now risen to gale force 8, resulted in the wheelhouse top, the guardrail stanchions and the belting in way of the well on the starboard side striking the port quarter of the fishing boat, causing damage.

At 1900 a request was put out over *Earl Leofric's* public address system for any doctor on board to come to the bridge. Dr Sotiris Mantoudis, a Greek

doctor on his way to a sabbatical year at the Department of Surgery, University of South Manchester, reported to the master. As it was thought too hazardous for the injured seaman to be transferred from the trawler to the ferry, Dr Mantoudis agreed to be put aboard *St Patrick* by the lifeboat.

Wearing a lifejacket and secured to a lifeline, Dr Mantoudis descended a boarding ladder rigged over the ship's side in the continuing gale force winds and driving rain. In this very rough weather it took three attempts to manoeuvre the lifeboat into the exact position from which it was possible to grab Dr Mantoudis from the pilot ladder on to the pitching foredeck of the lifeboat and with perfect timing the lifeline from the ferry weather deck let go. *Faithful Forester* remained in position while additional first aid equipment and oxygen were lowered from the ferry before steaming back to the casualty.

At this time a helicopter from RAF Manston carrying a doctor arrived on scene, but she returned to base when it was clear that it would not be feasible to transfer the doctor by winch to the heavily pitching and rolling trawler in the dark with visibility seriously hampered by blinding rain.

As it was, it took two attempts before Dr Mantoudis and the medical supplies could be transferred to the trawler. Once aboard, at 1945, the doctor immediately examined the injured chief engineer and decided that it was safer that he should remain aboard. Second Coxswain Hawkins helped Dr Mantoudis and then examined the areas adjacent to the engine room again and reported by VHF that the fire was now contained; so it was decided by the Coastguard that *St Patrick* should be towed into Dover Harbour by the local tug *Dominant*.

Faithful Forester meanwhile took the six crew members to Dover and landed them, returning to resume station close to the stricken trawler.

At 2055 *St Patrick* passed between Dover Harbour breakwater towed by *Dominant* and at 2105 in the sheltered waters of the harbour the injured seaman was transferred by Neil Robertson stretcher to the lifeboat and landed to be taken to hospital. Two lifeboat crew members were put aboard the trawler to help Second Coxswain Hawkins secure *St Patrick* alongside.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain/Mechanic Arthur Liddon and Second Coxswain/Assistant Mechanic Anthony G. Hawkins; vellum service certificates were presented to Second Assistant Mechanic John J. Smith and Crew Members Mark Smith, Roy W. Couzens and Robert J. Bruce. A special doctor's vellum was awarded to Dr Sotiris Mantoudis who has also been awarded a piece of plate for outstanding bravery at sea by the British Secretary of State for Trade.



Great Yarmouth and Gorleston Atlantic 21 was launched on May 16 to bring back a diver with a badly cut head who had been injured while working on the wrecked oil tanker Eleni V. While Helmsman Michael Mitchell set course for the ILB station, first aid was administered to the injured man by Crew Members Richard Bell and Kim Edwards.

photograph by courtesy of H. E. Appleton

The 52ft Barnett relief lifeboat Thomas Forehead and Mary Rowse, while at Ramsey during a passage from Holyhead to Arranmore, launched on the morning of January 23 to take over from HMS Soberton the tow of Dutch, a converted ship's lifeboat with a crew of three, and bring her in to harbour. Dutch, whose propeller had become fouled in deteriorating weather, had first been taken in tow by the Shaw Savill ship Cairnleader. The lifeboat's passage crew was augmented by Ramsey crew members.

photograph by courtesy of Stanley Basnett

South Eastern Division

Beam trawler

ON SATURDAY, DECEMBER 10, 1977, at 2132, the 23-ton beam trawler *Jenny* reported on Channel 16 VHF that she was in difficulty and unable to manoeuvre in heavy weather some eight miles south south east of Nab Tower. Following the sighting of red flares, a revised position was calculated at 2145, putting the fishing vessel about five miles east of the Nab, so at 220 HM Coastguard telephoned the honorary secretary of **Selsey** station and requested that the lifeboat be launched.

The assembly signal was made, the crew mustered at the boathouse and made ready for launching, but some difficulty was experienced in opening the boathouse doors because of the heavy seas breaking against them.

Nevertheless, at 2214 Selsey lifeboat, the 48ft 6in Oakley *Charles Henry*, launched down the slipway into a south-south-westerly gale, force 8, with rough seas and poor visibility in driving rain. It was one hour before high water. Second Coxswain Michael Grant was in command.

Having set the throttles for maximum speed to clear the slipway, the lifeboat was hove to while radar and aerials were rigged, and then Acting Coxswain Grant set out at about 8 knots, the best speed possible in the prevailing weather. The lifeboat was shipping seas overall, making the already poor visibility even worse.

A course of 170°M was shaped to pass The Mixon Beacon, which was cleared by dead reckoning; sea conditions were such that the unlit mark was neither sighted visually nor by radar. Course was then set 259°M to pass through the Looe Channel. Neither channel buoy was sighted in the rough, near beam sea which caused the lifeboat to roll violently.

Shortly after clearing the Looe Channel, Acting Coxswain Grant asked *Jenny* to fire a red flare as no target in the datum area was showing on radar. At 2240 a red flare was sighted several miles west of the given position, so Acting Motor Mechanic Terence Wood



as navigator fixed the lifeboat's position by radar and course was set for the stricken fishing vessel.

At 2250 Selsey lifeboat reported being one mile from *Jenny*, the deck lights of which were only occasionally visible as she was broached to and rolling violently. On closing the trawler, Acting Coxswain Grant noted that both beams were down—in fact, without the added stability they gave in the lowered position the boat might well have capsized.

Over the previous hour, the weather had slowly worsened to give a south by west strong gale, force 9, with very rough sea and swell; almost horizontal driving rain was further reducing visibility. In view of the risk in those seas of damaging or fouling the lifeboat in the beams and ancillary gear hanging around the fishing vessel, Acting Coxswain Grant manoeuvred the lifeboat up wind of *Jenny* and ordered a rocket line to be fired in an attempt to take her in tow. Acting Second Coxswain George Woodland, on deck with two men holding him, managed to achieve a direct hit with the first rocket and two of the trawler crew hauled in the rocket line to which was attached the tow line.

It was soon realised that the tow line was 'bellying' badly due to tide and wind and that the trawler crew were having great difficulty in getting it inboard; it was later learned that one of the men had an injured hand thus leav-

ing only one man capable of heaving away. Acting Coxswain Grant therefore took the lifeboat, with the line attached and a further one bent on, some 60 feet ahead of the casualty so that wind and tide would help rather than impede the hauling in of the tow line. This manoeuvre worked well and with the lifeboat engines slow astern it was only a further ten minutes before, at 2340, the fishing vessel crew had made fast the tow rope, helped by illumination from the lifeboat.

Acting Coxswain Grant then turned the lifeboat and tow 180° to port and headed for Portsmouth as Selsey could offer no protection for the casualty and recovery on the slipway was clearly impossible. The trawler was towed steadily through the heavy seas, but with difficulty because her steering gear was jammed hard to starboard, until a position off Horse Sand Fort was reached. It was then found that the spring ebb from Portsmouth Harbour had reduced the speed over the ground to one knot and Acting Coxswain Grant, although concerned lest the tow line parted, had to increase speed to make headway.

Selsey lifeboat entered Portsmouth Harbour at 0225 and by 0310 the trawler was secured in the Camber. The lifeboat remained at Portsmouth Harbour overnight, returning to station at 1605 the following day.

For this service the thanks of the

Institution inscribed on vellum have been accorded to Acting Coxswain Michael J. Grant. Vellum service certificates have been presented to Acting Motor Mechanic Terence A. P. Wood, Acting Second Coxswain George E. Woodland, Acting Assistant Mechanic John D. Cross and Crew Members Denis W. Warwick, David F. Munday, Gordon Kite, David Crossley and Glyn N. Amis.

North Western Division

Skin divers trapped

AN INFLATABLE DINGHY with four people on board, sighted drifting close inshore north of Fleshwick Bay, was reported to Port Erin deputy launching authority by Ramsey Coastguard, Isle of Man, at 1614 on Tuesday March 28. It was thought that the engine had failed and the boat was in danger of being blown ashore on to rocks. The crew was assembled and Port Erin's 37ft 6in Rother class lifeboat *Osman Gabriel* slipped at 1631.

A fresh south-south-westerly breeze, force 5, was blowing and the sea was rough. The sky was partly clouded and visibility was good. It was two hours after high water and the tidal stream was setting northwards.

Coxswain Peter Woodworth kept the lifeboat about a quarter of a mile offshore as he headed north east towards Fleshwick Bay. At about 1705, when one mile north of the bay, someone was sighted waving from rocks at the base of a 700ft cliff. The lifeboat altered course to starboard to close the land.

When about 100 yards off, two people were sighted standing on boulders clear of the water. A small boat could be seen high and dry nearby. The lifeboat was manoeuvred to within 50 yards of the rocks and, using the loud hailer, the coxswain was able to communicate with those ashore. He learned that they were a party of four skin divers and that one man had set off up the cliff to get help.

The wind was still blowing from the south-south-west but close inshore the sea was moderate because of the sheltering effect of Bradda Head. A moderate swell was running into and breaking over the lower rocks and boulders.

Although the tide was ebbing and the divers were not in danger of being drowned, Coxswain Woodworth considered they would be unable to scale the steep cliff and decided to attempt a rescue using a breeches buoy. This information was passed ashore over the loud hailer and acknowledged. A situation report was passed to Peel Coastguard mobile, on high ground to the north near The Niarbyl.

At 1715 the lifeboat was anchored 25 to 30 yards off the rocks with bows south south west, stemming tide and sea and rolling heavily. Gun line and

breeches buoy were made ready but Coxswain Woodworth decided not to use a tail block since it would be difficult to secure it ashore. The gun line was fired and the breeches buoy hauled ashore and set up, the endless whip being held and passed hand-over-hand by those ashore. The first person, a young woman, was hauled to the lifeboat and was safely aboard at 1733.

The people ashore indicated that they wished to try to transfer the boat and diving gear to the lifeboat using the breeches buoy rig. By this time the tide had fallen leaving the diving boat about 15 feet above the water. After much effort it became apparent that the boat was too big and heavy to be man-handled into the water with safety. Meanwhile the weather had deteriorated and the wind had freshened to force 6. Seas were beginning to break and a heaving swell was building up. To maintain his position the coxswain was continuously manoeuvring *Osman Gabriel's* engines. At times the boat was veering dangerously close to submerged rocks.

The two divers were advised by loud hailer to abandon their attempts to salvage the equipment and make ready to be pulled off. They apparently failed to understand the gravity of the situation, however, and continued to transfer their equipment to a position above the high water mark while the wind was freshening to force 6 to 7, strong breeze to near gale. The sky had become overcast and the light was beginning to fail. Coxswain Woodworth was becoming very concerned about the safety of the divers on the rocks, and the deteriorating weather was making it more and more difficult to keep the lifeboat clear of the rocks just below the water. Eventually he managed to make the divers understand, and they prepared to be rescued.

It was about 1915, an hour to low water, and there were drying rocks

between the divers' position and the lifeboat. Holding on to the breeches buoy, one of the men lowered himself some six to eight feet into the water and disappeared from view. Two minutes later he was sighted on the crest of a swell lying across the buoy, but disappeared again behind the rocks. After a while he managed to manoeuvre himself sideways and could be seen between two rocks. From there the lifeboat crew managed to pull him clear as he was lifted by a heavy swell. Once on board the lifeboat he was found to be exhausted.

The breeches buoy was passed back to the last man, who secured the veering line outhaul around his chest and, holding on to the buoy, slid off the rocks into the water and out of sight of the boat. He very quickly moved to the gap between the rocks and was pulled clear in the same way as the man before him. This last man was recovered at 1933, and once aboard all the survivors were given food and a tot of brandy. During the latter part of the rescue the lifeboat was at times about six to eight feet off the submerged rocks and was only prevented from striking by the skilful handling of Coxswain Woodworth.

The anchor was recovered at 1949 and the lifeboat headed back to Port Erin keeping a quarter of a mile off the coast. During the return passage the boat was heading into very rough breaking seas, and once outside the shelter of Bradda Head the wind was found to be blowing a near gale, force 7, still from the south south west. The lifeboat arrived back at Port Erin at 2030 and was rehoisted and made ready for service by 2105.

The survivors were re-united with the fourth diver, a very experienced climber, who had succeeded in climbing the cliff and had been found by the Coastguard at 1915. The four people had set out from Fleshwick Bay at

On the night of Sunday May 28 Bridlington ILB launched to go to the yacht Pinkers ablaze in North Bay. The yacht's crew of nine had taken to their dinghy but could not propel her and both boats were drifting together with wind and tide. Despite heat, smoke and fumes, the ILB got a rope aboard the dinghy and towed her clear. Seven people were taken aboard the ILB, the remaining two being towed in the dinghy until all could be transferred to a motor cruiser, Southwold, and put ashore.

photograph by courtesy of Arthur Dick



about 1520 to go diving but ran into rough seas when only half a mile north of the bay. An attempt had been made to anchor the boat but the anchor would not hold and the engine failed. They managed to swim to the rocks dragging the dinghy behind them.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain Peter Woodworth. Vellum service certificates were presented to Second Coxswain Edward N. Sansbury, Acting Motor Mechanic Alfred P. Maddrell, Acting Assistant Mechanic Raymond A. T. Buchan and Crew Members John W. Watterson and David T. Woodworth.

Eastern Division

Aground on Goodwins

REPORTS OF SHIP'S LIGHTS in the vicinity of East Goodwin Buoy were passed to the honorary secretary of **Walmer** lifeboat station by Dover Straits Coastguard at 2130 on Saturday December 10, 1977. The East Goodwin Lightvessel crew had given the best information available but no radio or accurate visual contact had been established. After further discussion it was agreed that the lifeboat should launch to investigate before the weather deteriorated further and while the state of the tide allowed her passage over shoal areas. Maroons were fired at 2248.

The wind was south south east, strong breeze to near gale, force 6 to 7, increasing, with steep, high seas and heavy rain. Visibility was poor. Predicted high water Dover was 2237.

At 2258 Walmer's 37ft 6in Rother lifeboat *The Hampshire Rose* launched on service. She immediately had to reduce speed in the heavy seas. Course was laid for Deal Bank Buoy and East Goodwin Lightvessel until Coxswain/Mechanic Bruce Brown could use his radar and echo sounder to navigate Kellet Gut. Within 15 minutes, however, the radar developed an intermittent fault and Dover Straits Coastguard was asked for radar plot information. Visibility was reduced to about quarter of a mile in horizontal driving rain and, as the lifeboat entered the gut at 2320, heavy confused seas were breaking over the boat making both navigation and handling extremely difficult.

Regular radar positions were passed by the Coastguard as Coxswain Brown worked north east along the southern shoal edge of Kellet Gut. With the echo sounder recording erratically in the violent movement of the boat, he found that he had to use at least two-thirds throttle to gain safe steerage way, but in only eight feet of water he took the boat south of the two wrecks until he sighted a large cargo vessel which appeared fast on the sands, head south.

Coxswain Brown steered along the



On March 20 in a strong west-south-westerly breeze, Newhaven's 44ft Waveney lifeboat Louis Marchesi of Round Table went to the help of the barge Dunord which, on passage from Lowestoft to Poole, was aground one mile west of Beachy Head with engine failure. On April 16 the lifeboat was again called out to Dunord, once more with engine failure; she had broken down two miles south west of Newhaven. On each occasion the lifeboat towed the barge into Newhaven Harbour. photograph by courtesy of 'Brighton Evening Argus'

west side of the vessel, thence east and north to come up under her stern to assess the situation. After the lifeboat had flashed her searchlight and fired a parachute flare crew members came to the rail of the casualty but no radio contact could be established.

The casualty had a list to starboard and was anchored. Heavy seas were breaking over her well decks from the weather side and running in on the lee side from both bow and stern, making the lee side an area of heavy broken water with waves building on top of each other in an unpredictable pattern. A pilot ladder was lowered from the starboard well deck forward and Coxswain Brown indicated that he would try to put a man aboard.

A first approach was made to check the relative heights of the vessels and the water movement alongside, after which the boat was taken astern before closing for a boarding attempt. Coxswain Brown found that by keeping one crew member as stern lookout he could hope to lie reasonably in between seas for a few seconds, and although this attempt failed because the lifeboat was too far from the ladder he again went astern and made a third approach.

Anxious lest the lifeboat be driven against the ship's side, Coxswain Brown approached on the back of a sea which was met by another from ahead, stopping the boat and allowing Second Coxswain Cyril Williams time to grab the ladder and be helped aboard. Cyril Williams and three ship's crew were immediately caught on deck by a heavy sea and washed into the port bulwark before gaining the safety of the bridge structure. Coxswain Brown drove the lifeboat ahead and circled the ship to lie astern.

Communication on VHF channel 16 was now established by Second Cox-

swain Williams on the ship's equipment and the Coastguard and lifeboat were advised that the 4,847 gross ton Greek cargo ship *Elmela* was laden, bound for Angola from Rotterdam, with a crew of 25. The master declined offers to order tugs or evacuate the crew; he said that the ship's main generator fault would be repaired shortly.

Since the tide was now ebbing below the level of the surrounding banks, sea conditions eased a little, although the wind was still gusting 60 knots. Coxswain Brown was having to stem the seas in the gut as he did not wish to go far from the casualty until the situation was clarified.

About 0330 it was agreed with the Coastguard and the honorary secretary of **Ramsgate** lifeboat station that Ramsgate lifeboat should launch to stand by so that Walmer lifeboat could return to station to refuel. Accordingly at 0405 Ramsgate's 44ft Waveney lifeboat *Ralph and Joy Swann* launched on service. She arrived on the scene at 0459 and after agreeing that *Elmela* was firmly settled until the next rising tide, Walmer lifeboat left for station at 0505. Coxswain/Mechanic Ronald Cannon of Ramsgate took soundings around the stern of *Elmela*—the forward area was now drying sand—to confirm his available sea room if needed, and then put Second Coxswain/Assistant Mechanic Derek Pegden and Crew Member Anthony Read aboard to help Second Coxswain Williams. Ramsgate lifeboat then lay in Kellet Gut in rapidly moderating conditions.

At 0610 Second Coxswain Williams reported that there was up to three feet of water in *Elmela's* No. 2 hold, with the ship's pumps just holding the flow, but half an hour later he asked for immediate close attendance of lifeboats following ominous sounds of the vessel

breaking up. The Coastguard scrambled the RAF helicopter from Manston. Walmer lifeboat turned back from a position near Deal Bank Buoy, but at 0700 she resumed her course to station after the master had assured Second Coxswain Williams that the noise was only cracking steam pipes. He reiterated his intention of keeping all crew aboard. Walmer lifeboat beached at 0715 and was refuelled, re-launching at 0845; only one crew change was made. *The Hampshire Rose* was back on the scene by 0911.

In rapidly moderating wind, now south force 4 to 5, and easing seas, the situation aboard the casualty was being organised by the three lifeboatmen, Crew Member Read, a Trinity House pilot launch coxswain, taking command of the bridge. A line was run from the ship's bow to Ramsgate lifeboat, lying off to the north east. At 0915 the vessel began to move on the rising tide and the delicate operation was started of turning her without allowing her to drop back astern on to the northern edge of Kellet Gut. The windlass was operating at single speed only and the anchor was got in slowly as the main engines were put slow ahead and Ramsgate lifeboat steamed to the north east.

By 0945 the casualty was clear of the shoal area and tanks were sounded. Then, escorted by Ramsgate lifeboat she made her way to Margate Roads, anchoring there at 1121 for a surveyor's inspection. Ramsgate lifeboat returned to station at 1215 and was refuelled and ready for service at 1241.

Walmer lifeboat had taken Second Coxswain Williams aboard again by 1000. She also returned to station, being refuelled and ready for service at 1230.

For this service framed letters of thanks signed by Major-General Farrant, chairman of the Institution, were sent to Coxswain/Mechanic Bruce Brown and Second Coxswain/Assistant Mechanic Cyril Williams of Walmer lifeboat. Letters of thanks signed by Captain Nigel Dixon, director, were sent to Second Coxswain/Assistant Mechanic Derek Pegden and Crew Member Anthony Read of Ramsgate.

Eastern Division

Storm launch

A CARGO VESSEL, *Gloriosa*, making for Kings Lynn was reported to the honorary secretary of Skegness lifeboat station by HM Coastguard at 1610 on Wednesday January 11, a day of exceptionally high tides and winds on the east coast of England. *Gloriosa* was in position 110° 1.5 miles from Roaring Middle Buoy making considerable leeway and her crew had asked to be taken off.

The 37ft Oakley relief lifeboat *Calouste Gulbenkian*, on temporary

duty at Skegness, was launched at 1640 into very rough seas. The northerly wind was storm force 10 and visibility was poor. The tide was half flood.

After she had driven six miles to sea, *Calouste Gulbenkian* was recalled as *Gloriosa* was successfully making Kings Lynn under her own power. So severe were conditions ashore, however, with flooding right over the promenade, that the lifeboat had to stand off for four hours before, at 2240, with the tide on the ebb, she could be safely beached. She was rehoused and ready for service at 0030.

For this service a letter of thanks to the crew and shore helpers, signed by Commander Bruce Cairns, chief of operations, was sent to F. N. Ball, station honorary secretary, Skegness.

South Eastern Division

Overdue

HAYLING ISLAND POLICE received a telephone call from a lady in Berkshire at 0330 on Tuesday January 3 to say that her husband and son had not returned from a fishing trip. They had set out from Northney Marina at 1030 and had been due back at Hayling Island by dusk. This information was passed to Hayling Island Coastguard who, at 0334, alerted the acting honorary secretary of Hayling Island inshore lifeboat station and requested that the ILB be launched to search the area.

Crew and shore helpers were immediately assembled. When they reached the boathouse it was found that a combination of tide and severe weather had created shingle banks of a size and gradient never before encountered by Hayling Island and it took eight people, including the honorary secretary, deputy launching authority and honorary treasurer, to launch the boat after three attempts. Despite the difficulties, the Atlantic 21 was launched within 20 minutes of the first intimation of the casualty from the Coastguard.

Because of the extreme cold, Helmsman Patrick Lamperd decided that the long overdue anglers might well be suffering from hypothermia and so he embarked the honorary medical adviser, Dr Richard Newman, as fourth crew member. It had been agreed between the Coastguard, honorary secretary and helmsman that it would be prudent to search the approaches to Chichester Harbour first, so course was set for Emsworth Channel.

It was one hour before high water and the wind was westerly near gale, force 7, with good visibility. There was a short sea in the harbour and it was extremely cold. The proposal to search the harbour approach in general and Emsworth Channel in particular proved sound as it was only some 11 minutes after leaving the station that a small white light was sighted on the

mud banks immediately south of Oar Rythe and some quarter of a mile from the Thorney Island shore. Using a spotlight it was quickly realised that the light seen was that of the 24ft cabin cruiser *Tomey Too*.

The casualty, hard and fast aground, was reached at 0410 without difficulty and the young boy aboard transferred to the ILB and wrapped up. After a determined effort to tow the cabin cruiser clear it was decided that she would have to be abandoned because the tide was falling and the weather deteriorating. *Tomey Too* was therefore anchored amid the mudbanks and her owner transferred to the Atlantic 21. By now a full force 8 gale was blowing from the west.

The main Emsworth Channel was eventually reached after several groundings but by 0545 the ILB had returned to station and father and son had been landed; they were given hot showers, warm drinks, dry clothing and transport by the honorary treasurer back to the marina where their own car was parked.

For this service framed letters of thanks signed by Major-General Ralph Farrant, chairman of the Institution, were sent to Helmsman Patrick Lamperd, Dr Richard J. Newman, honorary medical adviser, and Crew Members Frank S. Dunster and Brian Quinton. A letter of thanks signed by Captain Nigel Dixon, director, was sent to the launchers.

South Western Division

Storm search

IN REPORTING the service of the Padstow, St Ives and Clovelly lifeboats to the Danish coaster *Lady Kamilla* on December 24, 1977, in the summer issue of the journal, it was wrongly stated that Coxswain Antony Warnock was in command of Padstow lifeboat. In fact Coxswain Warnock was on leave that day and the lifeboat was under the command of Second Coxswain Trevor England.

Scotland North Division

Engine broken down

RED FLARES fired by a vessel about a mile south of Boddin Point, four miles south of the lifeboat station, were reported to the honorary secretary of Montrose by HM Coastguard at 1310 on Tuesday March 28.

There was a flooding tide, fair visibility and a strong breeze to near gale, force 6 to 7, blowing from the south east when at 1320 Montrose's 48ft 6in Solent lifeboat *Lady MacRobert* slipped her moorings and headed at full

continued on page 69



Pupils of Moelfre Community School played a delightful part, singing to the accompaniment of their own recorders.

Dedication . . .

Moelfre: H. L. C. Greig, chairman of H. Clarkson (Holdings) Ltd, strikes out the pin to launch the 37ft 6in Rother Horace Clarkson.



OFFSHORE—INSHORE

MOELFRE, JUNE 17

and

BROUGHTY FERRY,
JULY 17

BRILLIANT SUNSHINE and a fresh northerly wind building up white horses out at sea gave a sparkling day for the handing over ceremony and dedication of Moelfre's new 37ft 6in Rother lifeboat, *Horace Clarkson*, on Saturday, June 17. Guests met on the cliff top behind the boathouse, with many more wellwishers surrounding the little field.

Proceedings were opened by Sir Richard Williams-Bulkeley, Bt, HM Lord Lieutenant for Gwynedd and president of Anglesey branch, and the lifeboat was handed over to the RNLI

The dedication of Horace Clarkson by His Grace The Archbishop of Wales, The Most Reverend Gwilym Owen Williams. With him were Coxswain William Roberts (r.) and Motor Mechanic Evan Jones.

photographs by courtesy of 'North Wales Chronicle'



by H. L. C. Greig, cvo, chairman of H. Clarkson (Holdings) Ltd. Donated by this shipping and insurance company to commemorate its 125th anniversary, *Horace Clarkson* had been named by Mrs Renske Kemp at a ceremony at Littlehampton on June 18, 1977. The lifeboat is named after the founder of the company and now Mr Greig recalled how, when the firm first came into being in 1852, the young Horace Clark-

son had invited his friend Leon Benham to become his partner. Benham, described as 'shrewd but impecunious', was then living in Cardiff. Undaunted by the fact that he had no money to make the journey by rail or coach, he set out there and then on foot and walked to London.

The lifeboat was accepted by Raymond Cory, a vice-president of the Institution, who then gave her into the

Broughty Ferry (Dundee): Before the naming ceremony began a souvenir programme was presented to the Duke of Kent by Catherine Piggot (right), daughter of Crew Member Alastair Piggot. After the ceremony Coxswain John Jack and his crew took the Duke out in the 52ft Arun Spirit of Tayside.

photographs by courtesy of 'The Dundee Courier and Advertiser'



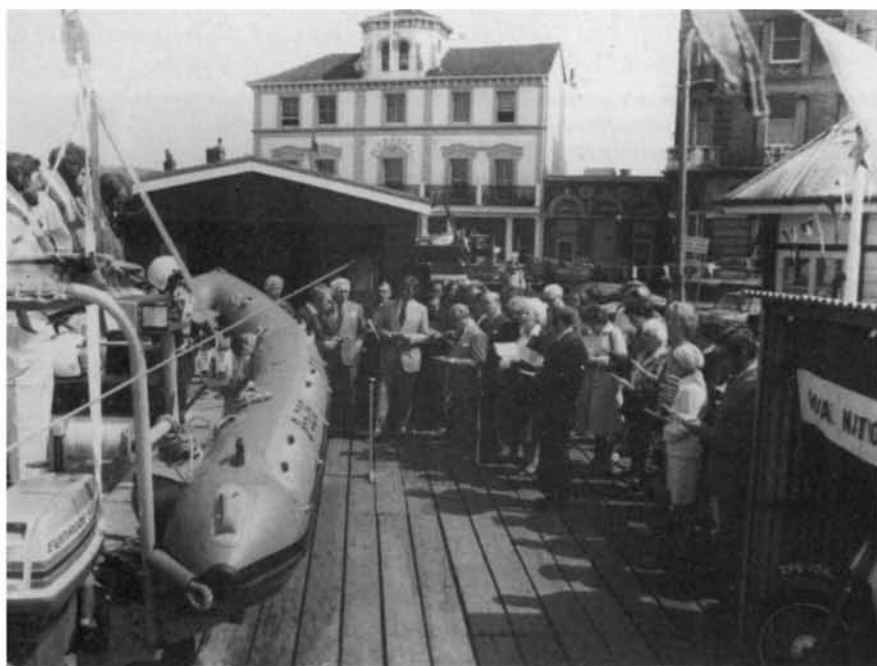


(Above) Staithe lifeboat station, renamed Staithe and Runswick, was re-opened when an Atlantic 21 ILB named Lord Brotherton after a former Lord Mayor of Leeds was dedicated by the Reverend R. W. Barnacle on June 17. The cost of the ILB together with her boathouse and launching equipment has been met from three sources: from the legacy of Mrs D. U. McGrigor Phillips, Lady Mayoress of the City of Leeds in 1913 in memory of Lord Brotherton, who was Lord Mayor in that year; the legacy of R. K. Talbot in memory of his wife Ida; and from the people of Leeds in their generous support of the Leeds lifeboat appeal which ran from 1975 to 1977. Staithe Fishermen's Choir took part in the service.



(Left) Whitby: At a ceremony of dedication on May 3, Miss Gwynaeth Milburn watches as Alan Marshall, branch chairman, pours champagne on a new D class ILB, the second lifeboat she has given to the station; Miss Milburn is also the donor of the offshore 44ft Waveney, The White Rose of Yorkshire. It is by the special wish of the crew that the ILB has been named Gwynaeth.

photograph by courtesy of Tindale's



care of Moelfre branch, on whose behalf she was accepted by Thomas Owens, station honorary secretary. During the service which followed, the Archbishop of Wales was escorted down to the boathouse by Coxswain William Roberts and Motor Mechanic Evan Jones, for the dedication of *Horace Clarkson*. She was launched by Mr Greig and, while afloat, an amplified radio link enabled the crowd to listen in to messages between the lifeboat and the helicopter with which she was exercising. A final message of

Harwich's new Atlantic 21, dedicated on Saturday May 27 by the Reverend J. Chelton, the branch padre, was provided by Dudley Hunt; Mr and Mrs R. Aitken, members of the family, were present. Also present were members of Harwich and Dovercourt Rotary club, which gave £1,450 towards the cost of the new boathouse, and Lady Norton, MBE, a member of the Committee of Management.

photograph by courtesy of Alfred H. Smith

Eastbourne: A new D class ILB has been donated by Downland Eastbourne Round Table and about 250 people, including the Mayor and Member of Parliament, were present at the handing over ceremony on Saturday July 1. Dick Barnhoorn (c.), immediate past chairman of Downland Eastbourne Round Table, presented a cheque for £2,100 to Leslie Lelliot, honorary treasurer of Eastbourne branch, while Cecil F. Baker, station honorary secretary, looked on. The first £600 was raised by a raft race down the River Ouse from Lewes to Newhaven and the rest by sheer hard work!

photograph by courtesy of Jack Nielsen



Lymington: Wing Cdr Alan Roxburgh (r.), station honorary secretary, and Herbert Rand (l.), branch vice-chairman, with Clare Francis who opened the station's new ILB boathouse on June 2, unveiling a plaque commemorating a gift from Saab (Great Britain) Ltd, which gave the RNLI a 99 Combi Coupe car for the second year running for a summer-long Southern District competition, and other donations; the overall cost of the boathouse was £12,000. Miss Francis, invited to become an honorary member of Lymington crew, was presented with an RNLI jersey. Framed pictures of Lymington's Atlantic 21 were presented to Charles Granger, representing Saab, and to representatives of the Surrey Foresters who donated Lymington ILB in 1974.

thanks and farewell from Coxswain Roberts sent everyone happily on their way to Moelfre Community School, for tea with the ladies' guild.

With music by Beaumaris Town Band, songs sung by young children from the school and hymns and an anthem sung by the male voice choir, Côr-y-Traeth, it had been a wonderful afternoon and a really happy village occasion.

* * *

On Monday, July 17 at Broughty Ferry Harbour, Dundee, HRH The Duke of Kent, president of the Institution, named the station's new 52ft Arun lifeboat *Spirit of Tayside* after what was a somewhat unusual handing over ceremony. The cost of the new lifeboat had been largely defrayed by a local appeal which raised the magnificent sum of £226,000. It was, therefore, Ian Low, president of Dundee branch, who handed over the boat to Sir Charles McGrigor, Bt, convener of the Scottish Lifeboat Council and a member of the Committee of Management, who then delivered her straight back again into the care of Dundee branch for use at Broughty Ferry station. She was accepted on behalf of the branch by the honorary secretary, Captain R. W. Forbes: *Spirit of Tayside* in name and in very truth.

A service of dedication was conducted by the Reverend Dr J. U. Cameron, minister of St Stephen's and West Church and the Reverend T. P. Robertson, minister of St James's Kirk, both of Broughty Ferry, after which the Duke, following in the footsteps of his mother, Princess Marina, came forward to name the lifeboat:

'It strengthens a family link,' the Duke told the 1,500 people gathered on the quay, 'in that the previous lifeboat, The Robert, was named by my late mother 17 years ago.'

Congratulating the branch, the Duke went on to say that, while many branches contributed towards their own boat, few successfully met almost the entire cost, as Broughty Ferry had done:

'It is a truly remarkable effort, and for Mr Low, your president, it is a considerable personal achievement. This exemplifies the way in which our lifeboat service unites and involves the whole community.'

'The voluntary spirit extends to helpers, organisers and thousands of supporters who make the whole operation possible and who work jointly with a single aim—to provide the very best for the incomparable lifeboat crewmen, with whom it is a point of pride that at any time they are ready to go out without regard to the risk of their own lives to save the lives of others.'

After he had performed the naming ceremony, the Duke of Kent stepped aboard *Spirit of Tayside* for a demonstration run to sea

* * *

In a ceremony on Wednesday July 26 closely linking Edinburgh with Kippford station branch a new D class ILB was handed over and a newly built boathouse opened.

The boat had been purchased with money raised by Edinburgh ladies' guild's charity shop 'The Lucky Dip' (see THE LIFEBOAT, Spring 1978). Since it first opened ten years ago the shop has raised £62,000 and its founder Mrs J. P. Patullo said that no one could have foreseen that the dilapidated butcher's shop they had taken over would grow into such a flourishing venture. W. F. G. Lord, a member of the Committee of Management and vice-convener of the Scottish Lifeboat Council, accepted the boat on behalf of the Institution and gave her into the care of Kippford station branch.

Lady Birsay, president of Edinburgh

ladies' guild, then cut the tape to open the new boathouse, for the building of which there had been considerable local help both in gifts of money and material and with the work itself.

* * *

An ILB to be carried on board Clovelly's 71ft Clyde class lifeboat *City of Bristol* was presented to the RNLI by the Ancient Order of Foresters Friendly Society to commemorate the Silver Jubilee of HM The Queen. The ILB was handed over by W. J. Mumford to Surgeon Captain F. W. Baskerville, a vice-president of the Institution, on the old lifeboat slipway at Clovelly on Sunday May 21. As well as representatives of the Ancient Order of Foresters and members of Clovelly crew, branch and ladies' guild, a large number of holidaymakers were there to watch both the ceremony and the demonstration launch which followed.

First day cover

Lerwick branch printed a first day cover envelope for the naming ceremony of *Soldian*, the station's new 52ft Arun class lifeboat, on September 12. These envelopes, including date mark and stamps, are available price 50p each from William Kay, c/o D. and G. Kay, Commercial Street, Lerwick.

Correction

The photograph of the dedication of Port Isaac ILB published in the summer issue of THE LIFEBOAT was, we regret, wrongly credited. It was taken by David Dawson and we thank him for lending it to us.

When you have finished with your copy of THE LIFEBOAT

PLEASE PASS IT ON . . .



Cdr Peter Roe, operations room officer, checks a position on the chart while Julie Maund (l.), assistant boat movements officer, receives a telephone message from a station honorary secretary and Margaret Pearce, operations room assistant, takes a radio message from a lifeboat on trials in Poole Harbour.

photographs by courtesy of Peter Hadfield

Central Operations/Information Room

RNLI HEADQUARTERS, POOLE

CALLERS TO THE CENTRAL OPERATIONS/INFORMATION ROOM ON the fourth floor of the RNLI's headquarters are frequent. During a typical morning, the chief of operations may wish to be given particulars of recent lifeboat passages, the trials officer will want details of the shipping forecast, the director's personal assistant needs to know where a divisional inspector

can be contacted and the computer section requires information about a new lifeboat going on station. The staff officer (communications) has, perhaps, an urgent message to be telexed to The Decca Navigator Company, the surveyor of machinery requests that passages on a relief lifeboat are arranged for two boat mechanics while the assistant public relations officer makes the first of two daily visits to check if there are lifeboat services to report to the press.

Visitors who are shown round head office always like to identify 'their' lifeboat station from the stateboard on the far wall which not only shows the deployment of lifeboat stations in each of the nine divisions throughout Great Britain and Ireland, but details of the class of lifeboat, her speed, launching requirements, whether she has a self-righting capability and if she carries radar or navigational aids.

Beneath the seemingly informal atmosphere, however, this room fulfils



Updating information on the stateboard. Movements of head office officials, divisional inspectors and other coast staff are kept readily available on pegboard (r.).

Staff Coxswain Billy Dent has called in to discuss a problem with Cdr Roe. A short telephone call to the department concerned soon resolves the query.



an especially important function. Manned by three people during office hours and by a duty officer at other times, here is collated all information relevant to the safe and efficient operation of the RNLI's fleet. Information which may be needed not only by staff in head office or on the coast, but by HM Coastguard and other search and rescue authorities.

Busy telephone lines may bring requests for stores—anything from the smallest spare part to a relief engine or inshore lifeboat. Requests are passed to the depot across the road where a 24-hour watch is maintained, enabling the stores to be despatched to the coast in the minimum of time.

Lifeboat services are reported daily by Coastguard Rescue Headquarters. Complicated services or ones that take place in gale force conditions, are immediately telexed to CO/IR by HM Coastguard. The message can be passed to the divisional inspectors, or alternatively, the situation can be monitored by CO/IR. A supply of charts and navigational publications covering the entire coastline enables the duty officer to plot an incident or casualty and follow its progress.

In very bad weather the work can become extremely urgent and of the greatest importance. Last Christmas Eve, Cdr Peter Gladwin, who was duty officer, was sleeping in the cabin across the corridor when he was summoned at 3 am by the Telex alarm. The Coastguard at Land's End reported that the Padstow and St Ives lifeboats had launched to the assistance of a Danish coaster off Trevose Head.

It was only the beginning of a day that was to result in seven lifeboats, from all areas, answering calls to distressed shipping as severe storms pounded the entire coast. Sadly, it was the day a lifeboatman was to lose his life when Kilmore lifeboat was twice capsized, and twice righted herself.

Cdr Gladwin was quickly able to contact the staff required to return to the office and take action in these circumstances. It was also possible to remain in close contact with the stations and to have necessary information readily available. Such a possibility had not existed before the setting up of the CO/IR two years ago, after the RNLI's transfer from London to Poole. The decision to set up the CO/IR was the outcome of considerable discussion by the Committee of Management following the loss of Fraserburgh lifeboat in 1970 and taking into account the changes which had been occurring in the pattern of lifeboat services, including their increased number, over the past decade. Operational control continues to be exercised locally by station honorary secretaries as launching authorities and the coxswains while at sea, but the Institution has a more comprehensive overall view of lifeboat operations on the coast and so the facility to help when needed. H.D.

Coastguard . . .

LT-CDR TIM FETHERSTON-DILKE, the new 'Chief', talks of the re-organisation taking place within Her Majesty's Coastguard, emphasising that its long-standing traditional relationship with the lifeboat service will go on into the future unchanged.

ON SEPTEMBER 1, 1978, a re-organisation of HM Coastguard came into effect designed, by taking advantage of modern communications, to make the best possible use of available experienced coastguard officers in the co-ordination of marine search and rescue around the coasts of the United Kingdom. It also takes into account the increasing international co-operation with neighbouring countries.

Six regions, shown on the map below, are to replace the existing 11 divisions. In each region there will be a Maritime Rescue Co-ordination Centre supported by Maritime Rescue Sub-Centres, of which there will be 22 in all. Thus, as at present, there will be 28 districts but greater concentration of experienced coastguards will progressively be built up at the regional and district centres while the necessary backing along the coast will be provided by auxiliary coastguards under the supervision of regular officers.

The re-organisation just started will necessarily be gradual and there will be consultation with local interests on the details and timing of changes. Inevitably it will take a long time for these changes to be fully implemented, possibly several years, and it is logical that they should be seen through by one man. So it was agreed that it would be sensible for Lt-Cdr John Douglas, OBE, who had been Chief Inspector of Coastguard since 1970 but who is nearing the age of 60, to make way for his successor now rather than at the expected time next year.

Lt-Cdr Tim Fetherston-Dilke, in the new post of Chief Coastguard, is taking over from a distinguished predecessor. Lt-Cdr Douglas's period of office was one of intensive modernisation and expansion in the role of HM Coastguard including much improved radio communication and the establishment of the Channel Navigation Information Service and the Brixham Training School. The advances he encouraged in the spheres of both technical equipment and professional skill laid down a strong basis for future development. He worked closely with the lifeboat service, and, happily, as he is taking up the new post of Regional Controller, West Scotland, the benefit of his experience will still be available to the rescue services.



Lt-Cdr Tim Fetherston-Dilke, the new Chief Coastguard.

Lt-Cdr Fetherston-Dilke, his successor, is already well known to lifeboat people along the coast from Kent to Lincolnshire because he has held the post of Inspector, Eastern Division, since he joined HM Coastguard in 1966. Talking to the editor of *THE LIFEBOAT* he explained the coming changes a little more fully:

'Perhaps I can summarise it by saying that the relationship between the Coastguard and the RNLI at all levels—headquarters to headquarters, and lifeboat station to the coastguard on the coast—is not going to change in any way. We are going to maintain these direct links. The coastguard under re-organisation is not disappearing from the coast and going in behind high brick walls at headquarters, although the presence of regulars is going to be diminished at some, relatively few, places while it is augmented elsewhere.

'The main object of the re-organisation is to make better use of our limited regular manpower and we are enabled to do that by the fact that we have now in progress the installation of a much more sophisticated communication system than we ever possessed before. That in turn means we can co-ordinate operations, perhaps involving lifeboats and helicopters and our own resources, from fewer centres than we have done in the past. Individual lifeboat stations may find that there is no difference at all in the way they work, or there may be the difference that, initially, they are talking with someone further away; probably during the progress of the operation, however, they will still be talking with their same well-known local voice.

'The working arrangement in the past has been that each lifeboat station had a coastguard launching station which, if you like, it regarded as its own and with which it had a close relationship. That launching station's main function was to be the link in establishing the need for a lifeboat launch and thereafter to keep the lifeboat authority on shore informed. Now, the initial alerting of lifeboat authorities and other rescue units is likely to come from one of the 28 rescue centres, which correspond basically with the 28 district headquarters already established. But, while initial communications during an operation will come from these centres, local coastguard resources can be alerted within minutes and both regular and auxiliary coastguards will be concerned in the co-ordination of inshore casualties as they are now. The local man will still be involved.

'With the centre forming the link, the local coastguard will be freed to be on the actual scene in his vehicle, working where necessary with, say, an inshore lifeboat or helicopter, and information to the lifeboat authority will be routed back through the centre.

'It is really no different from what other emergency services have had to do. Take ambulance control in a county. People in need of an ambulance are used to dialling 999; they have been answered from the control centre and the ambulance has appeared and any other services necessary have all congregated on the scene. What we shall be doing is similar to that.

'No lookout point is being closed or abolished, but the coverage provided by some lookouts, where there is no longer a need for it to be maintained on a 24-hour basis, will be reduced. Our experience during the past eight or nine years has been that the way we first hear that someone is in trouble has changed. The general public is taking greater interest in what is happening off the coast. We have now got to the encouraging situation where something like 95 per cent of all initial information about people in trouble at sea comes to us either from the general public, dialling 999, or by radio from craft already at sea. The information actually coming in from a coastguard's pair of eyes, whether he be regular or auxiliary, is under 5 per cent. Well, we obviously cannot afford to use highly trained staff—and we only have 600 regulars around the coast—just as pairs of eyes. We can use auxiliaries where necessary and we shall maintain



Coastguard continued

the same visual watch policy as we have done for the past five years: that is, keeping watch when we think there is a need for it; when the weather is bad or when, for instance, there is a lot of small craft activity off a particular bit of the coast.

'The advantage in the new system is that we can in fact produce a quicker response to an incident by having stronger staffs gathered in fewer places. It comes down to a question of how many pairs of hands a man has. Twelve years ago, when I joined, a coastguard officer was on his own. He would receive some emergency information, a 999 call or the sighting of a distress flare. Then he had to do everything in the first five minutes: that means lifting the telephone to ring the honorary secretary, lifting the telephone, perhaps, to ring the RAF, acquainting his superior officer, notifying the ambulance service. There is a limit to what one man can do. He did get through what had to be done but it took that much longer. By augmenting the actual watchkeeping levels, so that two men are brought together at a centre instead of two men each being on their own, you get the actions going on simultaneously.

'At a higher level, for major incidents we have always been very thin on manpower because officers in charge of the districts and inspectors in charge of the division were scattered all the way round and no man can be available for 24 hours a day. By concentrating their efforts, if there is a major incident at any time which requires more expertise, a senior officer will be available.'

Lt-Cdr Fetherston-Dilke has behind him the experience of twelve years on the coast and he described the work of a coastguard inspector as 'a good, broad mix'. An inspector is in charge of the coastguard service for his particular stretch of the coast and, equally, is responsible for the efficiency of search and rescue co-ordination for the sea off that coast. With something like 60 regular officers and 500 to 600 auxiliaries in a typical division, much of an inspector's time is absorbed in sheer administration and in the supervision of training. He is concerned with the care of premises and equipment and also

with public relations work and liaison with the representatives of a wide range of other bodies. The coastguard inspector works closely with the divisional inspector of lifeboats for his area; then there are other water safety organisations; the Post Office (a vital link of the search and rescue chain); and representatives of search and rescue authorities along the opposing European coast:

'Fairly recently,' said Lt-Cdr Fetherston-Dilke, 'international co-operation has been increasing apace. In the past there was not much cross-fertilisation of ideas between the two sides. We had dealings with each other, of course, but usually it was the coast radio stations which acted as the link and it did not have the direct touch. Now we have both Telex and direct telephone dialling links with our opposite number in virtually all the countries—certainly from Norway down to France. I have had the opportunity of meeting search and rescue officials in Denmark, Germany and Holland, and my colleagues on the south coast in their turn have their links with the French.

'The Coastguard is also associated with NATO for the military side of search and rescue, and that embraces other countries such as Iceland. Once a year we have been participating in NATO search and rescue exercises well out at sea—perhaps 150 miles out in the North Sea—and that again has enhanced our links with the continental countries. The North Sea isn't all that big, in fact. With the rescue resources stretched round it, even if you are 150 miles out a rescue helicopter from one of the bordering countries can reach you in really a very short time. We have, for instance, had numerous occasions when Norwegian helicopters have come over into what might be called the British side of the North Sea to take off sick men from fishing vessels and the like because they happened to be available at the time. There is a very close relationship developing.'

Should there be an oil spillage such as occurred when *Eleni V* was wrecked off the coast of East Anglia, in Lt-Cdr Fetherston-Dilke's area, the local coastguards will be acting as communicators and plotters for their colleagues in the Department of Trade who are responsible for anti-pollution measures. In fact, *Eleni V* occupied Lt-Cdr Fetherston-Dilke for 30 days. 'That,' he commented, 'was the month of May written off!' He was also in close liaison with the French authorities at Cherbourg during the *Amoco Cadiz* operation.

On the operational side, the coastguard inspector has to ensure that the right steps are taken in every incident. In a typical year that means studying perhaps 650 to 700 reports to check that all went well or to see if there are any lessons to be learnt. Lt-Cdr Fetherston-Dilke has himself been involved in a number rescue services:

'Actually being present is very different from reading a report of an incident afterwards,' he said. 'No written report

can convey the sense of urgency or a full appreciation of the problems. Perhaps you are trying to get hold of someone and he isn't in. Or you cannot get a response from a ship with which you were in communication five minutes ago. There is bound to be tension if somebody is in trouble at sea; you have got the resources going, whether it be a lifeboat or another ship or a helicopter, but you don't know for certain whether they are going to get there in time and there is nothing more at that particular moment that you can do about it. But that is the situation which is faced, not by inspectors, but by the average coastguard officer at any time.

'One thing I have learnt is that the casualty which starts off looking relatively simple is the one which can so easily turn into a difficult situation; while, very often, the one which looks a tough nut to crack miraculously solves itself with no difficulty at all.'

Communications, Lt-Cdr Fetherston-Dilke, emphasised, is one field that can make or break the success of a rescue. It was of the greatest importance that people should communicate correctly, speak the same radio language and thus get the information through, regardless of race—or even dialect! The Coastguard, he said, had gone to great pains to improve its RT practice and procedure and there had certainly been an equally matched improvement in RNLI crews.

Lt-Cdr Fetherston-Dilke has found that coastguards are accepted throughout the community 'from the bishop to the bait digger' as helpful government officials who are there to give assistance rather than to be law enforcers, and he is convinced that the goodwill and friendship engendered by this image is of the greatest importance in their work among seafaring people.

'That does not mean,' he added, 'that we should not discourage unwise or ignorant people who put the rescue services and lifeboat crews themselves at risk. Nevertheless, I think a great deal would be lost were we to become a law enforcing organisation.'

The new Chief Coastguard is going to miss the day-to-day contact he had as an inspector, both with coastguard auxiliaries and rescue companies and with lifeboat crew. 'They are,' he said, 'the salt of the earth.' Very often these volunteers would also be fishermen:

'Then one got the benefit of hearing the other person's point of view. I have had many a chat on the beach with an Aldeburgh fisherman, also a coastguard, who was more or less giving me two points of view at the same time!'

Although he will see less of old friends in East Anglia, Lt-Cdr Fetherston-Dilke is looking forward to the time when, as present administrative demands slacken, he will have the opportunity of meeting coastguards and lifeboatmen in other parts of the country. In the meantime he can be sure that the good wishes of lifeboat people go with him as he embarks on his tasks.

Visitors from Holland

ON HOLIDAY in England last June, Nicholas Oldenburg, coxswain of Ijmuiden lifeboat, visited Cromer lifeboat station and was taken out on exercise in *Ruby and Arthur Reed* by Coxswain Richard Davies. Coxswain Oldenburg's lifeboat lies afloat and this was the first time he had experienced a slipway launch: 'Fantastic!' he said.

Coxswain Oldenburg with his brother Gerard and their wives had been staying with Eric and Fred Grice of Stapleford who had been rescued by Ijmuiden lifeboat last year when their yacht lost her rudder. On that occasion Mr and Mrs Grice had been entertained by Mr and Mrs Oldenburg.

ANNUAL GENERAL MEETING

and presentation of awards

ROYAL FESTIVAL HALL, TUESDAY MAY 16

TRIUMPH IN THE FACE OF A MOST TESTING WINTER

'GOOD MORNING, AND WELCOME . . .' The annual general meeting of governors of the RNLI, held this year for the first time in the Purcell Room of the Royal Festival Hall, was under way. Major-General Ralph Farrant, chairman of the Committee of Management, in presenting his report to the governors drew together the threads of a year which could be remembered with justifiable pride and satisfaction both by our lifeboat crew members, who had rescued 1,134 people from death at sea, and by our voluntary workers who had done so much to help achieve a record income of £6,738,831. With such encouragement, the chairman could set the financial target necessary for the coming year in the confidence that lifeboat people would once again rise to the occasion: £8½ million would be needed to run the service in 1978.

Looking back on 1977 General Farrant recalled a year that had been both eventful and exciting:

'I say exciting because of our participation in many major events during Her Majesty the Queen's Silver Jubilee Year, culminating in the Royal Naming Ceremony at Hartlepool. Regarding eventfulness, it will come as no surprise to anyone who spent any length of time on almost any part of our coastline during the past winter to learn that the demands on our crews have been exceptionally heavy.'

'This afternoon those who attend the presentation of awards will hear detailed accounts of some of the acts of outstanding bravery and steadfastness. It is in these, and in the other services rendered amounting to more than 2,700 which have not led to the making of awards, that the justification is to be found of all that we are doing. We are gathered here today to review the means we provide to enable our brave volunteer crews to carry out our objective of saving life at sea.'

'As chairman of your Committee of Management it is my duty to render an account of our stewardship, and particularly of our financial management, and today I am in the happy position of being able to give some encouraging news.'

General Farrant reminded the governors that at the beginning of the 1970s it had been decided to embark on an extensive new boat-building programme with the object of producing a self-righting fleet by 1980. The decision was described at the time as an act of faith which could now be seen to have been fully justified. As a result of inflation, however, this act of faith had been running the Institution's financial reserves dangerously low and a tem-

porary slowing down of the boat-building programme became necessary while an attempt was made to build up reserves by practising strictest economy and also by strenuously seeking new money. It was only a pause, not a cessation of building and in fact six new lifeboats went into service in 1977. The chairman continued:

'At the end of 1976 the RNLI's free reserves represented only 13 weeks' expenditure at the current level. This was still disturbingly low. I am happy to be able to report that at the end of 1977 the free reserves amounted to 19 weeks' expenditure. Though this marked increase is partly due to delays in deliveries of equipment ordered, the amount of additional funds raised is most encouraging; in fact, it has encouraged the Committee of Management sufficiently for us to have taken the decision to step up planned expenditure on boat building in 1978. This, I think, is the most important news I have to convey to you today.'

Turning to some of the ways in which the money had been raised, General Farrant spoke of the great contribution made by branches and guilds; of the encouraging response to the Shoreline appeal for new members which had resulted in new subscriptions amounting to £90,000, making a total income for Shoreline of £228,000 in 1977; and of the development in the work of the trading company which had shown a net profit of some £58,000 in the year.

'However,' the General added, 'our financial stability remains largely dependent on legacies, and it is gratifying to know that more and more people are considering the RNLI when contemplating what charitable bequests they could make. This does not happen by accident. It is the consequence of the good will which is felt towards the lifeboat service throughout Great Britain and Ireland. This good will is engendered in a wide variety of ways and by large numbers of people, the great majority of whom work voluntarily for the Institution.'

Extra support was being sought from old friends and from new, and encouraging help in one form or another was coming in from such spheres of industry and commerce as shipping and oil companies. Help was coming from overseas, too: from the United States citizens who have pledged themselves to raise funds for a new lifeboat; and from a group of Belgians who have not only become Shoreline members but have also formed a Belgian branch.

Turning to the economies that had been practised, General Farrant said that it was inevitable that the burden of some of these should fall to a considerable extent on the permanent staff:

'We have a small staff for running what is in fact a major operational service. Their devotion to duty is something which can easily be taken for granted, but it would be wrong to do so. The pay of our staff generally has slipped too far behind the national average; and, although in the past year we have done our best, within the guidelines laid down by the Government, to improve it, there is still some way to go. No one joins the lifeboat service to become rich, but it is only right that those who give their services on a full-time basis, in whatever capacity, should be adequately paid; especially so because of the devotion to duty that they all show.'

Returning to his earlier remark that the intention to try to have a virtually self-righting fleet by 1980 was an act of faith, General Farrant continued.

'In fact, in a sense, however carefully we manage our affairs, our whole economy rests on faith. So much depends on public good will, so vulnerable are we to a sudden drop in any source of funds—for instance in legacies—that we must always go on pressing for more and more money. Nevertheless, I believe the financial policy which your Committee has maintained over the years and which we have shown can be successful in practice of continuing to rely on voluntary donation is the right one.'

'I feel confident that our faith in continuing to plan to provide our volunteer crews with the best modern boats and equipment that they need and deserve will prove to be justified in the future as it has in the past.'

'To illustrate the importance of adhering to this policy of providing the best, I would conclude by referring to a sad event which occurred towards the end of last year. On Christmas Eve Kilmore lifeboat put out following a report that distress signals had been seen. In appalling conditions the lifeboat was capsized twice by heavy breaking seas. Twice she righted herself and the engines were started immediately, but although the bulk of the crew who had been washed overboard on the second occasion were recovered safely, one man lost his life.'

'That the loss of life was not greater was due in great part to the courage, skill and determination of the coxswain and crew, but there was another important factor. The lifeboat was one of the 37ft self-righting Oakley class. The first of these lifeboats came into service just 20 years ago. At the time of the capsizing at Kilmore these boats had been launched over 1,750 times and had saved

nearly 1,000 lives. Indeed, on that same Christmas Eve a similar Oakley boat at St Ives, having been hove over beyond 90 degrees by a rogue sea, came upright at once and was able to continue on her service. I believe and I hope you will agree that our boat-building programme to press ahead with the construction of new self-righting lifeboats is clearly shown to be on the right lines by these two important pieces of evidence, namely, immediate self-righting if capsized and yet excellent stability against capsizing.'

Coming to the annual accounts for 1977 (summarised below), General Farrant made the following comments:

'The balance sheet shows that the improved liquidity of the Institution at the year end derives from three main sources: firstly, the surplus for the year of £437,000, which was caused largely by the late delivery of capital items of equipment; secondly unrealised appreciation of our investments of £479,000 together with realised profits of £54,000; and thirdly, the increase in restricted funds held for future purposes.'

'The income and expenditure account shows an increase of 12 per cent in new income which matches the national rate of inflation last year. Capital expenditure has been reduced by 3 per cent, reflecting the pause in the boat-building programme, while other expenditure was contained within a 9 per cent rise. The proportion spent on operational matters has risen slightly while that spent on other activities has remained unchanged overall although variations in detailed allocations have been necessary here and there.'

The adoption of the report and accounts without further discussion was followed by the election of members of the Committee of Management. The names of those nominated had been displayed in accordance with the bye-laws of the Institution both in the Poole headquarters and in the London office. The list of ladies, noblemen and gentlemen were now read out by Captain Nigel Dixon, director of the Institution, and they were declared elected.

A proposition arising from discussions by the Fund Raising Committee, a special working party and the Committee of Management that the subscription rates for governors should be raised from January 1, 1979, provoked considerable discussion. The rates suggested were either one sum of £150 or upwards for life governors or annual payment of £15 or upwards. Some governors thought the increase of the annual rate over modest in view of the fact that it is eight years since the rates were last reviewed, while others were afraid that the size of the increase might discourage potential governors—one speaker pointing out that many governors were also fund raisers and made other contributions both direct and indirect. In the end, however, there was overwhelming support for the rates as proposed.

Discussion then turned to the precise wording of the bye-law and the follow-

ing amended proposal, suggested by P. R. Threlfall and seconded by Captain John Leworthy, was carried unanimously:

'The governors of the Institution shall consist of the persons who at January 1, 1979, shall already be life governors or who thereafter shall have subscribed to the funds either one sum of £150 or upwards, or by an annual payment of £15 or upwards, and of such other persons as shall be elected to be governors by a general meeting, as having rendered essential service to the Institution, and shall be entitled to vote at all general meetings.'

During 'any other business,' Captain Watkin of Ramsey, Isle of Man, made a request that the Committee of Management consider publicising in yacht clubs and harbour masters' offices that the Institution is a voluntary organisation and that yachtsmen should not put coxswains into the position of having to make intolerable decisions by refusing to abandon their boats when in trouble. Captain Watkin expressed these views very strongly and stated that the Institution's aim is to save lives and not boats. The chairman replied that these sentiments were the same as those of the Committee of Management, and that the Public Relations Committee dealt with this kind of problem. He also said that an article stating the case very well had been published recently in one of the yachting journals. It was pointed out from the floor that the Royal Yachting Association devotes a great deal of publicity to warning people of the dangers of going on the water unprepared and the chairman confirmed that the RNLI works closely with the RYA.

* * *

After a break for lunch, the governors assembled once again, but this time in the Royal Festival Hall together with representatives from stations, branches and guilds and many other

friends of the lifeboat service for the presentation of awards. This year there was a break with tradition in that it was not possible for the Band of the Royal Marines to be present, but music was provided by Ralph Downes, CBE, organist-curator of the Royal Festival Hall, and Pipe Major D. P. Black. Welcoming all those in the crowded hall, General Farant said:

'We have lately come to the end—that is to say I hope we have come to the end—of one of the most testing winters which the lifeboat service has experienced in recent years. Even as early as November the north west coast of England in particular was struck by gales of exceptional violence. Our inshore lifeboat house at Fleetwood was destroyed and the launching tractor was found buried in the beach. Two months later in January it was the east coast of England which suffered worst. At one time no fewer than seven offshore stations were out of action because of damage to shore installations. We were indeed lucky to save the Margate lifeboat when the pier was wrecked and the boathouse and slipway were left isolated.'

Between these two periods, continued the General, an even greater loss had been suffered, and he invited everyone present to stand and observe a moment's silence as a tribute to the late Fintan Sinnott who lost his life when, on Christmas Eve, Kilmore lifeboat had been capsized and had righted herself twice on service.

Resuming his speech after this silent tribute, General Farrant said that although the RNLI had come through a winter suffering material damage involving, in consequence, considerable extra financial costs, as a service it had come through this winter, and indeed the whole of the past year, triumphantly:

'The operational record has been a memorable one with no fewer than 1,134 lives saved by our offshore and inshore lifeboats. During the year lifeboats were launched on service 2,751 times and of these nearly 250 were carried out in gale conditions over force 7 and over 900 in partial darkness or at night. You will shortly be hearing details of a few of the lifesaving services, and I think you will conclude—and conclude rightly—from them that it was only the quality of the boats and of the men who manned them which prevented us from suffering further losses during the past winter.'

The achievements of the crews had, the General continued, been truly matched by the achievements of the voluntary fund-raisers and he thanked all of them with equal warmth:

'The great strength of the lifeboat services lies in the fact that its activities are so widespread and extend to all parts of Britain and Ireland. No centralised fund-raising organisation could ever be a substitute for our voluntary branch and guild system, and we know that whenever some extra pressure has to be put upon them, these branches and guilds always do their best to respond accordingly.'

Summary of Accounts 1977

	£000s
Income	
General Purpose Legacies ...	2,984
Subscriptions and donations ..	2,617
Contribution from Funds for Restricted Purposes	709
Investment Income	258
Trading Income	171
	6,739
	6,739
Expenditure	
Life-boat service—	
Recurrent costs	3,467
Capital costs	1,211
Life-boat support—	
Fund Raising and Publicity .	1,134
Administration	489
Other costs	1
	6,302
	6,302
Balance transferred to General Fund	437
	437

General Farrant then spoke of the gratifying responses that had been made to a number of special appeals, thanking in particular the National Federation of Round Tables and the Civil Service and Post Office Lifeboat Fund and remembering the many successful local appeals. He also mentioned the support coming from America and also from Belgium:

'All this activity reflects the standing which the RNLI enjoys in the nation's, and indeed in the world's, regard, and it was in recognition of this standing throughout the United Kingdom that the RNLI participated so prominently in the celebrations of the Silver Jubilee of Her Majesty the Queen. For our part, we are deeply indebted to Her Majesty for sparing the time, in the course of a year of such exacting demands, to name the new lifeboat at Hartlepool which had been provided by the efforts of the Scout Association. This was the first occasion on which the reigning sovereign had named a lifeboat at the boat's own station.'

Speaking of the boat-building programme, the General said:

'Not only are we continuing to build our Aruns, Waveneys, Rothers and Atlantics, but for the longer term, we are considering in detail plans for the development of a new, fast boat to be launched from a slipway, and other new forms of design as well.'

The financial demands of the service, the General continued, are large and would inevitably continue to grow:

'I do not wish to alarm you but I would be neglecting my duty if I failed to mention that this year we shall be looking to raise something in the order of £8½ million. This may seem a daunting task, but I have served long enough on the Committee of Management of the RNLI and as its chairman to hope and believe that no task can be too daunting, nor challenge too great for the supporters of a service which incorporates so much of what is best in this country. I don't want you to give yourselves heart attacks, or nervous breakdowns but just ask you to keep on doing better than you have ever done before—and you always do.'

Coming to the end of his opening speech, General Farrant introduced the guest speaker:

'This is someone who is also undaunted in the face of difficulties and dangers, Miss Clare Francis, who to all those who know anything about sailing and the sea needs no further introduction. We are delighted and privileged to have her as our speaker today.'

Clare Francis had only arrived back in this country a few weeks before, on Easter Saturday, after skipping the 64ft LOA ketch *ADC Accutrac* in the Whitbread Round-the-World Race (a review of *Cape Horn to Port*, the official account of the race, appears on page 66). The fleet of 15 yachts had set out from Portsmouth the previous August and at the end of March had completed the four legs of a race which had taken them to Cape Town, round the Cape of Good Hope to Auckland,



Miss Clare Francis, MBE, guest speaker at the presentation of awards meeting, ended her speech by making a surprise presentation of her own. On behalf of the whole crew of ADC Accutrac, the yacht which she skippered in the Whitbread Round-the-World Race, she gave to Major-General Farrant, CB, chairman of the Institution, an historic bottle of champagne which had been carried twice round Cape Horn: first by Gipsy Moth IV and then in ADC Accutrac. It will be used to raise funds for the lifeboat service.

through the Southern Ocean on a leg for which the sailing instructions just read 'from the starting line to Rio de Janeiro leaving A Buoy to starboard and Cape Horn to port', and from Rio back to Portsmouth; a tremendous voyage during which the yachts had been driven on through many gales and storms. Despite that, Miss Francis declared that some of the lifeboat services for which the medals for gallantry were awarded made the round-the-world race seem tame!

Yachtsmen setting out on such a race, Miss Francis continued, know that they must rely on themselves and they make provision accordingly. They have to be independent. After all, she said, there is not a lifeboat on Cape Horn yet! But regardless of the most careful preparation, the unforeseen could happen. Towards the end of the third leg of the race a crew member was seriously injured when, in winds approaching hurricane force, a huge wave from abeam crashed down on one of the smaller yachts, throwing her on her side. Although messages were sent and every effort made, it was not possible for help to get to her and it was several days before she made Rio Grande, the nearest port some 400 miles away. Fortunately, after a day or two a French yacht with a doctor in her crew was able to rendezvous with the smitten boat. The swell still running made it impracticable for either the injured man or the doctor to be transferred by rubber dinghy, but, undeterred, Dr Jean Louis Sabarly jumped into the sea and swam through the waves to be hoisted aboard to take care of his patient.

Incidents of that sort, Miss Francis said, made seamen appreciate how fortunate they were when sailing in British

and European waters where help is never far away. She herself had received a blow on the head as her yacht ran before a strong gale approaching the end of the last leg: *ADC Accutrac* was, she maintained, the only boat to finish whose helmsman saw two lines!

To the delight of the audience Miss Francis first told them that her husband, Jacques Redon, was hoping to join the crew of Lymington ILB and then made a surprise presentation on behalf of the whole crew of *ADC Accutrac*, the only boat which in fact completed the whole round-the-world race with the same crew on each of the four legs. It was an historic bottle of champagne which had been presented to Sir Francis Chichester in Sydney on January 29, 1967, and which had voyaged with him in *Gipsy Moth IV* round the Horn. After he arrived at Plymouth on May 28, 1967, the champagne was auctioned at Bonhams and bought by Bonhams. It was given subsequently to the crew of *ADC Accutrac* who had taken it round the world again. Now it had been given to Major-General Farrant for the benefit of the lifeboat service and will be used for fund raising.

Coming to the end of her speech, Miss Clare Francis moved the time-honoured resolution:

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

General Farrant then presented the awards for gallantry. Sadly, Coxswain Horace Pengilly of Sennen Cove had died since the service for which he was awarded the silver medal; the presentation was, therefore, made to his widow, Mrs Dorothy Pengilly.

Coxswain Eric Pengilly, Sennen Cove: silver medal

On November 16, 1977, Sennen Cove lifeboat *Diana White* was launched into 'maelstrom' conditions to search for the motor vessel *Union Crystal* which was listing and in difficulties. The lifeboat searched for nearly six hours in a north-westerly storm and very heavy seas. *Union Crystal* sank and the only survivor was picked up by helicopter.

Coxswain Matthew Lethbridge, BEM, St Mary's, Isles of Scilly: second bar to his silver medal

On February 13, 1977, St Mary's lifeboat *Guy and Clare Hunter* attempted to rescue the crew of the French trawler *Enfant de Bretagne* in a fresh south-westerly wind and a very heavy



The Medallists: (l. to r.) Matt Lethbridge, BEM, Antony Warnock, Trevor England, David Bliss, Thomas Cocking, Senior, Thomas Walsh, Mrs Dorothy Pengilly who received the medal awarded to the late Eric Pengilly, John Devereux, John Petit, Bruce Brown, John Marjoram, William Jones, Arthur West and George Dyer.

swell. The search for survivors was carried out in hazardous conditions among rocks, many of which are uncharted.

Coxswain Antony Warnock, Padstow: silver medal

Second Coxswain Trevor England, Padstow: silver medal

On July 17, 1977, Padstow lifeboat *James and Catherine Macfarlane* saved the yacht *Calcutta Princess*, her crew of two and a dog in a west-south-westerly gale and heavy confused seas. The lifeboat had to be manoeuvred between the yacht and rocks, some of which are submerged, in order to pass a tow.

Helmsman David Bliss, St Agnes: silver medal

On July 17, 1977, St Agnes ILB *Blue Peter IV* rescued a man trapped in a narrow cove at the base of 150 feet overhanging cliffs. The ILB, being swamped continually by breaking waves, was driven through dangerous surf and over rocks just below the surface.

Coxswain Thomas Cocking, Senior, St Ives: silver medal

On December 24, 1977, St Ives lifeboat *Frank Penfold Marshall* launched in a west-south-westerly storm and very heavy seas to search for the motor vessel *Lady Kamilla* reported in distress. The lifeboat, which was at sea for nearly seven hours in the very severe weather, was rolled over to nearly 90 degrees by a breaking wave estimated to be 30 to 35 feet high which appeared to starboard as 'a wall of water'.

Coxswain Thomas Walsh, Kilmore: silver medal

Acting Motor Mechanic John Devereux, Kilmore: bronze medal

On December 24, 1977, Kilmore lifeboat *Lady Murphy* was capsized twice in a strong west-south-westerly gale and a very heavy breaking sea while investigating a report of red flares. The coxswain and acting motor

mechanic, helped by other crew members, rescued one crew member who was washed out of the lifeboat during the first capsize and three of the four crew members who were washed out of the lifeboat during the second capsize.

Coxswain John Petit, St Peter Port, Channel Islands: silver medal

On February 1, 1978, the relief lifeboat *The John Gellatly Hyndman*, on temporary duty at St Peter Port, rescued two men from the oil rig *Orion* which was driven aground at night in west-north-westerly gales. One man was taken off a scrambling net and the other rescued from the sea when he fell from the net. The lifeboat then stood by the rig for over three hours while helicopters lifted off 25 men.

Coxswain/Mechanic Bruce Brown, Walmer: bronze medal

On August 4, 1977, the relief lifeboat *Beryl Tollemache* on temporary duty at Walmer, rescued the crew of four of the cabin cruiser *Shark* and saved the second coxswain of the lifeboat who became trapped by the leg on board the casualty. The coxswain boarded the cabin cruiser and, using great physical strength, pulled his second coxswain free only moments before the casualty sank.

Helmsman John Marjoram, Aldeburgh: bronze medal

On August 17, 1977, Aldeburgh ILB rescued a young boy from the yacht *Spreety* in an easterly gale and a rough sea. The ILB was launched in very difficult conditions despite being completely filled by breaking seas and took the boy off the yacht which was later towed into the River Ore, with her single-handed skipper on board, by Aldeburgh lifeboat.

Coxswain William Jones, Holyhead: bar to his bronze medal

On September 4, 1977, the relief lifeboat *Thomas Forehead and Mary Rowse* on temporary duty at Holyhead, saved the yacht *Gika* and one of her crew in a south-westerly gale and a

very rough sea. The lifeboat, being pounded heavily, after two attempts managed to come alongside the casualty and take off her sole occupant; the other crew member had been taken off by helicopter. The yacht was then towed to Holyhead in arduous conditions.

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

On November 11, 1977, St Peter Port lifeboat *William Arnold* saved the four crew of the French yacht *Canopus* in a strong west-south-westerly gale. The yacht was close to the shore and very heavy seas made it extremely difficult to bring the lifeboat alongside the yacht to take off the occupants. Four separate approaches had to be made and the boats could be held together for only seconds each time.

Coxswain Arthur West, Falmouth: bronze medal

On November 28, 1977, the relief lifeboat *Rotary Service* at Falmouth landed six men from the jack-up barge *Mer d'Iroise* which was pitching and rolling heavily in gale force winds and rough seas. The decks of the barge were awash and her four legs projected 40 feet below and 70 feet above the surface. The lifeboat was held alongside the casualty and the crew told the survivors the exact moment to jump.

Coxswain George Dyer, Torbay: bronze medal

On February 19, 1978, Torbay lifeboat *Edward Bridges (Civil Service and Post Office No. 37)* saved three men from the pilot cutter *Leslie H* in storm force east-south-easterly winds. While towing the cutter the lifeboat was knocked down by a huge wave and a lifeboatman was washed overboard. The coxswain flicked a rope to him and with the help of two of his crew hauled him back on board the lifeboat.

Since the last presentation of awards meeting the Committee of Management had awarded four honorary life governorships, three bars to the gold badge and 12 gold badges to honorary workers for long and distinguished service. Fourteen of the recipients were at the Festival hall to receive their awards, which were presented by General Farrant:

Honorary Life Governor

Mrs W. L. Else, MBE JP
Honorary secretary of St Helens ladies' guild from 1942 to 1952 and chairman since 1952; awarded statuette (joint) in 1952, gold badge in 1967 and bar to gold badge in 1972.

J. E. Roberts, MBE JP (retd.)
Honorary secretary of Porthdinllaen station branch since 1937; awarded binoculars in 1949, gold badge in 1964 and bar to gold badge in 1973.

Bar to Gold Badge

Mrs B. A. Golby
Honorary secretary of Kenilworth branch since 1949; awarded silver

badge in 1960 and gold badge in 1969.

Mrs J. M. Lucas

Honorary organiser from 1947 and honorary secretary of Barking branch since 1949; awarded silver badge in 1960 and gold badge in 1971.

Gold Badge

C. J. Morehouse

Committee member of Southend branch since 1940 and chairman since 1952.

Mrs A. C. R. Scorgie

President of Dumfries' ladies' guild since 1952; awarded silver badge in 1963.

Mrs J. L. Williams

Honorary secretary of Llanidloes branch since 1955; awarded silver badge in 1966.

Mrs J. Daryl Neal

Honorary secretary of Blackburn branch for three years; a member and collector for Hoylake ladies' guild for over 30 years and president since 1967; chairman of Liverpool and District ladies' guild since 1975; awarded silver badge in 1959.

Mrs F. W. Radcliffe

Joint Honorary secretary of Stalybridge ladies' guild from 1936 to 1948,

a committee member from 1948 to 1956, honorary treasurer from 1956 to 1967 and honorary secretary from 1967; awarded silver badge in 1964.

Mrs G. H. A. Haynes

Committee member of Stanmore branch since 1948; awarded silver badge in 1966.

Mrs L. Cobb

Chairman of Broadstairs ladies' guild since 1972; awarded silver badge in 1966.

N. O. Mabe

Honorary secretary of Fishguard station branch from 1953; awarded binoculars in 1964.

Mrs H. Mackenzie-Gillanders

Committee member of Dingwall ladies' guild and vice-president since 1964.

A. A. Gammon

Honorary secretary of Stafford branch from 1953 and chairman from 1975; awarded silver badge in 1968.

An honorary life governorship was also awarded to the late Ex-Provost A. P. MacGrory, MBE, honorary secretary of Campbelltown station branch from 1934 to 1969 and chairman from 1969 to 1976, and to Mrs A. A. Ritchie, presi-

dent of Ramsey ladies' guild and donor of two lifeboats, one at Ramsey, carrying out the wish of her late husband, Mr J. B. Ritchie, and the other at Port St Mary; a bar to the gold badge was awarded to G. S. Storm, honorary secretary and treasurer of Nairn branch since 1937; and gold badges were awarded to Miss D. North, honorary secretary of Kirkby Lonsdale branch since 1952, and to Brian O'Gallachair, NT, honorary secretary of Arranmore station branch since 1954.

Drawing the business of the day to a close Captain J. B. Leworthy, a member of the Committee of Management, moved a vote of thanks to Miss Clare Francis for addressing the meeting and announced that in the Whitbread Round-the-World Race ADC Accutrac had in fact finished fifth out of the 15 yachts on corrected time. On behalf of those present, Captain Leworthy also thanked the chairman, Major-General Farrant, not only for conducting the day's proceedings but also for so ably guiding the affairs of the Institution during the past year. The resolution of hearty thanks was adopted with great warmth.

American Journey

by Patrick Howarth

RECENTLY I VISITED the USA in my capacity as secretary of the American/British Lifeboat Appeal Committee. I was able to make my journey at no cost to the appeal through the generosity of Transworld Airlines and was fortunate enough to be on the inaugural flight of their new Lockheed 1011 from London to New York.

The purpose of my visit was to help the work of the Association for Rescue at Sea (AFRAS), a tax exempt charity registered in the United States which is raising funds to provide a new lifeboat for the RNLI.

In New York I had a number of discussions with Nicholas L. Ludington, the secretary of AFRAS. I was encouraged to find that he had succeeded in interesting a number of leading figures in the New York business community in the cause of AFRAS. Among those whom I met were Martin Hansen, vice-president of the Chase Manhattan Bank; Arthur L. Armitage, principal director of Ward Howell Associates Inc; Jerry Blyde, a former banker now in the communications industry; and William Tailyour, a Scotsman with a leading position in the paper industry.

In New York the affairs of AFRAS suffered something of a setback in the

early stages because the first secretary/treasurer to be appointed was unable to spare the time to promote this appeal. It was most gratifying to find there is now the embryo of an effective organisation in being.

Californian meetings

Through the good offices of members of the American/British Appeal Committee in London, in particular Bruce Mitchell of the Bank of America and Philip Wilson of Chevron, I was very well received in San Francisco by leading figures in both these great enterprises. I also received much help from the British Consul-General, Tim Kinnear. Perhaps my most fruitful meeting was with Frank Elton, the executive-director of the British-American Chamber of Commerce in San Francisco, who agreed to become regional organiser for AFRAS in the San Francisco Bay area. He was duly appointed to this post by the president of AFRAS, Admiral Thomas R. Sargent III.

I addressed the San Francisco branch of the Royal British Legion, which was attended by some 50 or 60 people, including an American general. Members of the Legion assured me that they would support the cause of

AFRAS. Another keen supporter whom I met was the director of Skipper Travel Services Ltd, Irving Anshen, who regularly arranges boating holidays for Americans in Europe. In Southern California I was fortunate in being put in touch by the British Consul-General in Los Angeles with a retired RAF group captain, W. M. Tremear, who while serving in Coastal Command during World War II was shot down in the sea and rescued. He willingly agreed to act as regional organiser for AFRAS in Southern California.

My discussions with Admiral Sargent, the president of AFRAS, an old friend whom I met at the International Lifeboat Conference in New York in 1971, included a luncheon arranged by the United States Coast Guard at Long Beach. The principal speaker was Vice-Admiral Austin C. Wagner, who may also be associated with AFRAS. Those interested in supporting AFRAS in California may like to note the following addresses:

Vice-Admiral Thomas R. Sargent, III,
USCG (Retd),
1311 San Julian Drive,
Lake San Marcos,
California 92069 USA

Frank Elton,
Executive Director,
British-American Chamber of
Commerce and Trade Center,
68 Post Street,
San Francisco,
California 94104 USA

Group Captain W. H. Tremear,
4244 Jackdaw Street,
San Diego 92103 USA

Shoreline Section

ONE SUNDAY in July I had the great pleasure of meeting lifeboatmen from Blyth, the station on the north east coast of England for which the Rother lifeboat being funded by the Shoreline appeal is destined. Motor Mechanic Colin Cuthbertson, Assistant Mechanic John Scott and Crew Members George Turner, Tom Moss, Dallas Taylor and Les Fay. They had come down to Dorset to go out with Coxswain Ron Hardy and some of his crew in Swanage's 37ft 6in Rother J. Reginald Corah. For the Blyth lifeboatmen it was their first introduction to the class of lifeboat they will be manning in the future and after an hour or two at sea they came back very happy with all they had seen.

* * *

As you know, the future RNLB Shoreline is building at William Osbornes of Littlehampton. Now, the senior boatbuilder working on her, Bob Silverson, is leader of the Fifth Littlehampton Sea Scout Troop and so, as you can imagine, we were delighted from every point of view to welcome this Troop to group Shoreline membership a few months ago.

* * *

Bristol branch of the Navigator and General Insurance Company is giving wonderful support to Shoreline. As well as keeping membership forms on its reception desk for anyone calling in to take (and many people do take them) a Shoreline leaflet is put in with every new policy sent out to clients. This insurance office also collects its best used stamps for the RNLI, bringing in about 1,000 to our Bristol office each week. Such positive help is of the greatest encouragement—thank you Navigator!

* * *

Last quarter I handed this page over to Linda who took you on a conducted tour of Shoreline office. Now, I am going to pass over to Peggy who will tell you about her work as correspondence clerk in a little more detail.—PETER HOLNESS, *membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).*

* * *

Dear Shoreline Members,

This is surely how I must start as this is the way that I have opened the many



Blyth lifeboatmen try out a Rother lifeboat at Swanage: (above, l. to r.) Lt Alan Tate, divisional inspector of lifeboat (NE), Assistant Mechanic John Scott, Motor Mechanic Colin Cuthbertson, and Crew Members Les Fay, George Turner, Tom Moss and Dallas Taylor with Coxswain Ron Hardy of Swanage. (Right) J. Reginald Corah is recovered after the exercise.



hundreds of letters, in your own names of course, that it has been my lot, and pleasure, to write to so many of you during my five years as correspondence clerk in the Shoreline membership office.

How different it seems, and yet in some ways how very much the same, since those early days when this scheme was not much more than a gleam in someone's eye. The birth of Shoreline itself was in October 1972 having come out of the original YLA



Peggy Smart, Shoreline correspondence clerk.

(Yachtsmens Lifeboat Association) to which, of course, many of our present-day members belonged.

The difference I mentioned above was more connected with the furnishings, so to speak, rather than the nature of the scheme itself. I had the good fortune to join the fund-raising section very soon after the Institution moved

its headquarters from London to Poole and had settled temporarily into small and rather makeshift premises on the quay. There it fell to my lot to take on, almost single-handed, the initial reception of new Shoreline members. Such simple beginnings they were: eagerly counting the day's total of people who were responding so quickly to this new appeal. Then entering their names and numbers in our first hardbacked membership book, and finally writing by hand all their receipts. I remember now the thrill of reaching that milestone when we really had enrolled 100 new members in a week!

Well, we have come a long way since then and although almost all of the handwritten work has now been transferred to computers we can—praise be it!—not computerise letters yet.

The sameness that has continued to this day is the quick response to every further appeal, the enthusiastic and genuine wish to ensure the Institution's well being by both Shoreline members and by all those whose names have found their way into our records.

In 1975 we were able to move into our new purpose-built premises and to join forces with the 'mechanical' section of Shoreline that had previously operated from Salisbury. Since then, with the computer taking on the recording, the numbering, and the issuing of membership cards and receipts my

continued on opposite page

Building a Rother Class Lifeboat

PART IX: CLOSED CIRCUITS

FIRST A CORRECTION: In part VIII of this article an error appeared in the size given for the keel bolts. The ballast keel of the Rother is in fact fixed with 12mm bolts.

The photographs on this page show work progressing on closed circuits needed in a lifeboat to make sure that, come what may, sea water will not penetrate the hull or machinery.

Fig. 1 is another view of one of the propeller tunnels, this time with the stern gear in place: naval brass sleeve piece forward and A bracket aft carrying between them the stern tube through which will pass the propeller shaft. The shafts will need continuous lubrication with very heavy oil, and this calls for the first closed system. The oil is piped from the after end of the engine room, through a hole in the outboard arm of the A bracket, forward through the stern tube to the forward bearings and thence back into the engine room. When the propeller is turning the oil circulates naturally; when the time comes to change the oil, it can be pumped round with a hand pump.

Fig. 2 is a photograph taken looking down into the forward well and through the open bulkhead into the forward end box. Down in the bilges are twin engine water coolers, one for each of the lifeboat's twin engines; the engines are cooled by fresh water circulating con-

tinuously in an enclosed system, while the fresh water in its turn is cooled by sea water. Fresh water coming back hot from the engines circulates through small pipes inside the coolers. Round these pipes, within the outer casing, flows an endless supply of cold salt water; it is taken in forward and expelled out into the sea again through skin fittings in the hull, remaining completely isolated on passage and doing its work, as it were, by remote control.

On the sides of the well at the forward end, port and starboard, are aluminium vent trunks; evidence of yet another closed circuit. This time it is a ventilation system which will keep wood in sealed compartments of the hull in good heart. Air coming from aft

through the wing compartments is routed through these aluminium trunks into the lower part of the forward end box. From there, the air is vented through pipes to the upper part of the end box from where it is driven by fans back through pipes to the engine room.

(To be continued)

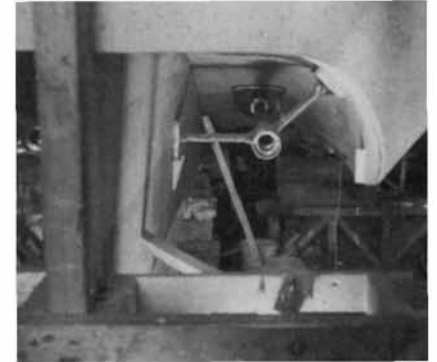


Fig. 1: Stern gear in place in starboard propeller tunnel.



Fig. 2: Forward well. Note twin engine coolers fitted into bilges and also aluminium vent trunks at forward end of well sides which will route air from the wing compartments through to lower part of forward end box. Benches run down each side of well with storage lockers under; the port forward locker will be a watertight storage for provisions.

Shoreline

from opposite page

time and efforts have been given over almost entirely to letterwriting. There must be many who are reading this journal to whom I have had the occasion to write, perhaps more than once, and may I say how much pleasure this has always given me? I feel that I have acquired a veritable legion of unseen friends!

There has been, needless to say, a huge and interesting variety of membership enrolments, so many of whom have written letters rather than make formal application. We have had people in their 80s and 90s wishing for life membership, and at the other end of the scale are babies who have been recorded—for life—by their parents or grandparents. In between we have enrolled into various categories ships and their captains, classes of school-children, clubs, pubs, show-biz folk, companies and their directors, sailors on the high seas—in fact all sorts of people in all walks of life have written all kinds of letters, but all with one clear message coming through, their eagerness to help.

We have our sad moments, too, when very recently bereaved relatives write to ask whether they can take over the membership of the one that they have just lost. That they can still think of our needs at a time of suffering their own grief we find most touching. So, indeed, are the letters written in such shaky handwriting by the aged and gentle OAPs who tell us that in spite of their increasing difficulty in making the pennies go round they will continue to renew their memberships for as long as they are able. Then there are the many who are suffering ill-health or infirmity but still manage to write us a kind and sympathetic letter and support our work in as generous a way as they are able.

All this, then, with the amount of human warmth that emanates from your letters makes my job as correspondence clerk a heart-warming and satisfying occupation and I look forward to many more years of enjoying this pleasure.

While there are still a vast number of our members to whom we continue to write personal letters, and always will, many of you will notice that more and more standard, or printed, letters are

now coming to you. We put off the day for as long as we were physically able to type every one personally, but pure weight of numbers and the ever-rising costs of manpower have taken over and we only hope that you will appreciate that our sentiments are still as genuine even though it is now only possible to 'top and tail' our letters of thanks.

In having been given the privilege of writing this article I have, quite understandably I think, touched upon the particularly human side of our Shoreline membership scheme, but then isn't that what a charity like ours is basically all about? For those of you who hunger for more active news there will no doubt be plenty to come.

I have written some pretty long letters at times but I think this one makes a record! It has been nice writing to you all at once and no doubt many of you will be hearing from me again at some time, but in the meantime may I express as always our very best wishes and end with what is surely the fitting conclusion?

Yours sincerely,

Targant (Peggy) Smart.

Here and There

FOLLOWING THE RESCUE on August 12 of a student who had fallen over cliffs at Petit Tor, Torbay ambulance divisional commander, John Bourne, told Torbay honorary secretary, Captain Barry Anderson, how impressed he was with the way the ILB crew, John Dew, Brian Caunter and Tony Smith, had handled the casualty. Handling had been correct in every way, bearing in mind that the student, later in a fair condition in hospital, had a fractured neck, broken ribs, punctured lung, ruptured spleen and broken leg.

* * *

Instead of floral tributes at their death many people ask that a donation should be made to the lifeboat service. In April Gateshead ladies' guild received £10 in memory of Leslie S. Sims, a former Lloyds surveyor, and his wife, Mollie. Mrs Janet Hampson, honorary treasurer of St David's ladies' guild from 1970 until her death in September 1977, asked for donations to lifeboat funds in lieu of flowers; that they amounted to over £600 is a meas-



Mrs Jo Allam, 'the lifeboat lady' of Weston-super-Mare, has made the lifeboat service her life for the past 27 years. Her husband, in the Merchant Service, was one of 41 men lost when ss Samtampa was driven ashore on rocks off Sker Point on April 23, 1947, the night The Mumbles lifeboat, Edward, Prince of Wales, going to the help of the stricken ship, capsized with the loss of her whole crew of eight. Soon afterwards Jo Allam's son was born (now, like his father, in the Merchant Service). When he was four years old Jo started on her lifeboat work, spending all day selling souvenirs, first in the lifeboat house on Birnbeck Island, now, since its building in 1975, in the alternative inshore lifeboat house at Anchor Head; showing people over the boathouses; watching over boat and crew (some present crew members she has known since they were small boys) and making sure there is always soup and coffee waiting when they return from service or exercise; looking after the town collecting boxes. In the summer her attractive stall is open from 9 am to 10.30 pm and is often 'in business' at other times—even on Boxing Day. As well as RNLI souvenirs, Jo sells all kinds of things that she or her friend have made—woolly hats, dolls, jewellery, needlework—and anything like apples or tomatoes that she is given. She herself has made 900 jars of marmalade from oranges brought home on her son's ship. Since the move to the ILB house more than £18,000 has been raised, over £8,000 in 1977, and that total is rising every day . . .



photograph by courtesy of Nick White

ure of the affection in which she was held. The coffin of S. A. Maslin, a Shoreline member of Barry who died in January, bore only one wreath, in the shape of an anchor, while £90 was

Peter Fulton, RNLI honorary inspector (communications) has devised a radiotelephone training unit that can be stowed and carried in a suitcase. Two have been assembled and each Mobile Training Unit is equipped with one. Now, when a training inspector wishes to visit a remote station, he can take the suitcase when it would be expensive, even impossible, to take the caravan. There are facilities for eight students, each having a control unit, fist microphone and headphones, as well as a master control unit for the instructor.

given to the RNLI. Mrs Carol Macfarlane was instrumental in starting lifeboat day collections in Rayners Lane in 1963 and at her wish and that of her husband, Ronald Macfarlane, donations in her memory were given to lifeboats through the branch; they amounted to £171.50.

A very good friend to Tynemouth station branch, Billy Burlison, the vice-chairman, died in March; as well as involving himself in the crew's welfare and in fund raising, he found that, being an undertaker, he was able to suggest to bereaved people seeking guidance because they wanted to make a more permanent tribute than flowers, that gifts should be made to the lifeboat service.

Four presentations were made at Newton Road Civil Service Club, Leeds, on July 13: (l. to r.) to George Long, the thanks of the Institution for his services on the flag day committee; to L. Bellhouse, a plaque for raising over £1,000 with a cabaret evening; Robert Ibberson, chairman of Leeds branch; to Geoff Licence, a silver badge for long service as branch honorary treasurer; Ken Thirlwell, district organising secretary (NE); and to Peter Hey, chairman of the Post Office Sailing Club which raised £1,155 in 1977 with a sponsored sail in Leeds, a plaque.



The Rotary Club of Shetland presents a cheque for £1,000 towards Lerwick lifeboat appeal. (l. to r.) William Reid, Lerwick honorary treasurer, Coxswain George Leith, W. Moncrieff, Rotary president, Second Coxswain Peter Leith and Magnus Shearer, station honorary secretary.

photograph by courtesy of Dennis Coutts



Some Ways of Raising Money

To organise a massive cheese and wine evening with more than 200 guests is no mean achievement when you are over eighty, confined to a wheel-chair and reliant on the telephone for making all arrangements. Nevertheless, the irrepressible Mrs Hamley-Rowan, already awarded an honorary life governorship of the Institution for her years of service, has succeeded in raising £250 for her East Sheen branch by running such an event this July. In addition to the cheese and wine party, her lifeboat day collection in March



Medieval jousting was just one of the displays in 'Fix a Day Out' on Saturday July 8 at Sutton Place, Guildford. Jimmy Savile was there and the proceeds of the day, £1,200, were shared equally between the Royal Marines and the RNLI. The event was organised by Sydney Gillingham, ADOS South East, together with Chris Goode for the Royal Marines, and branches throughout the South East district took part.

photograph by courtesy of 'Surrey Advertiser'

also belied her supposed handicaps by surpassing all records and reaching £790.

Kidderminster guild organised a punch and pâté party where guests were able to sample over 40 different pâtés, all made by guild committee members. Over £200 was raised.

The Mayor of Winchester, Councillor D. Ball, being helped into oilskins ready to take his part in the local flag day. Over £1,000 was raised, an all time record for Winchester branch.

photograph by courtesy of 'Hampshire Chronicle'

A 'schools at sea' exhibition organised by the Chippenham branch in March turned out to be a great success. Seven primary schools exhibited RNLI-orientated paintings, models, writing and poetry. A 'rescue at sea' was organised by two schools with a landrover ingeniously converted into a lifeboat! During that evening an RNLI



One thousand pairs of odd sized shoes raised about £2,000 for the Wolverhampton branch. A local shoe dealer very kindly donated 2,000 new, but odd sized shoes. The branch made up 1,000 pairs of shoes within a size of each other. Prices ranged from 50p to £6, but on average the shoes sold at about £2 a pair.

photograph by courtesy of 'Wolverhampton Express and Star'



Pennies may not rain from heaven but pound notes floated down just outside Filey, with a little help from a helicopter from 665 Army Helicopter Squadron from Topcliffe, North Yorkshire. Staff at the Topcliffe base had done a 44-mile sponsored walk over the moors and the amount raised, £83, was shared equally between Filey and Scarborough branches. The picture shows (l. to r.) George Exley, secretary Scarborough branch, Sgt David Borrowes, Sgt Joe Harris, Staff Sgt Mick Sharpe and David Liversidge, secretary Filey branch.

photograph by courtesy of Scarborough and District Newspapers





Over 800 Brownies, Guides, Cubs and Scouts took over Great Yarmouth beach in April in the biggest sponsored walk the town has known. The aim? to help raise the money for four ILBs which Yarmouth and District Round Table plan to give the RNLI.

photograph by courtesy of Great Yarmouth Press Agency



A splendid cake, donated by Sunblest Bakeries, was first prize in a raffle at Ainsdale branch's tenth anniversary dance, an event which raised £440.

John Buckland, an assistant mechanic from Eastbourne station, has raised £485 towards the cost of Eastbourne's new lifeboat by means of a sponsored walk. John, seen here with Coxswain Joe Martin of Hastings (r.) walked from Eastbourne to Hastings last April.



film was shown after which Sir Alec Rose talked about his voyage around the world. Among the other organisations taking part were the St John Ambulance Brigade and Chepstow Auxiliary Coastguards. RAF Lyneham lent a 26-man liferaft and Pains Wessex Schermuly donated rockets and smoke flares. In all over £420 was raised.

After seeing a Liptons' foreign coin appeal leaflet, Robert Pink, chief officer on the Shell tanker *Donovania*, put a collecting box in the ship's bar so that officers and crew could donate their surplus foreign coins. In all £50 was collected. In addition, Mr Pink has issued a challenge to other ships in the fleet, to see if any of them can top this amount. If the challenge is accepted, it will be a considerable boost to RNLI funds.

By re-cycling old horse shoes from his son's forge and offcuts of marine plywood from William Osborne's yard at Littlehampton, Mr Jefford of Arundel has found an effective way of raising money. The plywood is cut and fastened to the shoes, then painted with the RNLI flag and the inscription 'Littlehampton ILB—Blue Peter I. Mr Jefford has already raised £18.

Mrs M. Donald, a member of The Mumbles ladies' guild, presents a cheque for £5,000 to Mrs P. Morgan, president of the guild. This most generous cheque had been given to Mrs Donald with instructions that it should be given to her favourite charity.



In the autumn of 1977, the ladies of three villages in North Yorkshire formed the Wensleydale ladies' guild. Since then the guild has raised £398 from coffee evenings, their house-to-house collection and flag day. In anticipation of a big event planned for this autumn, ladies of the guild meet regularly to sew articles which will be sold.

Although too young to help on flag day, Enfield Girl Guides and Brownies were able to donate £68.94 to Enfield branch's lifeboat week fund, for this was the amount raised in their St George's Day church service collection. Another £1,140 was contributed to Enfield by Southgate branch of the Round Table.

Teesmouth guild organised a fashion show, staged at the Dragonara Hotel, Middlesbrough, in March. There was also a hair styling demonstration and a perfume counter. In total the event raised £433. Another fashion show, this time held in May, was organised by Reading branch. Grand Western Motors kindly provided the venue and by the end of the display £115 has been raised.

A ball, held by the Mayor of Surrey Heath, who is also Camberley branch's president, realised over £500 for the RNLI. Unfortunately the mayor was unable to be present but the deputy mayor presided and the 174 guests, including Major-General Ralph Farrant, chairman of the Institution, enjoyed their evening very much.

Two shaves have raised over £100 for the RNLI. The first took place in May when Mike Newman, landlord of the White Hart, Bristol, shaved off half his moustache. His sponsors raised £55. And a 22-year-old beard grown by Norman Stringer, landlord of the Black Prince, Princes Risborough, was shaved off in aid of Swanage lifeboat, raising over £90.

Clare Gill, a nurse at Kilronan, and the local Garda sergeant, P. Connolly, organised a sponsored walk which raised £153 when a number of walkers turned out in spite of a strong gale and heavy rain.



With great glee and satisfaction three young lads and their fathers knock down a pile of coins worth £126 which had been amassed by the senior ratings of HM Submarine Courageous for Sheerness lifeboat. Doing a grand job of demolition are Coxswain Charles Bowry (r.) and his son Charles Jnr, and Crew Member John Pairman and his three-year-old twin sons Paul and Philip.

No one can say that the Palm Line shipping group is not doing its bit to help the lifeboats. A collecting box has been placed in their conference room along with a list of suggested fines. Fineable offences include: late arrival for meetings, 10p; untidy dress, 10p; absence of stationery, pens or pencils, 5p; smoking without permission, 20p. Collecting boxes have also been put in all ships in the Palm Line fleet and at their head office. One contribution for £117 was a credit for a quantity of sub-standard beer carried on board *Katsina Palm* on one of her voyages.

Surbiton branch has increased its profits from £222, when it was formed ten years ago, to £3,133 last year. As well as its flag day the branch organised a wine tasting evening, dances, whist drives and a riverboat evening.

The Carnmarch Hotel, Newquay, recently collected £20 in six weeks in the lifeboat box in the bar, by displaying above the box the following letters 'YCWCFPFTLB' which being translated means 'your curiosity will cost you five pence for the lifeboat'!

Dungeness lifeboat has been adopted by the 3rd Hither Green Brownies of Catford and in the last two years the 24 girls have raised £193.73.

Errors made by members of Poole Model Yacht Club raised over £11 for the RNLI. During their annual regatta, competition was sharpened by imposing cash penalties for any infringements of rules during racing. At the end of the regatta an RNLI pennant was presented to Brian Ashell who had contributed the least.

Three 'lifeboatmen', (l. to r.) Muriel Winfield, Doris Smith and Barbara Fitzgerald, from Kidlington branch, perform 'The Lifeboat Song' during the branch's Old Tyme Music Hall held last April. The lyrics were written by branch member Connie Salter to music from 'HMS Pinafore'. The evening, a great success, raised £400.



A sponsored silence, organised by Skegness ladies' guild, was undertaken by 72 local children and raised £534. The first three prize winners, Michelle Hilton, Emma Ruston and Wendy Balderston, between them raised £68. They were presented with their prizes on board Skegness lifeboat by Coxswain Ken Holland.

photograph by courtesy of
Wrates Studios



Girls and boys from Connah's Quay held a sponsored swim and raised £154.32. A cheque for this amount was presented to Mrs E. L. Coppack, secretary of the Connah's Quay branch, at the pool side.

photograph by courtesy of
Frederick B. Scott



A sponsored marathon dinghy race, originally due to last for 24 hours, was cut to 12 hours by high winds. The distance covered by entrants in the race, which was organised by Wyboston Sailing Club, ranged from 30 to 40 miles. More than £2,000 was raised.

photograph by courtesy of Wren Studios



BOOK REVIEWS

● Grahame Farr's *The Tubular Lifeboats 1850-1939* is in many ways the most interesting of his papers on lifeboat history. It is available from the author at 98 Combe Avenue, Portishead, Bristol BS20 9JX, price 60p including posting and packing.

The first record of a proposal for a tubular lifeboat goes back to 1813, when Thomas Boyce was awarded a silver medal and ten guineas by the Society of Arts for a model of a small lifeboat containing two wood framed cylinders. However it is with the arrival on the scene of two somewhat eccentric figures named Richardson that Mr Farr's narrative becomes really engrossing.

Henry and Henry Thomas Richardson were father and son and both were Army officers. Their interest in and dedication to tubular lifeboats is described as 'single minded to the point of fanaticism'.

The first tubular lifeboat the Richardsons built was named *Challenger*. The Richardsons carried out trials with her off the north-west coast of England, and when approaching Lytham in foggy conditions they decided to address the crowd on the shore in French and then fire a brass swivel gun. This promptly dispersed the crowd who believed a French lugger was approaching. Later the Richardsons disguised themselves with masks resembling boars' and crocodiles' heads.

In spite of their eccentricities they were extremely successful propagandists for tubular lifeboats in North Wales and the Liverpool area. *Challenger* went into service, not in Britain but in Oporto, but of the other tubular lifeboats four were stationed at New Brighton, three at Rhyl, one at Liverpool and one at Pwllheli.

A disaster occurred to one of the Mersey Docks and Harbour Board's tubular boats in 1875, when the lifeboat capsized after taking off the crew of the American ship *Ellen Southerd*. Another tubular lifeboat succeeded in saving the lives of 19 people and following the subsequent enquiry Capt H. T. Richardson pointed out strenuously that the Harbour Board's boat was ill-designed because it had not been built in accordance with the patent which he and his father had taken out.

Capt Richardson died in 1887 and left the RNLI £10,000 to pay for two more tubular lifeboats. One of these was subjected to trials off Lowestoft in competition with three other types of lifeboat. The adjudicators awarded 188 points to a Watson lifeboat, 150 to a self-righting lifeboat, 127 to a Norfolk and Suffolk boat and only 105 to the tubular boat. Yet in spite of its limitations a tubular lifeboat remained in service at Rhyl as late as 1939.

Once more Mr Farr has put all lifeboat historians into his debt, and it is perhaps a pity that his excellent series of lifeboat papers is produced so modestly. At one point in this new paper, in a reference to the competition held for the best model of a lifeboat in 1851, Mr Farr mentions a 'Henry Beeching'. Is it possible that for once Mr Farr has nodded and he is in fact writing about James Beeching, the winner of the competition?—P.H.

● William Whiting, master of the 'quiristers' of Winchester College for 36 years in the nineteenth century, was the author of 'Eternal Father, strong to save', the hymn so well loved by seafaring people which is sung at all lifeboat services of dedication; it was his contribution to the first edition of *Hymns Ancient and Modern* published in 1860.

In this centenary of his death, a biography, **William Whiting**, has been written by Patricia Hooper and published by Paul Cave Publications Ltd, 13 Portland Street, Southampton, price £3, postage and packing 30p. It is the result of extensive research and, in addition to the story of the Whiting family itself, the history of the Quirister School is taken right back to the founding of Winchester College in the fourteenth century.—J.D.

● **Food with a Flair** is the latest cook book compiled for the benefit of the lifeboat service. Barbara Wentworth has collected more than 100 recipes from members of the Central London Committee and their friends—and delicious they sound, too: Serbian fish casserole, for instance, or Elizabethan lamb, white turnip pudding or gooseberry and geranium ice. The booklet starts with notes on metric equivalents and comparative oven

thermostats and ends with tips on catering for offshore sailing contributed by Cherry Jackson. All profits go to the RNLI and the price is £1 including postage and packing; for branches and guilds ordering in bulk the price is 75p per copy. Available from the RNLI London office, 21 Ebury Street, London SW1 0LD.—J.D.

● Every now and again an outstanding book appears which is clearly destined to become one of the classics in the library of the sea. Such is **Power Yachts** by Rosemary and Colin Mudie (Adlard Coles, £15). Both Rosemary and Colin are seamen through and through, being equally at home under sail or power, in dinghy or offshore yacht, cruising or racing. That the sea and boats are a joy to them is soon plain to the reader.

Since 1958 Colin and Rosemary have been partners in their own yacht design business, specialising in fast power and sailing vessels up to about 100ft LOA; the sail training ship *Royalist* is just one of the many and varied designs which has come from their board. Colin is a fellow of the Royal Institution of Naval Architects and joint chairman of its Small Craft Group; he is also a fellow of the Royal Institute of Navigation as well as a past president of the Yacht Brokers, Designers and Surveyors Association, and he has recently become a member of the RNLI Technical Consultative Committee. Both are active members of Lymington ILB station branch, Rosemary is public relations officer and Colin is a deputy launching authority.

Described as a detailed discussion, **Power Yachts** opens with chapters on the way of a ship in the sea and the seamanship of power yachts, and goes on to talk about methods of construction old and new and all aspects of modern power boat design. Professional knowledge and practical common sense overflow into wisdom and the whole is lightened by the good cheer and wit of the authors making a book which will be of great interest to the knowledgeable and an invaluable introduction to the newcomer. Illustration is exceptionally good, with large, clear diagrams and imaginative photographs, and the whole appearance is pleasing. No wonder the book has been nominated one of the top examples of British book design and production of 1978.—J.D.

● 'At noon on Saturday, 27 August 1977, fifteen fine ocean yachts set out from England for a 27,000 miles race around the world, via Cape Horn. Between them they flew the national flags of Britain, France, Holland, Italy and Switzerland, besides that of the European Economic Community; they were crewed by 158 men and 10 women, including those from USA, Australia, New Zealand, Ireland, Germany, Belgium and Luxembourg as well as the countries under whose flags the yachts raced.'

Thus begins **Cape Horn to Port**

(Nautical Publishing Co., £6.50), the official account of the 1977/78 Whitbread Round-the-World Race written by Erroll Bruce with the help of other members of the main committee. On such a race, during which gale and storm would be welcomed by well-found yachts hoisting every stitch of sail they could effectively carry, each of the experienced crews knew that they would have to be self sufficient; the course would lead them well away from shipping lanes into such inhospitable waters as the notorious Roaring Forties and even down into the ice-strewn seas below 50° south. Requirements for safety equipment (including double-bottomed liferafts to combat

the freezing cold of the Southern Ocean) were laid down by the race regulations and all yachts were subject to scrutiny at each port of departure. Moreover, each crew had its own survival routines worked out. Close radio contact was maintained throughout the fleet, with each boat ready to go to the help of another should the need arise.

Cape Horn to Port, written as it is by a distinguished ocean racing skipper and a former member of Longhope lifeboat crew, is a well told and well illustrated record of the race; a record to which many more detailed stories from the crew members themselves will no doubt be added later. In the appendices can be found details of the

yachts and crews together with full results and technical comment.

The last leg ended in strong gales and storms and, as the author comments, when a westerly gale is blowing against a strong ebb tide in the English Channel, the seas become much steeper than in an open ocean gale of the same strength.

The exploits and achievements of the various yachts were astounding, but one of the over-riding impressions left by this book is the strong bond which was forged between all those who took part in the great adventure. Each crew competed with all its might, but deep friendship and concern extended to the whole fleet.—J.D.

Letters...

Twin pedal power

For Northfleet Carnival I built a lifeboat round my bicycle and here is a photograph of 'yours truly' at the helm (or should I say handlebars?) while pedalling along in the carnival on July 1. We had a collection while we went along which realised £15.25, plus many funny comments. 'Hello sailor', was my favourite. Several little boys ran alongside singing out, 'Mister, what's making you go along?' At one point when the procession stopped for a short break I stood astride the crossbar and, while talking to my two helpers, rocked the lifeboat from side to side. That was when a man came up and jokingly asked me to keep the lifeboat still as I was making him feel seasick!

It took me about 16 days to build the lifeboat, which is 10ft LOA with a 4ft beam. I bolted two iron bars to my bicycle frame and then built a wooden frame to which I tacked cardboard boxes. I also used cardboard to make the cabin, lights and sampson post. For masts and handrails I used dowel. The signal flags are all hand painted, using matt oil paints, the bow fender I made out of hemp rope.

To 'launch' my boat for trials I had to remove part of my neighbour's fence and go through her garden! She was so

delighted with the lifeboat that she came down and placed a 50p piece on the deck. Her father had been picked up three times by lifeboat in the second world war.

Being a deckhand with the Alexandra Towing Co of London, I always had an interest in the lifeboat service, but three things made me want to do more for lifeboats. The first was in 1968 when I was in the crew of one of our tugs, *MT Ionia*, stationed at Harwich. We went to the aid of a small German coaster, *MV Hermar*, aground on the Shipwash Sands. We left Harwich at 2043 and returned with *Hermar* in tow at 0430 the next morning. This job was done in dense fog, and all the time Harwich lifeboat, the 44ft Waveney *Margaret Graham*, assisted us and stood by. I thought it was very good of those lads in the crew of *Margaret Graham*, as after all they could have been at home in comfort.

Then there were the two lifeboat disasters in 1969 and 1970, at Longhope and Fraserburgh. I joined Gravesend branch in 1971 and the Lifeboat Enthusiasts Society in 1972.—PETER H. W. BOYD, box secretary, Gravesend branch, 11 Gatwick Road, Gravesend, Kent.



Peter Boyd pedals his bicycle lifeboat 'RNLB Gatwick Road' along in Northfleet Carnival.

photograph by courtesy of 'Gravesend and Dartford Reporter'

Lerwick lifeboat

Being an ex-Shetlander I was very interested in the news that a new lifeboat would soon be stationed in Lerwick. My uncle, the late G. T. Kay, was Lerwick's first honorary secretary away back many years when he himself owned a famous Lerwick yacht called *Soldian*. I have made many trips round the Shetland Isles in this boat which was so seaworthy she might have been almost as unsinkable as the new *Soldian*! I am sure my uncle, and indeed his brother my father, would have been honoured to know that the name *Soldian* has been chosen for Lerwick's new 52ft Arun lifeboat.

As a youngster away back in the '20s and '30s I was always interested in Lerwick lifeboat. She used to lie moored to a buoy just off the south end of the harbour and never far away from my uncle's *Soldian*. In fact, these two boats were usually the first to be passed by the mail steamers as they came in from Aberdeen.—JAMES R. KAY, 9 St Luke's Avenue, Maidstone, Kent.

'The Miracle of Dunkirk'

I am completing a book about Dunkirk and would like very much to get in touch with anyone who participated in those stirring days. If any of your readers can help, I would greatly appreciate hearing from them.—WALTER LORD, c/o Penguin Books Ltd, 17 Grosvenor Gardens, London SW1.

Lifeboats at model regatta

I was most interested to read the letter from Des Newton in the summer journal referring to the increasing interest by modellers in lifeboats. I feel that Mr Newton's ideas for raising funds, while good, could perhaps be taken a stage further, the eventual result of which to be a contribution towards the cost of a new lifeboat.

At present there is a thriving modelling fraternity covering many clubs, with supporting retail trade and periodicals. With all this enthusiasm I am sure that a modellers' lifeboat scheme could have results.—R. S. BECK, PRO, Rosyth Civil Service Model Ship Club, 46 Hudson Road, Rosyth, Dunfermline, Fife.



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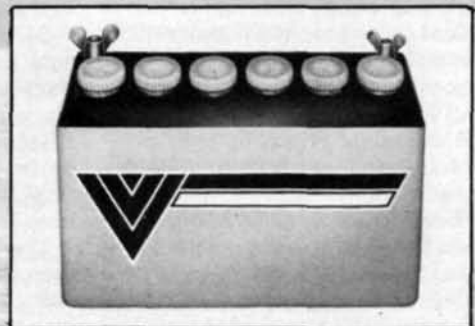
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Lifeboat Services

from page 48

speed into a rough sea. She arrived alongside the casualty, the converted motor fishing vessel *Kathmar* with a crew of three aboard, at 1350. *Kathmar* had been on passage from the Tyne to Londonderry when her engine had broken down. A line was passed and secured and the lifeboat began the tow through the heavy swell back to Montrose. Once the tow rope broke but it was replaced and the tow continued. At 1515 the lifeboat and her tow entered Montrose dock where *Kathmar* was left for repairs.

The lifeboat returned to her moorings at 1620 where she refuelled and again made ready for service.

Scotland South Division

Escort

EYEMOUTH DEPUTY LAUNCHING AUTHORITY was informed by HM Coastguard at 1608 on Tuesday February 14 that a number of fishing boats were about to attempt to enter harbour and, as sea conditions in Eyemouth Roadstead were very dangerous, the lifeboat was requested to stand by. The maroons were fired at 1613 and seven minutes later Eyemouth's 44ft Waveney lifeboat *Eric Seal (Civil Service No. 36)* slipped her moorings and set out into the rough sea.

It was cloudy with visibility at two miles, a moderate breeze, force 4, was blowing from the north north east and the tide was flooding when the lifeboat arrived in the roadstead. She escorted each boat in turn into harbour and by 1740 13 boats had returned. She then learned from the Coastguard that another two boats were due at 1815 and the coxswain decided to stay at sea and wait for them. At 1820 the two boats arrived in the roadstead and as it was now dark the lifeboat fired parachute flares to enable a better watch to be kept on the sea. Both boats were escorted to safety after which the lifeboat returned to her moorings where she was refuelled and again made ready for service at 1835.

Scotland North Division

On fire

THE FISHING VESSEL *Glen Rinnes* of Buckie, on fire off Burghhead with a crew of three aboard, was reported to the honorary secretary of **Buckie** lifeboat station by HM Coastguard at 2000 on Thursday April 13.

A moderate to fresh north-westerly breeze was blowing and visibility was

poor when at 2015, the reserve 52ft lifeboat *Ramsay Dyce*, on temporary duty at Buckie, slipped her moorings and set out at full speed into a moderate sea. It was later learned that the fire aboard the casualty had been extinguished but that she had restricted manoeuvrability.

Ramsay Dyce continued on course and came up with the casualty at 2130. She stood by and escorted *Glen Rinnes* to Buckie Harbour, arriving at 2245, after which she returned to her moorings.

Services by Offshore Lifeboats, March, April and May, 1978

Aberdeen, Aberdeenshire

March 16 and 19

Aldeburgh, Suffolk

May 7

Amble, Northumberland

May 7

Anstruther, Fife

May 18

Arbroath, Angus

March 18

Arklow, Co. Wicklow

April 7

Baltimore, Co. Cork

May 30

Barry Dock, South Glamorgan

March 20 (twice), 28, April 23 and May 21

Bridlington, Humberside

March 1

Buckie, Banffshire

April 13

Calshot, Hampshire

May 1, 7 and 27

Clogher Head, Co. Louth

April 1

Clovelly, North Devon

April 6, 7, 15, May 18 and 25

Dover, Kent

March 6, 11, April 13, May 7, 20 and 29

Dungeness, Kent

March 6 and May 9

Dunmore East, Co. Waterford

March 15, 27 (twice) and May 11 (twice)

Eastbourne, East Sussex

April 14 and May 17

Exmouth, South Devon

May 24

Falmouth, Cornwall

March 1, 5 and April 20

Filey, North Yorkshire

March 30 and April 14

Fishguard, Dyfed

April 29 and May 28

Flamborough, Humberside

April 9, 10, 14 and May 21

Fleetwood, Lancashire

May 5 (twice) and 28

Galway Bay, Co. Galway

May 9

Girvan, Ayrshire

March 25

Great Yarmouth and Gorleston, Norfolk

March 31, April 6, 23, 30, May 2, 4 and 6

Hartlepool, Cleveland

May 4

Harwich, Essex

March 11, 29 and May 3

Hastings, East Sussex

May 5 and 18

Holyhead, Gwynedd

May 11

Howth, Co. Dublin

April 16 and 22

Humber, Humberside

March 9, 11, 17, 26, April 1, 2 (twice), 15, 16, 23, 24, May 7, 8, 14, 24 and 30

Islay, Argyllshire

March 2

Kirkwall, Orkney

April 5, May 7 and 21

Lerwick, Shetland

March 1

The Lizard-Cadgwith, Cornwall

March 10, 25, April 11, 12 and May 31

Llandudno, Gwynedd

March 23

Longhope, Orkney

May 18

Lowestoft, Suffolk

March 7, 10 and 11

Mallaig, Inverness-shire

March 31

Margate, Kent

April 23

Montrose, Angus

March 24 and 28

The Mumbles, West Glamorgan

April 10

Newbiggin, Northumberland

April 16

Newhaven, East Sussex

March 15, 20 and 26

North Sunderland, Northumberland

March 25

Padstow, Cornwall

May 27

Penlee, Cornwall

March 6, 10, 25, April 24, May 4 and 11

Plymouth, South Devon

March 7, 31, May 6 and 23

Poole, Dorset

March 13, April 8 and 22

Port Erin, Isle of Man

March 28, May 5 and 21

Porthdinllaen, Gwynedd

April 16 and May 31

Portpatrick, Wigtownshire

March 4 and 26

Port St Mary, Isle of Man

April 9

Ramsey, Isle of Man

March 25

Ramsgate, Kent

March 28 and April 24

Redcar, Cleveland

March 23

Rhyl, Clwyd

March 23 and May 2

St David's, Dyfed

March 11

St Helier, Jersey

March 11, April 6, 23 and May 12

St Ives, Cornwall

March 1, 19, May 17 and 28

St Mary's, Isles of Scilly

May 30

St Peter Port, Guernsey

March 11, 22, April 14 (twice) and 16

Scarborough, North Yorkshire

April 11 and 27

Seaham, Co. Durham

March 12

Selsey, West Sussex

March 1, 4 and May 14

Sennen Cove, Cornwall

March 10 and April 18

Sheerness, Kent

March 15, 26 and May 28

Sheringham, Norfolk

March 28

Shoreham Harbour, West Sussex

March 5, April 2 and 3

Sunderland, Tyne and Wear

March 12

Swanage, Dorset
 April 6, May 15, 21 and 25
Teemouth, Cleveland
 April 9
Thurso, Caithness
 March 7, April 12, 15 and 27
Torbay, South Devon
 March 28 and April 8
Valentia, Co. Kerry
 April 24
Walmer, Kent
 March 10, April 8, 30 and May 28 (twice)
Walton and Frinton, Essex
 March 20 and May 29
Weymouth, Dorset
 April 18 and May 22
Whitby, North Yorkshire
 March 20, April 10 and May 25
Wick, Caithness
 April 7
Workington, Cumbria
 May 13
Yarmouth, Isle of Wight
 April 28, May 20 and 30
Youghal, Co. Cork
 May 15
ON 1056 on trials
 April 21

Services by Inshore Lifeboats, March, April and May, 1978

Aberdovey, Gwynedd
 March 27, April 23, 30 and May 23
Abersoch, Gwynedd
 April 9, May 25 and 31
Aberystwyth, Dyfed
 May 2
Appledore, North Devon
 March 5
Arbroath, Angus
 March 18, May 28 and 29
Arran (Lamlash) Buteshire
 May 28
Atlantic College, South Glamorgan
 April 10, May 6 and 20
Bangor, Co. Down
 May 31
Barmouth, Gwynedd
 May 1
Barrow, Cumbria
 March 26
Beaumaris, Gwynedd
 March 13
Bembridge, Isle of Wight
 May 7
Borth, Dyfed
 May 20 and 28
Bridlington, Humberside
 April 10, 29, May 11, 28 and 31
Brighton, East Sussex
 May 16
Broughty Ferry, Angus
 March 26

Bude, Cornwall
 May 7, 23 and 28
Burry Port, Dyfed
 March 29
Conwy, Gwynedd
 March 12 and April 23
Craster, Northumberland
 March 27 and May 16
Cullercoats, Tyne and Wear
 March 26
Eastbourne, East Sussex
 March 25, April 23 and May 28 (twice)
Eastney, Hampshire (B.530)
 May 7, 10, 14, 21 and 29
Eastney, Hampshire (D.184)
 April 2, 29 and May 29
Exmouth, South Devon
 April 30
Filey, North Yorkshire
 May 27
Fleetwood, Lancashire
 April 6, May 27 and 28
Great Yarmouth and Gorleston, Norfolk
 March 10, 21, April 3, 22, 24, May 6, 7, 16, 21 and 28
Hartlepool, Cleveland
 April 30, May 17 and 19
Harwich, Essex
 March 25, 29, 30, April 16 and May 1
Hastings, East Sussex
 April 3, May 13, 16 and 18
Hayling Island, Hampshire
 March 11, 12 and April 8
Helensburgh, Dunbartonshire
 March 12, 13, April 30, May 7 (twice), 8 and 28
Holyhead, Gwynedd
 March 25 and April 15
Horton and Port Eynon, West Glamorgan
 May 14
Howth, Co. Dublin
 April 13, 16, May 9, 15 (twice) and 14
Humber Mouth (Cleethorpes), Humberside
 April 2 and May 31
Kinghorn, Fife
 April 25 and May 19
Largs, Ayrshire
 March 27, May 1, 7 and 19
Littlehampton, West Sussex
 April 16, May 14, 28 and 31
Llandudno, Gwynedd
 March 19, April 23, May 29 and 31
Lyme Regis, Dorset
 March 7, April 23, May 14 and 28
Margate, Kent
 March 25 and May 21
Minehead, Somerset
 March 10, April 16 and May 8
Morecambe, Lancashire
 March 1, 29, April 9, May 27 and 28
The Mumbles, West Glamorgan
 April 10
New Brighton, Merseyside
 May 21 (twice)
Newquay, Cornwall
 May 29
North Berwick, East Lothian
 April 23
North Sunderland, Northumberland
 March 25
Oban, Argyllshire
 April 9 and 28
Peel, Isle of Man
 April 30
Plymouth, South Devon
 April 4 and 21
Poole, Dorset
 March 3, April 8, 23, May 21 (twice)
Porthcawl, Mid Glamorgan
 April 7, 10, 11 and 15
Port Isaac, Cornwall
 April 9, May 27 (twice) and 30
Port St Mary, Isle of Man
 March 22 and May 23
Port Talbot, West Glamorgan
 May 7 and 18
Pwllheli, Gwynedd
 May 1
Queensferry, West Lothian
 March 6 and May 23
Ramsgate, Kent
 May 17, 28 and 30
Red Bay, Co. Antrim
 May 24
Redcar, Cleveland
 May 26
Rhyl, Clwyd
 April 15, 29 and May 29 (twice)
Rye Harbour, East Sussex
 April 20, May 1, 22, 26 and 28
St Abbs, Berwickshire
 May 21
St Ives, Cornwall
 March 27, May 14, 17 and 28 (twice)
Selsey, West Sussex
 May 5 and 14
Shoreham Harbour, West Sussex
 April 3, May 14, 27 and 29
Silloth, Cumbria
 May 4 and 29
Southend-on-Sea, Essex (D.236)
 April 22 and 28
Southend-on-Sea, Essex (B.527)
 March 18, 19, April 11, 23, 26 and 28
Southend-on-Sea, Essex (B.541 reserve)
 May 9, 26 and 28
Stonehaven, Kincardineshire
 March 26, April 23 and May 16
Sunderland, Tyne and Wear
 March 26
Torbay, South Devon
 April 17 and 23
Tramore, Co. Waterford
 March 23, April 6 and May 10
Tynemouth, Tyne and Wear
 April 18
Walmer, Kent
 March 31 (twice), April 7, 30 (three times) and May 28
Wells, Norfolk
 May 1
West Kirby, Merseyside
 March 23
West Mersea, Essex
 April 5 (twice), 16, May 1 and 24
Weston-super-Mare, Avon (D.170)
 May 7
Whitstable, Kent
 March 15, 19 and 27
Yarmouth, Isle of Wight
 March 25

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THE STATION FLEET

(as at 31/7/78)

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50 inshore lifeboats operating in the winter

LIVES RESCUED 103,736

from the Institution's foundation in 1824 to July 31, 1978

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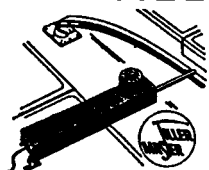
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Royal National Life-boat Institution



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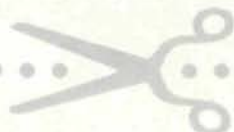
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