

THE LIFEBOAT

THE JOURNAL OF THE RNLI



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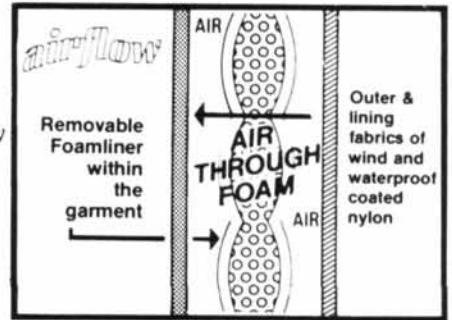
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THE LIFEBOAT

Winter 1978/79

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Volume XLVI
Number 466

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COVER PICTURE

When HM *The Queen*, accompanied by Prince Edward, visited Orkney in August, coming ashore from the HMY *Britannia* at Scapa Pier, the crew of Stromness lifeboat were presented to her by Captain Magnus Work, DSC, honorary secretary of Kirkwall station branch: (l. to r.) Coxswain Alfred Sinclair (hidden), Second Coxswain Robert Scott, Motor Mechanic R. Stewart Taylor, Assistant Mechanic William Sinclair, James Adam and Michael Flett. The photograph was taken by Gunnie Moberg.

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 spring issue of THE LIFEBOAT will appear in April and news items should be sent by the end of January. News items for the summer issue should be sent in by the end of April.

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NOTES OF THE QUARTER

by Patrick Howarth

THE EXPERIENCES of a number of lifeboats in the severe gales last winter led to the appointment in February, 1978 of a working party to examine what more could be done to reduce the dangers facing lifeboat crews in extreme conditions. Vice-Admiral Sir Arthur Hezlet was appointed chairman. The working party was chosen to allow for an exchange of views between committee and staff members and others with extensive first-hand experience of service in lifeboats, including John King, the former Bridlington coxswain.

In addition to the formal meetings discussions were held with crew mem-

(Right) When HM Queen Elizabeth The Queen Mother visited Hastings last June all the lifeboat crew and launchers were introduced to her. Coxswain Joe Martin (behind Her Majesty) presents ILB crew members (l. to r.) Peter Thorpe, Christopher Chapman, Anthony Hodgson and Anthony Barnard.

At the Earls Court, European Offshore Petroleum Exhibition last October, HRH The Duke of Kent, president of the RNLI, discusses with Leverton Engine Divisional Manager Ron Jones the lifeboat photographed, Aberdeen's 54ft Arun B P Forties, which has two Caterpillar 343 engines. H. Leverton have supplied all Caterpillar engines fitted to Arun class lifeboats.



bers from Kilmore Quay, where the lifeboat was capsized twice on Christmas Eve last year, as well as from St Ives and Torbay, whose lifeboats experienced some of the worst of the storm conditions.

The main subjects discussed were lifejackets, the design of seats and seat belts, the provision of safety lanyards and protective helmets, and training generally. Evaluation trials of a number of items of equipment will be carried out before final decisions are made.

Governors' subscriptions

As recently as 1970 the annual cost of running the lifeboat service was less than £2 million. In 1978 the cost is more than £8 million: a rise of more than 400 per cent. Yet during those eight years no changes were made in the subscription rates for governors of the RNLI. Last spring, however, after extensive discussions at the annual general meeting of the governors, it was agreed that the need for subscription increases would be well appreciated by lifeboat supporters. The following proposal 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.'

While it is hoped that those members who are already governors will wish to increase their contributions, whether they do so or not they will continue to receive copies of the journal and an invitation to the annual presentation of awards.

As we were going to press we were deeply shocked to hear of the sudden death after a short illness of Captain Nigel Dixon, OBE RN, the director of the Institution. A full announcement will be made in the next issue of the journal.

Value added tax

Concern has understandably been felt by lifeboat supporters recently about the application of VAT to the lifeboat service and in particular about its effect on the work of branches and guilds. This is a complex subject and one on which the RNLI officials have been having long and friendly discussions with Customs and Excise officials to determine how the RNLI and its supporters, who must of course remain strictly within the law, can suffer the minimum impact from the tax.

The RNLI already enjoys zero-rating on the building and repairs of both offshore and inshore lifeboats. From the discussions now in progress it is hoped that the burden placed on RNLI voluntary workers in terms of paperwork will be reduced and simplified and that the outcome of these discussions can be communicated to them in the New Year.

Lifeboat centres

The RNLI has now established a number of important repositories of local history in the form of museums and display centres. In addition to the older established museums such as





Brian Potts (l.), who came ashore in 1976 after 16 years at sea as an engineer officer in the Merchant Navy, presents a painting to Eastbourne Lifeboat Museum. It was accepted by Alderman Cecil Baker (c.), station honorary secretary, and Coxswain Derek Huggett (r.).

those in Eastbourne and Bamburgh a number of boathouses, which were formerly needed for operational purposes, now house attractive displays. Among those drawing the largest number of visitors are Cromer and Exmouth. The old Whitby boathouse has the distinction of housing the only RNLI pulling lifeboat in this country which has been preserved in her original condition. The number of these display centres is growing steadily, largely through local initiative. A recently opened example is that at Southwold where a former water tower has been taken over.

The east coast of England has a large number of museums and display centres. Scotland is represented by Dunbar and Portpatrick, and Wales by Barmouth.

A number of national museums also include lifeboat models and equipment, perhaps the best examples being those in the Science Museum in South Kensington and the National Maritime Museum in Greenwich.

Unfortunately we are unable to announce the times of opening of the various centres. They are in practice manned by volunteers who cannot always guarantee to keep these centres open at the times they would wish.

C of M

Vice-Admiral Sir Arthur Hezlet, **KBE CB DSO DSC DL**, Lt-Cdr Jeremy Tetley, **RN (Retd)**, and William T. Bishop, **CBE FRICS**, have been elected vice-presidents of the Institution.

Vice-Admiral Sir Arthur Hezlet is chairman of the Search and Rescue Committee and also serves on the Executive and Boat Committees; he joined the Committee of Management in 1970 and he is an RNLI representative on the Government Search and Rescue Committee. Lt-Cdr Tetley joined the Committee of Management in 1967 and also serves on the Medical and Survival Committee. Mr Bishop joined the Committee of Management in 1969; he was previously chairman of the Fund Raising Committee and is

chairman of a special committee which was set up to deal with construction of the new offices and depot when the RNLI moved the administration from London to Poole.

Two new members recently joined the Committee of Management: Professor Sir George Algernon Smart, **BSc MD FRCP**, who joined the Medical and Survival Committee in 1971 and is the Institution's honorary medical consultant, and Cargill Sandeman, chairman of Glasgow branch and a life-long sailor.

'Right Way Up'

Tremendous interest was caused by 'Right Way Up', an exhibition staged at the Science Museum, South Kensington, last summer which told the story of the self-righting lifeboat. Mounted by the RNLI in a gallery provided free of charge by the museum, it marked the twentieth anniversary of the introduction of the first modern self-righting lifeboat at Scarborough in 1958. Visitors, many of them children and young people, came not only from all parts of Great Britain and Ireland but also from overseas and, during the two months the exhibition was open, it was estimated that about a quarter of a million people passed through.



Arthur Gardner spent much of his summer holidays helping at the Science Museum exhibition.

Jack Chambers, exhibition manager, was helped by voluntary branch workers as well as by RNLI staff based in London. Some of the most loyal support came from young Arthur Gardner (above); he helped for over a month during his school holidays and soon earned the nickname 'The Governor'! A number of Shoreline members were recruited, foreign coin was collected and, with donations and the sale of a limited range of small souvenirs, about £4,000 was raised.

The exhibition is to be remounted at the National Museum of Wales, Cardiff, from May 16 to 22.

Cdr Michelmores

Commander T. G. Michelmores, **OBE RD RNR**, who died in October 1978 joined the RNLI from the P and O Company in which he was serving as second officer in *RMS Rawalpindi*. In this ship he met HRH The Prince of Wales, then president of the RNLI, who was at that time returning in the

vessel from one of his world tours.

In World War I Cdr Michelmores served with the Royal Navy and his first post with the RNLI was as Northern District inspector in 1930. He moved to the Eastern District in 1941 and was appointed deputy chief inspector in 1945. He became chief inspector in 1951, retiring from the Institution at the end of June 1958.

Cdr Michelmores brought to the post of chief inspector an encyclopaedic knowledge of lifeboats, their crews and the local committees who administer the stations on the coast. He was the last of the chief inspectors with pre-war, and war-time, experience of RNLI organisation and perhaps has turned a quizzical eye on some of the post-war innovations. Nevertheless, he was fully aware of the inevitability of change and had a true seaman's adaptability. E.W.M.

The qualities I remember most clearly in Cdr Michelmores were fairness and a sense of duty. I never knew him fail in either.—P.H.

Remembrance

By invitation of the Royal British Legion the lifeboat service was represented at the Festival of Remembrance at the Albert Hall on Saturday November 11, 1978, by Coxswain Thomas Jones who has served in the crew of Hoylake lifeboat for over 40 years and as coxswain for the past four.

Northern Lights

HRH The Duchess of Kent has agreed to become Patron of 'Northern Lights', the National Festival of Flower Arrangement organised by The National Association of Flower Arrangement Societies of Great Britain, to be held at The Winter Gardens, Blackpool, on May 9 and 10. Part of the proceeds from the festival will be donated to the RNLI, whose president is the Duke of Kent. Members from the Isle of Man flower clubs will be staging a special exhibit as a tribute to the RNLI, which was founded in 1824 by Sir William Hillary, who lived at Douglas.

Information from Mrs Margaret Hardman, 3 Stratford Avenue, Walmersley, Bury BL9 5LB.

'Men of the Year'

Coxswain John Petit of St Peter Port attended the 'Men of the Year' luncheon at the Savoy Hotel on Wednesday November 8. Coxswain Petit was awarded a second bar to his bronze medal for the rescue of the crew of four of the French yacht *Canopus* on November 11/12, 1977, and a silver medal for the rescue of two men from the oil rig *Orion* on February 1, 1978.

When you have finished with your journal, please pass it on to a friend . . .

LIFEBOAT SERVICES

South Eastern Division

Capsized yacht

WHILE CROSS CHANNEL FERRY *Viking Venturer* was entering the Needles Channel on Monday evening July 3 she reported at 2002 the sighting of a capsized and semi-sunken yacht five cables south of Bridge Buoy. There was no sign of life aboard. An SAR helicopter was immediately scrambled and at 2006 Needles Coastguard requested the launch of *Yarmouth* lifeboat. Accordingly at 2015 the 52ft *Arun Joy and John Wade* launched with Coxswain/Mechanic David Kennett in command.

There was a strong breeze to near gale, force 6 to 7, blowing from the south west, the sea was moderate to rough and the tide was flooding. Visibility, good generally, was reduced to only fair in occasional rain squalls.

While the lifeboat was on her way the helicopter located the 17ft yacht *Turpina* and put a diver aboard who, having searched the cabin, reported no sign of life. The position was fixed and a rate of drift established. The helicopter then began a search of the Needles area and as far west as Anvil Point, but found nothing.

Arriving on scene at 2038, *Yarmouth* lifeboat began a box search of the area until dusk, but found nothing. With dark approaching it was decided to abandon the search and to take in tow the yacht, now drifted to some 3½ cables off Tennyson's Cross near Freshwater, Isle of Wight.

Coxswain Kennett manoeuvred the lifeboat close to *Turpina* which was lying with her stern only out of the water and showing a freeboard of some 12 inches. A grapnel was thrown aboard and the yacht taken in tow, but it was only a matter of moments before the tow line broke out from the yacht. The tow was again made fast and, as the lifeboat got under way, the bow of the yacht was lifted clear of the water; only then was it realised that a body was caught in the rigging. As soon as speed was reduced the bow sank once more and in the near gale now blowing from west by south and the rough sea it was not possible for the body to be recovered by the lifeboat crew. (It was



On exercise: Joy and John Wade, the 52ft Arun stationed at Yarmouth, Isle of Wight.
photograph by courtesy of HMS Daedalus

in fact established that this yachtsman was in the habit of securing himself with a lifeline to mast or rigging when working forward.)

A second helicopter, from HMS *Norfolk*, relieved the SAR helicopter and tried to land a crew member aboard the yacht, but this manoeuvre also proved impossible in the prevailing weather. Moreover, with the radio equipment it carried on board, this helicopter was able to communicate neither with the lifeboat nor with the Coastguard.

The lifeboat resumed the tow and when just into a slight lee around the Needles the line broke out again. As before, the broken mast, sails and rigging around the yacht made it impossible to get close enough to secure a tow line properly without risk of fouling the lifeboat's propellers.

With the slight lee, sea conditions improved marginally and Coxswain Kennett called for volunteers to man the Y class small powered inflatable to take a tow line across to the yacht. Crew Members Stuart Pimm and Richard Downes volunteered and, with the lifeboat steaming slowly ahead into wind and sea, launched the inflatable. With Stuart Pimm at the helm they

closed the yacht and on the second attempt managed to secure a line to one of her cleats. The tow was resumed but almost as soon as the strain was taken on the warp it again broke out; the weight of the three-quarters submerged boat was too much for the cleat and it sheared.

The crew took their boat alongside and using their anchor as a jury grapnel managed to wedge it into the cabin. The tow was started once again and the inflatable was recovered, not without difficulty in the rough weather. The lifeboat then headed back to station at 2½ knots, escorted for the last mile or so by the Police launch *Ashburton*. She entered Yarmouth Harbour at 0130 and manoeuvred the yacht alongside the jetty, helped to right her and extricate the body before returning to her moorings and being made ready for service again by 0300.

For this service framed letters of thanks signed by Major-General Ralph Farrant, chairman of the Institution, were presented to Crew Members Stuart L. Pimm and Richard Downes. Letters of thanks signed by Captain Nigel Dixon, director of the Institution, were sent to Coxswain/Mechanic

David G. Kennett, Second Coxswain/Mechanic Brian D. A. Miskin, Assistant Mechanic Nicholas G. Chandler, Second Assistant Mechanic Robert R. Cooke and Crew Members Alan Howard and Maurice A. Pimm.

South Eastern Division

Thick fog

THE WATCHMAN at St Aldhelm's Head Coastguard heard sounds of a vessel striking the rocks below his lookout in thick fog at 2145 on Thursday July 13. Without delay he alerted the Coastguard Cliff Rescue Company and, at 2157, requested, through the duty deputy launching authority, the launch of *Swanage* lifeboat. Twelve minutes later the 37ft 6in Rother *J. Reginald Corah* launched into the fog with Second Coxswain/Mechanic Victor Marsh in command. It was low water and the wind was variable force 0 to 1.

Course was set to take the lifeboat about a mile south of Durlston Head to clear the numerous trots of lobster pot buoys inshore and by 2225 the lifeboat, using radar for blind pilotage in visibility that was at best 50 feet, was abeam of Anvil Point making best possible speed. Half an hour later she reached the position where the casualty was thought to be, approaching from almost due south, and began to search.

Meanwhile, by 2245, three coastguards of the cliff rescue team had been lowered to the base of the sheer cliff. They found the yacht, *Carillion of Wight*, with a damaged rudder. Her crew of six were all uninjured.

Visibility had closed to a maximum of 15 feet and the young flood tide now running at over 3 knots towards the east was bringing up a moderate ground swell making probes in between the rocks at the cliff foot very difficult; they had to be made athwart the tide which carried the stern away to starboard. There were also many single lines of lobster pot buoys laid in the area. Visibility was practically nil and at such short distance from the shore radar was no help, so Acting Coxswain Marsh asked the casualty to sound her fog horn to help him in his search.

After six attempts to find the yacht among the rocks, during which the lifeboat had grounded several times and had once been brushed against a rock on the starboard quarter by a long, heavy swell, Acting Coxswain Marsh prudently manoeuvred some 20 to 30 feet to seaward, clear of the rocks, and, at 0012, anchored in about 5 feet of water. He then ordered the inflatable dinghy to be made ready.

It was estimated that the lifeboat was 60 feet off the casualty. The dinghy, secured to the breeches buoy veering line, was launched. Second Assistant Mechanic George Bishop, acting motor mechanic, and Crew Member Chris-

topher Haw then rowed between the rocks to the yacht; a difficult task in the ground swell and thick fog. They reached the yacht by 0020, however, and while Acting Motor Mechanic Bishop remained in the dinghy Crew Member Haw climbed aboard *Carillion of Wight*. Two of the crew were helped into survivors' lifejackets and then helped into the dinghy. With a second veering line made fast to the dinghy and tended by Crew Member Haw aboard the yacht, the dinghy was hauled back to the lifeboat. By 0045 all six people had been taken off in this way and were safely aboard the lifeboat.

The cliff rescue team also asked to be taken aboard the lifeboat, as the climb back up the cliffs would have been dangerous in the persisting fog. So, at 0050, the inflatable dinghy secured to veering lines was rowed ashore by Acting Motor Mechanic Bishop and Emergency Mechanic Ian Marsh and the three coastguards were taken off the rocks and out to the lifeboat.

The dinghy was then rowed back again so that Acting Motor Mechanic Bishop could join Crew Member Haw to see if it would be possible to refloat the yacht and tow her off. An attempt was made to bail her out but, when it was found that she was making water too fast for the pump to keep pace with the leak, two anchors were run out to secure her and she was abandoned.

The dinghy was hauled back to *J. Reginald Corah* for the last time and at 0255 the lifeboat recovered her anchor and course was set for station. She was alongside her slipway at 0410. The yacht's crew and the cliff rescue team were landed and given hot tea. While the coastguards were picked up by their own transport, the yacht's crew spent the remainder of the night in the crew room and were given breakfast next morning by Mrs Gloria Marsh, the second coxswain's wife.

The lifeboat was rehoused and ready for service by 0455.

For this service framed letters of thanks signed by Major-General Ralph Farrant, chairman of the Institution, were presented to Second Coxswain/Mechanic Victor A. C. Marsh, Second Assistant Mechanic George W. Bishop and Crew Member T. Christopher Haw. Letters of thanks signed by Captain Nigel Dixon, director of the Institution, were sent to Assistant Mechanic Phillip J. Dorey, Emergency Mechanic Ian P. Marsh and Crew Members Walter E. Bishop and John E. Corben.

North Western Division

MFV ashore

RAMSEY COASTGUARD, Isle of Man, informed the honorary secretary of **Port Erin** lifeboat station at 0616 on Saturday, June 17 that the 70ft motor fishing vessel *Incentive* on passage

from Whitehaven to Kilkeel with a crew of six aboard, had gone ashore south of Port Erin and needed help.

The weather was fine with good visibility, a moderate to fresh breeze, force 4 to 5, was blowing from the north east and the sea was rough when, at 0635, Port Erin's 37ft 6in Rother lifeboat *Osman Gabriel* launched and set out at full speed. Half an hour later she came up with the casualty ashore on the rocks at the foot of a 250ft sheer cliff on Calf Island, some two-and-a-half to three miles west south west of Port Erin.

Incentive's port side and bilges were damaged and she was taking in water. A line was passed and secured and with the fishing boat's engines going astern the lifeboat made three attempts, all unsuccessful, to haul her clear. With *Incentive* starting to flood badly, the wind freshening and backing to the north and the tide now ebbing, Coxswain Peter Woodworth decided to take off the crew from the fishing boat's stern. As the big swell running made this a hazardous task, the six men embarked on a liferaft which was pulled to the lifeboat. By 0800 they were all safely aboard. The six men were disembarked at Port Erin and the lifeboat then returned to her station and was rehoused at 0855.

For this service a letter of thanks signed by Captain Nigel Dixon, director of the Institution, was sent to Coxswain Peter Woodworth and his crew.

South Eastern Division

Injured men

A HANG GLIDER crashed on the rocks of Beachy Head and the pilot badly injured was reported to **Eastbourne** lifeboat station by Fairlight Coastguard at 1524 on April 23. Eight minutes later the D class ILB was launched and, crewed by Helmsman Colin Burden and Crew Member David Corke, set out at full speed. The day was fine with good visibility but a fresh to strong breeze, force 5 to 6, was blowing from the north east and the sea was choppy. It was 4½ hours after high water.

As speed was reduced to negotiate the confused sea at Head Ledge the hang glider was sighted on the rocks near Falling Sands and at 1546 the ILB was beached 150 yards from the pilot, a Frenchman, who was being treated for multiple injuries by ambulancemen and policemen. The two lifeboatmen helped to carry the casualty on a stretcher over the big rocks and down to the water's edge, where he was wrapped in protective plastic sheets. To help relaunch and give extra ballast Police Constable Anthony Kemp volunteered to embark as third crew member, and he put on the extra gear and lifejacket which had been brought in the boat.

At 1553 the ILB was dragged off the rocks until she floated and then, while

Newhaven: At 2003 on Monday July 3 HM Coastguard informed Newhaven lifeboat station that the German coaster Arosette, two miles south of Beachy Head, had broadcast a 'mayday' calling for immediate help. Newhaven's 44ft Waveney lifeboat Louis Marchesi of Round Table slipped her moorings at 2102. Reaching the position given at 2105 she found the car ferry Senlac standing by Arosette which had a very heavy list to starboard. Her deck cargo of timber had shifted. With a south-west gale force 8 blowing and very rough sea, her crew were cutting away lashings to release timber overboard using gear passed from Senlac. The lifeboat passed over some of her gear and eventually the list was corrected to about 20 degrees. Arosette set course under her own steam for Shoreham escorted by Newhaven lifeboat until at 0015 her master advised that all was well. Eastbourne lifeboat had also launched and stood by. These photographs of Louis Marchesi of Round Table standing by Arosette were taken from Senlac.



she was held steady by David Corke, the casualty was carried out. Two minutes later, with the injured man safely aboard, the ILB set off slowly through the choppy sea; once clear of the confused, rough water at Head Ledge, speed was increased to half.

The ILB was safely beached at the lifeboat station, where help was mustered, at 1635 and the casualty transferred to an ambulance. The ILB was rehoused and once again ready for service at 1645.

For this service a letter thanking Helmsman Colin Burden and Crew Member David Corke signed by Captain Nigel Dixon, director of the Institution, was sent to Alderman Cecil Frank Baker, station honorary secretary Eastbourne, and a letter signed by Captain Dixon thanking Police Constable Anthony Kemp was sent to the Chief Constable of Sussex Police.

* * *

A few weeks later, on May 28, a pleasure boat was returning from a lighthouse trip when her crew, Second Coxswain/Assistant Mechanic Ronald Wheeler spotted a man on the rocks signalling that somebody was injured. Unable to help, he returned to East-

bourne and notified Coxswain/Mechanic Derek Huggett.

At 1555, once again with Helmsman Colin Burden and Crew Member David Corke as her crew, the ILB was launched and set off at full speed for Beachy Head. The weather was fine with good visibility, a gentle easterly breeze and slight sea. The tide was high.

Ten minutes later a man was seen signalling from the top of an old cliff fall 15 feet up from the sea. It was not possible to beach the ILB because of large rocks at the base of the fall and a four to five foot swell, so she was anchored off and veered down as close in as possible. Colin Burden entered the water with the first aid kit, managed to wade ashore and climbed the rocks. Finding the injured man suffering from a broken ankle he immobilised the fracture with splints and bandages.

As the position would be cut off for some time, Colin Burden returned to the ILB to see if he and David Corke could get her ashore. A rope secured to the ILB was made fast to a large rock, but, as it was found that the boat could not be left in this position for fear of damage, the rope was slackened and David Corke pulled her afloat again.

Colin Burden went back to the casualty and, with the help of his friend, carried him down to the water's edge. The ILB was pulled alongside the rock and the injured man lifted aboard; then his friend jumped in followed by Colin Burden after he had freed the rope. The ILB was pulled clear of the rocks with the anchor and, at 1634, headed back to the lifeboat station. She was beached safely twenty minutes later and the injured man transferred to an ambulance.

The ILB was checked for damage, but none had been sustained. She was rehoused at 1705.

For this service letters of thanks signed by Captain Nigel Dixon were sent to Helmsman Colin Burden and Crew Member David Corke.

North Eastern Division

Four launches

OVER THE WEEKEND of September 16 and 17 Filey lifeboat, the 37ft Oakley Robert and Dorothy Hardcastle, launched on service three times and the station D class ILB once within the space of 26 hours.

The first call, to a small fishing boat firing red flares in the tideway off Filey Brigg, came to the deputy launching authority at 1250 on Saturday September 16. The wind was south westerly, strong breeze to near gale, force 6 to 7, the tide was flooding. The lifeboat launched at 1305 and headed for the casualty through rough seas, coming alongside at 1320. The four occupants were transferred to the lifeboat and a tow line put aboard. As the weather was worsening, Coxswain Thomas Jenkinson then headed south west to get into the shelter of Filey Bay before turning north for Filey. The fishermen told the crew that their boat had been swamped by a wave which put the outboard engine out of action. After trying to row, without success, they had fired

a hand flare. The men were landed and the lifeboat was rehoused by 1440.

At 2005 information was received that **Scarborough** lifeboat was launching to investigate red flares sighted by Flamborough Coastguard and at 2240 Filey lifeboat was requested by Tees Coastguard to launch to join **Whitby** and Scarborough lifeboats in a search north east of Scarborough; the search pattern was co-ordinated by Scarborough Coastguard. Filey lifeboat launched at 2250. It was a fine evening with good visibility and the wind had veered to west south west, moderating to force 3 to 4; the tide was low. After three hours the search was called off. No boats had been reported missing and nothing could be found. As the tide was not suitable for rehousing Filey lifeboat, she was berthed temporarily in Scarborough. The crew arrived back in Filey at 0330 and mustered again at 0700 to bring their boat home. She was rehoused at 0840 on Sunday September 17.

Just after 1000 that morning Filey Coastguard reported a dismasted yacht off Filey Buoy. The wind had gone round to north west and had risen again to a fresh breeze, force 5; the sea was rough. At 1014 the lifeboat launched to escort the 25ft yacht, which was under her own power, through the heavy seas into Bridlington Bay. During the passage, **Bridlington** ILB, returning from service, offered to meet the yacht and lifeboat round Flamborough Head. This offer was accepted and the ILB took over the escort. Filey lifeboat returned to station and was rehoused by 1255 with tremendous spirit despite the fact that there had been three launches and rehousings in 24 hours.

Bridlington: Late on the evening of Wednesday July 26 Arthur Dick, the honorary secretary, saw a small trawler pass the harbour entrance and go ashore on North Beach. The Harbour Office was informed and Bridlington's 37ft Oakley lifeboat William Henry and Mary King launched immediately. She anchored and was veered down so that the man on board, who was singlehanded, could be taken off.

Filey ILB launched at 1515 after the crew of a small boat had been reported waving an oar. It was one of the sailing club's own rescue boats and the club's other rescue boat came to her assistance, arriving just after the ILB. The club rescue boat took her 'partner' in tow, the ILB escorting both boats through the tideway. The ILB then returned to station and was rehoused by 1527.

For these services a letter of thanks signed by John Atterton, deputy director of the Institution, was sent to the coxswain, crew and shore helpers of Filey lifeboat station.

Eastern Division

Coaster capsized

A CARGO VESSEL, *Nimrod*, with a list to starboard and requiring urgent assistance was reported to the honorary secretary of **Cromer** lifeboat station by HM Coastguard at 0358 on Monday November 14, 1977. Her position was given as two miles west of Dudgeon Lightvessel.

Visibility was fair with a near gale, force 7, blowing from the north north east when, at 0426, Cromer's 48ft 6in Oakley lifeboat *Ruby* and *Arthur Reed* launched and set out at full speed in very rough seas. While *en route* it was learned that *Nimrod*, which had been on passage from Whitstable to Leith with a cargo of stone chippings, had capsized at 0540 and had sunk within three minutes. At this time it was thought that her five crew members had taken to liferafts but in fact they were all in the water. Three ships were in the vicinity searching for survivors,

The Dutch Mate, the ferry *Norwave* and *Haico Holwerda*. The men in the water could be heard shouting but, even when located, they could not be picked up by the high-sided vessels in the eight to twelve foot waves.

A helicopter was able to winch one survivor to safety and, because of his condition, immediately took him back to shore.

The lifeboat arrived on scene at 0620 and began to search. With the help of *Norwave's* searchlight one man was found. Coxswain Richard Davies started to approach in the normal manner but found that, with the high seas and the wind lifting the lifeboat, it was too dangerous: there was the risk of the boat coming down on top of the man. So he decided to go up wind and let the lifeboat blow down on the casualty. This approach still meant taking a risk, but it proved successful. Suffering badly from exposure and in great pain the man was unable to help himself. With two crew members lying on deck and hanging through the guardrail he was pulled alongside; then other crewmen leaning over the guardrail pulled him clear of the water and on board. He was taken below where members of the crew worked to revive him.

Meanwhile the search continued. One more survivor was picked up by *Haico Holwerda* and the last two men were successfully winched to safety by a second helicopter.

Having made certain that *Nimrod's* crew of five were all accounted for, the lifeboat started on the return passage at 0715. She arrived back in Cromer at 0918 but, not being able to rehouse because of the heavy swell, went on to Great Yarmouth, docking and landing the survivor at 1209. Her crew returned to Cromer by road, and the lifeboat eventually returned to Cromer and was rehoused on November 20.

For this service a letter signed by Captain Nigel Dixon, the director of the Institution, was sent to Dr Paul Barclay, chairman of Cromer station branch, thanking Coxswain Richard Davies and his crew and also D. L. Snelling, at that time station honorary secretary.

Western Division

Clawing off beach

AT 2302 ON FRIDAY December 23, 1977, St Anns Coastguard informed the honorary secretary of **St David's** lifeboat station that the cargo vessel *Cumulus I* of Panama bound from Glasgow to Beirut appeared to be in serious trouble off Musslewick Beach, Marloes, in St Brides Bay some 7½ miles south by east of the lifeboat station.

The weather was bad. Storm force 10 winds were blowing from the west, the seas were very high with a flooding tide and visibility was poor when, at 0140 on December 24, the lifeboat was asked



Launch of Bembridge lifeboat, the 48ft 6in Solent Jack Shayler and the Lees. photograph by courtesy of HMS Daedalus



On January 23 Bembridge lifeboat, the 48ft 6in Solent Jack Shayler and the Lees, launched in gale force winds to stand by the coaster Greta C, at anchor off St Catherines with engine failure and awaiting a tug. When the tug arrived, the lifeboat (just discernible between the other two boats) put a line aboard the coaster for the tug, which then took the coaster in tow to Cowes. photograph by courtesy of 'Isle of Wight Weekly Post'

to launch. Maroons were fired but because of the noise of the storm it was doubtful if they could be heard and the crew were called by telephone. At 0210 the 47ft Watson lifeboat *Joseph Soar* (Civil Service No. 34) launched and set out at full speed.

Cumulus I which had been dragging her anchor, managed to claw her way off the beach and make rendezvous at 0306 with the lifeboat, which then escorted her through very heavy seas to Milford Haven. They arrived at 0835.

Having partaken of refreshment and hot drinks provided by Hakin Point branch, the lifeboat left Milford Haven for her station at 1110 and arrived back in St Davids at 1345.

The captain of *Cumulus I* made a donation to the lifeboat crew and a letter signed by Captain Nigel Dixon,

director of the Institution, was sent to W. Llewellyn, the station honorary secretary, thanking the coxswain and crew.

North Western Division

Trapped under pier

FOUR FISHERMEN in a 14ft dinghy, trapped among the girders under the central pier and being battered by the waves, were reported to the honorary secretary of **Morecambe** ILB station by HM Coastguard at 1458 on Sunday June 11.

The tide was still flooding and a gentle to moderate breeze was blowing from the west when at 1505 the inshore lifeboat launched into a moderate sea and made for the casualty at full speed.

Arriving on the scene four minutes later, the ILB embarked two of the survivors. Having landed them safely ashore, she returned to the dinghy and, taking the remaining two people on board, she again returned to the shore with the dinghy in tow.

It transpired that the fishing party had set out that morning in good weather but as the day progressed, the weather deteriorated and they decided to return to shore. On the way back, their outboard engine failed and they were driven under the pier and into the girders by the wind and tide.

The ILB returned to her station where she was rehousing and again made ready for service at 1538.

North Eastern Division

Propeller fouled

AT ABOUT 2100 on Thursday June 1, HM Coastguard informed the honorary secretary of **Hartlepool** lifeboat station that a Shackleton aircraft and a helicopter were searching for the MFV *Dolphin* whose trawl had caught on an underwater obstruction and had fouled her propeller. The intention had been to drop skin divers with wire cutters to free the propeller, but the aircraft were unable to sight the vessel. At 2130 Hartlepool's 44ft Waveney lifeboat *The Scout* was placed on standby.

The weather was good, with fair to good visibility, light variable winds and a smooth sea when, at 2205, the helicopter returned to base bringing with her the skin divers and *The Scout* let go her moorings and set off at full speed to the search area.

In the position given there was no sign of any vessel, nor was there any



Lowestoft: A trimaran on passage from Wells to Ramsgate was reported making water fast on Sunday August 6. Lowestoft's 47ft Watson lifeboat Frederick Edward Crick launched at 0554 and reached the casualty at 0750. Three people were taken off the trimaran; three lifeboatmen were put aboard and by continuous bailing were able to save the boat which was towed to Lowestoft and beached.

photograph by courtesy of W. J. Keith

sign on the radar screen. The lifeboat widened the area of search and let go flares at eight miles from Hartlepool and again at 12½ miles. This last flare was seen by the casualty which, in turn, set off a distress flare.

The Scout closed the casualty at 0015 on June 2 and within half an hour the propeller had been freed and the vessel was able to return to Hartlepool under her own power, escorted by the lifeboat.

The Scout returned to her moorings and was again made ready for sea at 0430.

South Western Division

Catamaran out of control

A CATAMARAN, *Floral Dancer* of Falmouth with a crew of three aboard, out of control and needing help was reported to the honorary secretary of Sennen Cove lifeboat station by HM Coastguard at 1347 on Saturday February 18. Her position was given as in

the vicinity of Longships Lighthouse.

Storm to hurricane force winds were blowing from the south east with squalls of rain, hail and snow. Visibility varied from a quarter to two miles and the sea was rough when, at 1418, the reserve 37ft Oakley lifeboat *The Vincent Nesfield*, on temporary duty at Sennen Cove, launched and set off on course at full speed.

By this time, a helicopter had become airborne and she sighted the casualty some two miles west of the Brisons, two rocky islets, and well clear of the lee of the land. Guided by the helicopter, the lifeboat arrived alongside the casualty at 1440. *Floral Dancer* had a fouled propeller and rudder, her stays and halyards had been carried away and her engine had failed leaving her at the mercy of the wind and tide.

To have transferred the three men aboard her to the lifeboat would have entailed risk to both vessels and to the survivors themselves. Accordingly, a towline was passed and secured and the casualty was taken in tow into the

relatively calmer water close in under the land. There it became obvious that the port hull was taking in water fast and unless the catamaran was quickly beached, she could be lost. She was therefore made fast to the starboard side of the lifeboat and a quick run was made for Sennen Cove. Haven was reached safely at 1620 and *Floral Dancer* was beached without damage to either her or to *The Vincent Nesfield*. The securing lines were cut and immediately the lifeboat went full astern to save herself being stranded by the rapidly falling tide.

The lifeboat then returned to her station and was rehousing at 1637.

Services by Offshore Lifeboats, June, July and August, 1978

Aberdeen, Aberdeenshire

August 24

Aldeburgh, Suffolk

August 2

Amble, Northumberland

June 26 and July 1

Angle, Dyfed

June 23, July 11 and 31

Anstruther, Fife

July 2

Arklow, Co. Wicklow

July 25, 29 and August 11

Arranmore, Co. Donegal

June 23, 26, July 11, August 11 and 20

Ballycotton, Co. Cork

August 16

Baltimore, Co. Cork

June 1, 5, 24, August 1, 11, 14 (twice) and 15

Barmouth, Gwynedd

June 28 and August 13

Barry Dock, South Glamorgan

June 25, July 4, 7, 8 and 16

Beaumaris, Gwynedd

July 22 and 26

Bridlington, Humberside

July 26 and 27

Buckie, Banffshire

August 7 and 11

Calshot, Hampshire

June 9, 23, August 27 and 31

Campbeltown, Argyllshire

July 9 and 24

Clacton-on-Sea, Essex

June 24, August 6, 26 and 28

Clogher Head, Co. Louth

June 8 and July 22

Clovelly, North Devon

June 11, July 3, 21, 23, 26, 31, August 1, 2, 17, 21 and 25

Courtmacsherry Harbour, Co. Cork

June 17, July 9, 20, 23, 26 and 31

Cromer, Norfolk

July 24 and August 16

Donaghadee, Co. Down

June 26

Douglas, Isle of Man

June 1 and 18

Dover, Kent

June 3, 24, August 6 (twice), 9, 16 and 20

Dunbar, East Lothian

July 2, 17 and August 8

Dungeness, Kent

June 15

ANNUAL AWARDS 1977

The Maud Smith Bequest for the outstanding act of lifesaving by a lifeboatman in 1977 has been given to Coxswain Thomas Walsh of Kilmore. On December 24 the lifeboat under his command was capsized twice while investigating a report of red flares in a strong gale and exceptionally high seas. One crew member who was washed out of the lifeboat during the first capsize was rescued and three of the four crew members who were washed out of the lifeboat during the second capsize were also rescued.

The Ralph Glistler Award for the most meritorious service of 1977 by the crew of an inshore lifeboat has been made to Helmsman Peter David Bliss and Crew

Members Barry Garland and Roger Radcliffe of St Agnes, who on July 17, rescued an injured man trapped in a narrow rocky cove at the base of 150ft overhanging cliffs. The ILB, *Blue Peter IV*, continually swamped by breaking waves, was driven through dangerous surf and over rocks just below the surface.

The James Michael Bower Fund monetary awards have been made to the seven lifeboatmen who received the RNLI's silver medal for gallantry in 1977: The late Coxswain Eric Pengilly, Sennen Cove; Coxswain Matthew Lethbridge, BEM, St Mary's; Coxswain Antony Warnock and Second Coxswain/Assistant Mechanic Trevor England, Padstow; Helmsman David Bliss, St Agnes; Coxswain Thomas Cocking, Senior, St Ives; and Coxswain Thomas Walsh, Kilmore.

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Knockdown . . .

. . . DURING A WINTER OF UNUSUAL FEROCITY

IN THE EARLY HOURS of Christmas Eve 1977 Kilmore lifeboat, the 37ft Oakley *Lady Murphy*, and St Ives lifeboat, the 37ft Oakley *Frank Penfold Marshall*, were both out on service in storm force winds and some of the worst seas experienced for many years. There had been a long period of hard south-westerly wind which had fetched a very big, heavy swell into the western approaches and high seas were generated right across the area from Cornwall to the Irish coast. *Frank Penfold Marshall* took a tremendous sea on the beam and was rolled over on to her beam ends; *Lady Murphy* took a similar sea on the quarter but she was capsized twice, righting herself each time and each time her crew were able to restart the engine immediately. One crew member washed out of the lifeboat during the first capsize and three of the four crew members washed out during the second capsize were rescued, but tragically one man lost his life.

Two months later, on February 19, 1978, Torbay lifeboat, the 54ft Arun *Edward Bridges (Civil Service No. 37)* was knocked down on her beam ends by an exceptionally high wave while on service in an east-south-easterly storm. Once again, there had been a long period of high wind, this time from the east, and conditions in Lyme Bay were very bad. The very big sea which broke right over the Arun's flying bridge was estimated to be 30 to 35 feet with an additional 12 feet breaking top. One man was swept overboard but he was recovered safely.

When lifeboat people met in London last May for the annual presentation of awards, Vice-Admiral Sir Arthur Hezlet, chairman of the Lifeboat Crew Safety Working Party set up by the Committee of Management, took the opportunity to hold a discussion with the honorary secretaries, coxswains and some crew members from these three stations together with divisional inspectors of lifeboats and other operational staff.

Much was to be learned from such a forum, which included coxswains and crew members who had been overtaken by freak seas such as few encounter and who had handled these situations with skill and success. From Kilmore there were Coxswain Thomas Walsh, awarded the silver medal for gallantry; Acting Motor Mechanic John Devereux, awarded the bronze medal; and Acting Second Coxswain Joseph Maddock, the man who had been swept out of the lifeboat twice and recovered on each occasion. From St Ives there

was Coxswain Thomas Cocking, Senior, who was awarded the silver medal. From Torbay there was George Dyer, at that time Coxswain and awarded the bronze medal. It was of great value to the working party in its allotted task that it should be able to take into consideration the experiences and suggestions of such seamen.

Later in the morning, after the main meeting had ended, conversation continued informally between the five lifeboatmen and Captain Roy Harding, trials officer RNLi, who has himself been a lifeboat coxswain and who has had experience of going right over in a boat; he remained aboard an Arun lifeboat, strapped in her coxswain's seat, during her self-righting trial. Parts of the discussion which followed are reproduced here so that lifeboat people in general can share some of the first-hand descriptions of the three services.

* * *

One subject raised by Captain Harding was whether there had been any forewarning of the exceptionally high seas which had caused the knockdowns; whether there had been any premonition of what was approaching, any change in the sea pattern, any increase in the wind?

Coxswain Thomas Cocking, Senior, St Ives: There was no forewarning, none whatever. We were outward bound 17 miles north of St Ives Head. We got a recall. Red flares off Porthtowan. We came back, oh, six miles. On the way back the boat behaved beautifully. We were all happy with her. We were singing, actually. Some of the chaps were singing carols. We were nine miles from Portreath when the second mechanic, who was on my starboard hand, shouted, '*Look out, Tommy!*' and when I looked, there was the sea just rolling up. It completely covered the boat; right over. We were going along full speed. The next thing, she was just picked up and we were on our beam ends. I held the wheel as tight as I could. I was holding on to the binnacle so that I had the wheel spoke held hard against my wrist. The wheel couldn't move. I thought I kept her straight. When we came out of it the second coxswain said, '*Tom, I can't see any lights.*' I said, '*Eh? They aren't there!*' And that boat had literally turned on her port side 100 degrees. And we brought her back. It seems ages when you are on your side going along like that. Endless. And you are saying to yourself, '*Now is she going?*' Then up she comes. '*Thank God for that, men!*'

You know, everybody holds their breath for a minute.

Coxswain Thomas Walsh, Kilmore: It took us completely by surprise, too; no doubt of it. There were pretty big seas running all right, but there was no heavy breaking water whatsoever. We had come for miles and we had seen nothing like that. Then we seemed to come on a wave that was just coming to the point of breaking and we just rolled with it and went right over. It must have been just as the wave comes to breaking and it must have just picked us up under. There was no sound at all. Then the noise started coming like breaking water in, around and under the boat. She had run on it. But the minute she started running she was toppling as well at the same time. You know, when a wave comes on the break, how the head curls over? We must have just gone right over with her. Jimmy Bates, the former coxswain of *Lady Murphy*, was out on the corner of the pier watching and afterwards he asked, '*You didn't go end over end, did you?*' I suppose he had seen the navigation lights and then they went down and disappeared and he could see the stern light. But actually we didn't. We went to port. You could feel her rolling over. But to him looking from a distance away it seemed that we had gone end over end.

The second time I could hear the wave breaking, coming down on us, but we hadn't time to bring her up to this one either. I gave her full ahead on the starboard engine to bring her up to weather. The wave was coming at us from port. Thinking about it afterwards, there must have been ropes in the screw on the starboard side or something because she didn't respond very well.

Coxswain George Dyer, Torbay: It was so slow, it took us by surprise. You'd never think it was going to happen. She went over so slowly we were all looking at it, laughing. Then a couple of seconds and up she came. Beautiful. It was the topping that knocked us over. We had a pilot boat in tow but she was up on the top of it. We had the worst of it, I should imagine. When we were looking up aft, as you do, she looked as though she was coming down with us as we went. But when the pressure of water came off and the lifeboat came up, everyone, even the bloke who had been washed overboard, seemed to come with us.

The second coxswain took the wheel and I went aft, because the second coxswain isn't a big man. The biggest of us went aft to keep the tow clear and bring the man in the water aft to where there was more arm room. It was a problem of weight. The guard chain tended to foul our lifejackets and then we had got to lift a tidy bit of weight about four feet, I should imagine, plus a bit of motion. We didn't like that because I

could see that the man had hurt his arm. We tried to push him off until the right sea came to bring him in all in one go.

After a boat had recovered from such a knockdown the whole crew would be drenched; there would be cold and discomfort. Did they also, perhaps, experience some disorientation, asked Roy Harding? Were they at all confused?

Dyer: No problem at all.

Cocking: We were all bound for land, quite happy. Then the sea hit us and I saw the assistant mechanic, David Smith, going past the back of my head at the rate of knots. 'My God!' I said, 'That's one gone!' As soon as we came back upright the first one I shouted for was David. I heard his voice there, behind me, and he was jammed down behind the seat. The signalman, he was down on the deck, round the second coxswain's legs. He got up. 'You all right?' I asked. Yes, he was all right. 'Where's John Thomas?' David said, 'He's under me.' There was John underneath and the assistant mechanic on top of him, both jammed behind the back of the seat. When they had all got up and I had looked under the canopy to make sure my boy and the mechanic were there and we had sorted things out, I said 'How are you feeling?' 'I can see the lights in there,' came a reply. I said, 'That's all we want. Carry on searching.' The morale of the crew was still all right. I asked them, 'What do you think about going back?' 'No, we're going to search.' And that's it. I asked their opinion. I don't make a decision unless I ask them. I'm only one. There's six others besides me. We passed the message through the Coastguard to the honorary secretary: 'Radar and MF out of action. Took big sea. Crew all OK'. Message came back: 'Are you happy about your position?' A few choice words! I said: 'Message to honorary secretary: We are nine miles north west of Porthtowan. Proceeding on our search.' And we carried on for another four hours.

Walsh: Thinking back afterwards I found that some things stood out very clear, and I suppose those were the things that were going through my mind. The minute she came back after the first one I shouted out for everyone to shout back that he was there. Had a roll call. And I found that there was one man missing. I didn't know who it was then. We checked again and we found out fast enough. Then we thought that he should have been somewhere in the boat. Let's see if he's had a knock and lying down the other side, maybe. We couldn't believe that we had lost one of our crew overboard. Every second seemed like hours, going back to look for him. I thought we would never find him again. I was really delighted when I



From Kilmore: (l. to r.) Acting Motor Mechanic John Devereux, bronze medallist, Coxswain Thomas Walsh, silver medallist, and Acting Second Coxswain Joseph Maddock.

(Below) George Dyer, bronze medallist, former coxswain of Torbay lifeboat, now retired.

heard someone say they could hear him shouting.

Acting Motor Mechanic John Devereux, Kilmore: The first thought in my mind was, 'Would the engines start again?' So I just went down and pressed the buttons, and the minute I pressed them she went immediately without any hesitation at all. It was like music to my ears.

The man who had been swept out of the lifeboat twice was Joe Maddock and Roy Harding asked him about his feelings; had he perhaps felt despair the second time?

Acting Second Coxswain Joseph Maddock, Kilmore: If I could start at the first occasion, my greatest fear was that the boat wouldn't come back to me. First of all I thought that there was nobody else left in the world but myself; that everybody else had gone. So when I saw the lights coming on in the boat I think I came back to life. But on the second occasion I was quite close to despair. I thought the boat couldn't come back a second time. I didn't think it possible that the men could have done so good a job the second time. So I was really delighted when they came back and picked me up again.

Before the first capsizes John Devereux and I were having a discussion about the boat. I said I would go anywhere in her and John said she was sticking to the swells like a stamp, I think his expression was. And practically within seconds of that I was in the water. When I went underneath I wondered which way up I was. The lifejacket worked perfectly. It was only a matter of seconds and I surfaced. I gave a few shouts when I came up to see if there was anybody else in the water. Two things ran through my mind. Should I kick off the boots or keep them on? If I'm heading for the rocky shore I would be better with boots on my feet. . . . So when I saw the lights coming up on the boat—they probably were on all the time but the boat had gone quite a distance away from me—I kicked off the boots and held on until Tom headed back up to windward again. When I thought he



would be close enough to hear me, I gave a few more shouts. So they took me on board.

Earlier you raised the question of brains. Personally my brain seemed to be racing very clearly. I didn't think I had a brain until that night! I was thinking of so many things that there wasn't time. You know, I thought, Christmas Eve; terrible night for something to happen. What will they think at home? Will the boat come back for me? Will I kick off the boots? Will the lifejacket keep me up? Should I swim for a fender—I saw one off the boat and stayed close to it because it looked very bright in the water. It was all over in a few minutes. On the second occasion they had some of the lads back on board and then they had me back and I was overjoyed. The lads must have been reacting the same, you know, because they did all the right things. Nobody seemed to be frozen or dazed or anything like that. It all seemed natural. . . .

Devereux: It all seemed part of the night's work. . . .

Discussion turned to the problem of getting a man out of the water and everyone agreed that it was far from easy, even in a lifeboat which has very little freeboard. Could the present practice drills be augmented in any way to help lifeboat crews?

Walsh: We were so short of manpower the second time. With four in the water it only left three on board. I never thought it was as hard before to get men back into a boat. But it would be hard to simulate the circumstances you would meet on a night that will capsize you. You've not only got a man in the

Captain Roy Harding, trials officer RNLI.

photographs by courtesy of Peter E. Hadfield

(Below) From *St Ives*: Coxswain Thomas Cocking, Senior, silver medallist.



water but you have chaos on board as well. Your mast is down and fallen across on the side; there are stays; there are aerials; your plastic canopy down round about you and you can't get near the wheel without picking it up to climb in under. Your movement on deck is very restricted, even to go to the help of anyone. It would be very hard to simulate it all.

Dyer: You've got a scrambling net. It's all there, but at the time all you are interested in is getting that man out of the water. My crew member seemed injured and we wanted him aboard. We could have put out the net if we had stopped and thought, but by that time, in those conditions, we might have lost him.

Cocking: Have you any experience of an inshore lifeboat? That's where you learn how to get a man aboard with a lifejacket on. With an ILB you turn him back on to the boat, dunk him and let him come to you and he'll float up to you beautiful. And you take him in. we do the same with the big lifeboat. If a man goes in, when he comes alongside, back on, dunk him once and he comes back on easily. They come aboard all right if you can get them to turn round. But if you are the one in the water? You know the feeling! I've got you now! You're not turning me around! I'm coming on!

Maddock: They tried to turn me round . . .

Walsh: He was holding on to the lifelines . . .

Maddock: I said, 'I won't let go!'

Harding: Joe, when you felt the boat going over, did you consciously hang on to the boat or did you push yourself off clear? Can you remember?



Maddock: I have been asked that question a good many times. I couldn't give a definite answer as to what happened on the first occasion. But on the second occasion I was very definite: I held on for dear life with all the strength I could command. But I was still swept off. It was something like going down a slope with the turning over movement of the sea piling in and I was just swept out.

Earlier in the morning Tom Cocking had told the meeting that in severe conditions he makes his crew pull the plugs on their lifejackets so that, if anyone should go overboard, the lights can activate as they are immersed without the man himself having to take any further action. Roy Harding asked him to explain how he decides when to give this order.

Cocking: Well, say we are called out. If it is a flat calm you don't need your lifejacket light on; you are not going to capsize a lifeboat in a flat calm. If there is a gale of wind, say from force 7 up, especially down our way where we get the big nor'wester with a big ground swell, the plugs are pulled. If a man is hit on the head and he is unconscious, he can't pull the plugs in the battery to get the light working. Now you are searching for a man who is unconscious and all you are depending on is the reflecting strips on the jacket. But if the plugs have already been pulled the battery will be activated by the sea water and the light will come on automatically.

Talk continued about equipment, and about the boats . . .

Devereux: How did you keep your VHF dry when your boat went over like that?

Cocking: My boy had his back against it. He jammed himself right up in the corner. As we were going he saw what was happening and he put his foot against the battery box and stood up, and he is six foot. He was jammed up in the corner and the radio was all behind him. It was a very poor experience for him because he saw everything happening in front of him: the lights going out; the deckhouse going under; Phillip, the mechanic, is gone; his father is gone; the water coming up . . . He said to me

afterwards that he would not like to go through that again. I said, 'Do you want to pack up?' 'No, thank you.'

Did any of your lights go out at all, John?

Devereux: No, Tom. We had them on.

Walsh: The compass light went after the first time, that is all.

Cocking: We lost our compass light when we were coming back. We had plenty of seas coming at us, although not like the one that knocked us down. I got the crew to give me the masthead light and rigged it up as a jury compass light.

When we were coming down across the bay St Ives Coastguard called: 'St Ives lifeboat. I can't see your blue light. Where is it?' 'Nine miles off, where do you think!' It was the only thing we lost off her, that blue flashing light. The sea ripped that right off the top of the mast, so you can guess how far she was over.

Devereux: Everything worked perfectly as regards the machinery of the boat.

Harding: There was a time, in the early days, when self-righting lifeboats were not very popular with some of the older crews. How do you feel now? Are you happy to have a self-righting lifeboat?

Walsh: I think that's obvious—yes! We wouldn't be here otherwise!

Cocking: For two years they were trying to push an Oakley on to us. We wouldn't have her. Didn't want to know anything about it. We'll keep our Liverpool: you keep the Oakley. They capsize too easily. But I'll tell you now, let anyone from head office come down and say they are taking *Frank Penfold Marshall* away and, you know, we'll chain her down! You are not having that one, and this time we mean it!

Harding: John, going back to the engines, you would say that familiarity with the position of the controls, so that a chap, in the dark, would be able to go to them straight away, is essential?

Devereux: Yes, that is essential. It is also essential that every man on the lifeboat should be able to start her engines, regardless of the mechanic. The full crew should be able to start her at any time.

Cocking: I agree. All the crew should know how to start the engine. Supposing nearly everybody was thrown out of the lifeboat, leaving, say, just two men aboard. Start? Which way do you do it? You've got five men in the water and nobody knows how to start the engines. You are in the same trouble as if the boat was in the boathouse. Every one of my crew knows how to start the

engines of *Frank Penfold Marshall* now.

The same argument applied to taking the wheel of the boat . . .

Cocking: If you have got a boat out on service in poor weather, by all means you are the man to stay on the wheel. But if you are out on service or on exercise in fine, good weather, you have got six men with you and they should take a turn. It's possible for me to go over the side the same as anybody else; somebody has got to go and catch the rope . . .

Our boat went out on exercise recently. I walked up to the honorary secretary and said, 'I'm not going.' 'What?' he said. 'I'm not going,' I repeated. 'Let the second coxswain take her.' The second coxswain took her out. He was just coming back when a message came over the radio: 'St Ives lifeboat: proceed to Porth Kidney Sands. Vessel ashore.' They took off 24 hands. And there I was standing on the beach looking a fool! I said, 'What have I missed?' But never mind. That man took the boat on his own and did the job, and that's what I want. It gave him more confidence doing the job without me there.

And so the conversation turned to crews . . .

Dyer: Crews are born, you know. You can't train a crew. You can tell immediately who are going to make good crew members. They have only got to come once. It falls out of them. But you cannot get it out of some blokes at all. It isn't there to start with.

Harding: Some people have sea sense and some people don't.

Cocking: Lifeboat work is bred in the man that is doing the job. If it is not bred in you, you won't do the job. One of my boys was driving me mad for two years. I didn't want him in the boat. The only reason I didn't want him there was that I have lost my whole family once before. If I go out, lose him and lose myself, that's another family gone. I didn't want him but he's there in my boat. I couldn't keep him out of it.

Dyer: With a fast boat you cannot afford to take a bloke on service who hasn't been before. Fair enough on a practice, but on a shout I would sooner go without than grab anyone.

Harding: Do you feel, George, that with the faster boats you need a younger man?

Dyer: The Arun is a young man's boat, I can assure you of that.

Harding: Because of the increased acceleration? The crew is bound to be thrown about a lot more on board.

Dyer: Yes. Even in a force 4 when you have got any wind on the bow you need the seat strap on. It eases you back. If you are not strapped in you try to fight the sea, but if you are strapped in, even in just a little bit of plop, you are rocking along.

The cold can be intense on a wild winter's night, particularly for anyone who has been in the sea or soaked with salt water . . .

Walsh: Everyone was really shivering, though I felt warm enough, that is until I got up to the boathouse. A couple of hundred yards on and I was really shivering.

Harding: That would probably have been nervous reaction, wouldn't it?

Maddock: You don't feel cold in the water; that is one thing that doesn't enter your head. You never think about the cold until after. After the first capsize I thought I was about the best one of all of them. After the second capsize, though, I was very shocked. One thing that is most important when you go under is not to swallow salt water. It's a funny thing, but it was impressed on me that if you are in the water and you keep your mouth shut there is a good chance of survival. I had high blood pressure; they said from swallowing salt water. The Red Cross insist that anyone who has been in the water should always be treated for shock. There is exposure and shock will have set in. It's the cold. I called out to Dermot Culleton. He was perfectly likely to be shocked as well, but he stayed watching where we were going, and I said, 'Keep talking to me, whatever else happens, keep shouting and I'll shout back. If I don't shout, make sure you get an answer from me.' Because you see I have this thing that if you fall asleep you are a gonner. I think I was shaking the whole bow part of the boat. I knew I was badly shocked because I was vibrating all over.

Walsh: You know that feeling of shivery cold. While you are moving around and working it seems all right.

Cocking: It was all right at full speed. Quite warm. But when we got in close to land, we had to ease down because we were in shoal water—not more than 6 or 7 fathom of water—and there were breaking seas all the time. The flare was seen from Porthtowan, so we had to search from three miles off and we kept going in, and in, and in, until we were 50 yards off the rocks. That's when we felt the cold, when we had to ease down. Everybody was out on deck with a searchlight going and all that lot. We've got one hand light and we used the Aldis lamp as well. I had had enough myself because I had had eight hours on the wheel.

Harding: You carried on for hours after your knockdown. When you do these long services you never seem to get tired, do you? Do you find that you are given some sort of extra strength? We had a very long search on one occasion when I was coxswain of the 70-footer. I wasn't off the bridge for 51 hours. When it was all finished I was absolutely flat.

Cocking: The reason is that you are there to do a job. You know you are going out to save life and while there is someone out there, you'll keep going. You keep plodding and plodding. I've done 16 or 17 hours on the trot, but when you get in and settle down and think about it . . . oh, I'm all right . . . sit down in a chair by the fire . . . the next thing, you are gone . . . asleep.

Dyer: Once you have done the job and you relax, the heat gets hold of you and you are gone.

Devereux: When we came in that night, the people on shore were wonderful. When you look back, the heart is in the right place.

Walsh: Everybody was marvellous.

Cocking: You were the same as us. Two of the ladies' guild were waiting for us that morning when we came in. They had bacon sandwiches and tea all laid on. It is usually the chairman and treasurer who do it. They are up every time we go out. But the whole town at home was interested because, as you know, in 1939 we lost a boat. I suppose this was the closest we have been to it since.

Harding: Later that evening, still on Christmas Eve, Lt-Cdr Brian Miles was on duty in the 'Ops' room at Poole and a phone call came through from Captain Kemp, the honorary secretary at St Ives, at about 10 o'clock, saying that they had made their repairs, completed their running tests and the crew was just going to stand down. They had had a whip round and they had about £60 which they wanted to send to Kilmore as a contribution to any fund which might be set up in memory of Fintan Sinnott, the crew member who had been lost. And that was just two hours before Christmas.

Walsh: We had great support from all stations, every one of them. It was a great help.

To round off the discussion, Captain Harding asked the three coxswains whether they had any good advice for other coxswains who could possibly find themselves in similar situations, or whether they thought anything could be done to improve their type of boat . . .

Walsh: I think if you can keep the men
continued on page 93



First lifeboat wedding at Littlehampton station: Jane Combes, daughter of Crew Member Mick Combes, and Jim Osborn, the youngest member of the crew, were married at Clymping Church in October, with the lifeboat crew forming an arch of oars as they left the church.

Crew Member John Dew of Torbay was one of two men who rescued two elderly people when fire broke out in a block of flats in Brixham last October. He had seen the flames while driving home, went to investigate and helped firemen and police rouse sleeping residents and lead them to safety.

* * *

There has been a lifeboat at Walton and Frinton for 94 years, but last summer for the first time a ladies' guild was



Sharing the work—and the enjoyment—in a husband and wife partnership, Alf and Joan Jenkins are joint honorary secretaries of Truro branch. They put their combined help behind such enterprising branch activities as a button auction which raised over £1,000 and a Cornish concert at Truro Plaza Cinema. 'This Celtic Land', a recording of this performance of brass and voices in music by Kenneth Pelmeur is now available price £3 (plus 30p postage and packing) from A. A. Hyde, Plaza Cinema, Lemon Street, Truro, Cornwall TR1 2PN. All profits to the RNLI.

(Right) A visit to St Mary's lifeboat station while holidaying in the Scilly Isles 22 years ago began a lifelong interest in lifeboats for Mr and Mrs Derrick Waters. Since then, they and their children, Carolyn, Stephen and David, have gradually been fulfilling an ambition to visit every lifeboat station in England, Scotland and Wales; an ambition finally realised last summer during a holiday to Shetland. Next year they plan to start visiting Irish lifeboat stations . . . Both Mr and Mrs Waters are active members of Winchester branch committee, of which Mrs Waters is chairman; Derrick Waters is also a founder member of the Lifeboat Enthusiasts' Society.

photograph by courtesy of 'Hampshire Chronicle'

Lifeboat People

formed. It has great plans for the future and anyone who would like to help should write to the honorary secretary, Mrs B. Pearce, 9 Suffolk Street, Walton-on-Naze, Essex.

* * *

The marriage took place last August of The Hon. Sir Kenneth Jones and Mrs Patricia Whittaker, former district organising secretary (North East). The many messages of good wishes they received from lifeboat people delighted them and Lady Jones hopes that while accompanying her husband on circuit she will have the opportunity to meet old friends.

The Lord is my pilot; I shall not drift.
He lighteth me across the dark waters:
He steerest me in the deep channels: He keepeth my log.
He guideth me by the Star of His Holiness for His name's sake.

Yea, though I sail amid the thunders and tempests of life
I shall fear no danger, for Thou art near me:
Thy love and Thy care, they shelter me.
Thou preparest a harbour before me in the homeland of eternity;
Thou anointest the waves with oil; my ship rideth calmly.
Surely sunlight and starlight shall favour me in the voyage
I take, and I shall rest in the port of my God for ever.



Brian Williams, a Shoreline member, specialises in making scale miniature models of individual boats. His replicas include sailing barges and yachts and also lifeboats, a number of which have been ordered for presentation to serving or former crew members. He regards each miniature as a challenge, asking for drawings, data and photographs so that detail is accurate. Part of all commissions are donated to the RNLI. Information from Brian H. Williams, Marine Artist, West Rock, The Cleave, Kingsand, Plymouth PL10 1NJ.

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

June

Thomas Moore, coxswain of Porth-dinllaen lifeboat from 1956 to 1973.

July

Miss A. D. Guy, holder of the Institution's gold badge and president of Ashford, Kent, branch for the past three years. She had been honorary secretary of the branch from 1952 to 1957 and assistant treasurer from 1958.

August

Roy Gawn, deputy launching authority and honorary bosun of Rye Harbour ILB station. First helmsman when the ILB station was opened in 1966, he was a much loved and respected member of the branch.

Captain Ian B. B. Robertson, honorary secretary of Holy Island from 1953 until the station closed in 1968, since when he has cared for the Institution's interests on the island. He was awarded binoculars in 1964 and the thanks of the Institution inscribed on vellum in 1968. The adaptation of the Twenty-third Psalm on this page is accredited to Captain Robertson.

Mrs Angela Wooldridge, a founder member of Stourbridge branch when it was reformed in 1953 and honorary secretary from then until she moved to St David's in 1976. She was awarded the silver and the gold badge.

October

Alfred D. Maddrell, BEM, coxswain of Port Erin from 1946 to 1972 after previously serving as bowman from 1935 to 1946. He was awarded the bronze medal for gallantry in 1970.

November

Captain T. W. C. Jones, honorary secretary of New Quay (Dyfed) lifeboat station from 1971 to 1978, having previously served as deputy launching authority from 1970.

Dr E. W. Hicks, honorary secretary of Wells lifeboat station from 1940 to 1969. He was awarded binoculars in 1952, the gold badge in 1966 and the thanks of the Institution inscribed on vellum in 1969.



Lerwick: The 52ft Arun Soldian before her naming. In background, moored alongside, can be seen the Norwegian lifeboat Skomvaer II: she was also visited by the Duke of Kent during the afternoon.

photograph by courtesy of John Wilson, British Petroleum

Naming Ceremonies

LERWICK and DUNGENESS



After demonstration runs to sea, HRH The Duke of Kent disembarks from Soldian at Lerwick

photograph by courtesy of Fotopress, Dundee

. . . and Miss Ursula Upjohn disembarks from the 37ft 6in Rother Alice Upjohn at Dungeness.



HRH THE DUKE OF KENT, president of the Institution, visited Shetland for the first time on Tuesday September 12, 1978, when he named Lerwick's new 52ft Arun class lifeboat, *Soldian*. A guard was provided by A (Lovat Scouts) Company 2/51 Highland Volunteers and as the Duke arrived at the pier, where more than 2,500 people had gathered, he was presented with a Shetland silver paper knife as a memento of the occasion by Julie Clark, the eight-year-old daughter of Motor Mechanic Hewitt Clark. A. G. Beattie, chairman of Lerwick branch, opened proceedings, greeting the Duke, all the station's guests and everyone who had come to

be present at the naming ceremony.

Particularly welcome was the Norwegian lifeboat *Skomvaer II*, an old friend in Lerwick Harbour, and her crew. Norwegian lifeboats sail in company with their offshore fishing fleets and over the years, during the fishing season, *Skomvaer II* has paid many visits to the Shetland Islands.

Arun 52-10 was handed over to the RNLi by Lady Steel on behalf of the Oil Consortium and all other donors; this lifeboat was provided by all who had responded so generously to the Lerwick Lifeboat Appeal including members of the Brent and Ninian Pipeline Consortium, Chevron Pet-

Dungeness: The moment of naming.

photograph by courtesy of J. P. Morris



roleum (UK) Ltd, the Aberdeen Students Charities Campaign and a number of bequests.

'I know,' said Lady Steel, 'that the oil industry is delighted to have been able to lend its support to the tremendous efforts that so many Shetlanders, both individuals and firms, have made in raising funds for this lifeboat.'

Soldian was accepted by Major-General Ralph Farrant, chairman of the RNLI, and placed in the care of Lerwick station, the honorary secretary, Magnus Shearer, accepting her on behalf of the branch.

The service of dedication which followed was conducted by the Reverend A. E. Lambie, Minister of Lerwick and Bressay Parish Church, assisted by the Reverend D. Monkton of Lerwick Methodist Church and Bernard Clampton, Superintendent of the Royal National Mission to Deep Sea Fishermen.

Before naming *Soldian*, and the breaking of the bottle of champagne, the Duke of Kent paid tribute to all those who had helped provide her and to . . .

'... the men upon whom the whole of the lifeboat service ultimately depends: the crewmen themselves, whose dedication to the cause of saving life at sea, quite regardless of danger to themselves, is simply beyond praise.'

The naming ceremony performed, the Duke went aboard and up to *Soldian's* flying bridge with Coxswain George Leith for a demonstration run to sea.

* * *

A month later, on Monday October 9, Dungeness lifeboat people and their

guests gathered at the station's new lifeboathouse for the naming of their new 37ft 6in Rother class lifeboat *Alice Upjohn*. Gordon Paine, chairman of Dungeness station branch, welcomed everyone to what was indeed a family occasion from every point of view, the warmth of which could in no way be diminished by the light rain falling.

The lifeboat had been given by Miss Ursula Upjohn in memory of her mother and RNLB *Alice Upjohn* was delivered to the care of the station by Commander Ralph Swann, a vice-president and past chairman of the Institution who is also Miss Upjohn's cousin. Miss Upjohn herself has got to know the branch and crew members closely and the presentations made to her of a special plate decorated with a picture of the lifeboat and of a painting of the boat by Mrs Pauline Fehr, were just two expressions of the deep affection of 'the family'.

Following the acceptance of *Alice Upjohn* on behalf of the station by the honorary secretary, G. L. Bates, the service of dedication was conducted by the Reverend G. P. Chidgey, Rector of Lydd, assisted by the Reverend Father O'Brien, Roman Catholic Parish Priest, and the Reverend Dennis Reynolds, the Methodist Minister.

Gordon Paine then invited Miss Upjohn to name *Alice Upjohn* and, at the conclusion of the ceremony, to board her for an inspection and launching.

Lifeboat people had come from all the neighbouring stations to be present, and the music for the occasion was played by Hastings Lifeboat Brass Ensemble, whose conductor, Robert Shoemith, is second assistant mechanic of Hastings lifeboat.

Lifeboat weekends

A SERIES of unusual long weekends for lovers of ships, lifeboats and the sea are to be held in St Ives, Cornwall. Mike and Jill Elleston, who own the tiny Skidden House Hotel, have organised two weekends in February and March for small groups of RNLI supporters who would enjoy a winter break learning about the lifeboats and marine traditions of the area.

Very full weekends are planned starting with talks and films by the RNLI, visits to local lifeboat stations and walks along the coast path to ancient wreck sites. Good food, company and a fascinating subject are the keynotes of the weekends.

The tariff of £65 per person is inclusive of all visits and travel around Cornwall and the weekends run from Thursday dinner to Tuesday breakfast. A percentage of all money raised will go to RNLI funds. Write to Jill Elleston, Skidden House Hotel, St Ives, Cornwall. Telephone: St Ives 6899.



and principal trumpet for many of our great symphony orchestras.

One of the finest renderings of 'The Padstow Lifeboat' I have heard for a very long time was played by The National Band of New Zealand conducted by Mervyn J. Waters, MBE FTCL, during their recent visit to London as part of a world tour. The performance was given in Westminster Abbey. It was perhaps appropriate that Malcolm Arnold's fine music should be heard in a building so steeped in our national heritage and tradition as is indeed the lifeboat service. The composer incorporates the sound of Trevoze Lighthouse foghorn and wrote:

'The new (1967) lifeboat station is near Trevoze Lighthouse whose foghorn varies in pitch between middle C and D. For the sake of musical unity it remains D throughout the march.'

The clever interpretation of the impressive booming of the signal is a real musical experience not easily forgotten. A fine march indeed.—LEN KITCHER, 13 Captains Row, Lyminster, Hampshire.

Letters...

Lerwick lifeboat

I read, with interest, James R. Kay's letter regarding Lerwick lifeboat and his uncle's yacht *Soldian*, which was published in the autumn issue of THE LIFEBOAT.

It may be of some interest to Mr Kay to know that the lifeboat to which he refers was *Lady Jane and Martha Rylands*, 51ft Barnett class. This boat, which has now been converted, lies at Barry Docks, South Glamorgan, and is used by her owners as an instruction and examination vessel for yachtsmen who wish to qualify as yachtmasters under the Royal Yachting Association and Department of Trade syllabus.

Also, moored alongside this craft, now named *Cambrae*, is the ex-

Aberdeen Barnett lifeboat *Hilton Briggs* which we believe is being converted for a similar purpose.—W. G. BROOKS, 50 Trinity Street, Barry, South Glamorgan.

'The Padstow Lifeboat'

One of our greatest composers, Malcolm Arnold, lived for a period near Padstow in Cornwall and had a great admiration for the local RNLI crew, often seeing their work at first hand. As a tribute to the Padstow boat with its long, distinguished and heroic record he composed a descriptive march which is now known almost everywhere at home and overseas; a most effective piece from a composer who was himself a leading instrumentalist

175 YEARS

A TIME TO PAUSE AND LOOK BACK



Eight of Greathead's 'Originals' went on station in 1803.

AROUND THE BEGINNING of the nineteenth century 31 'Original' lifeboats built by Henry Greathead of South Shields were established in ports and harbours scattered all round the British Isles. Not a great deal is known about their activity on the coast, but nevertheless they were an early practical expression of the mounting concern felt in seaboard communities for the great loss of life at sea.

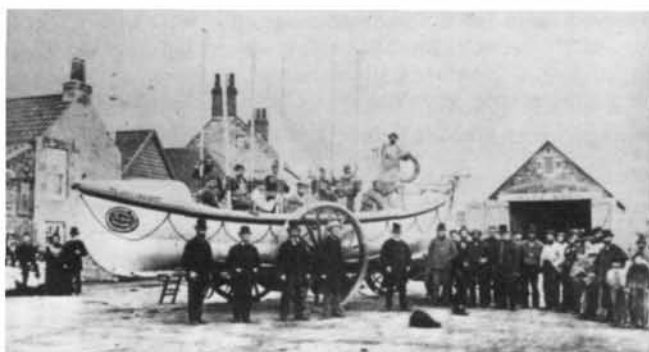
Eight of those 31 'Originals' went to the coast in 1803: to Arbroath, Exmouth, Guernsey (with a boat first at St Sampson, then, in later years, at St Peter Port), Hoylake, Mount's Bay (first at Penzance, then Newlyn, now Penlee), Newhaven, Plymouth and Rye Harbour (with Winchelsea). Most of them were funded in part by the Corporation of Lloyds and in part by the

communities they were to serve and the link with Lloyds has remained very close in Mount's Bay. The first RNLI honorary secretary of Penzance lifeboat station, Richard Pearse (1826 to 1862) was the Lloyd's agent for the area, as have been his successors in an almost unbroken line right down to the present honorary secretary of Penlee lifeboat station, D. L. Johnson.

In the early years a lifeboat presence was not necessarily continuous: in some areas the exact site of the boat-house was to change; gradually individual stations would be absorbed into the RNLI. Nevertheless for these eight communities a start had been made and by 1978 they could look back on 175 years of lifesaving history.

Those 175 years saw the gradual development of many different types of

lifeboats and just some of the boats that have been, and are, stationed at one or other of these eight stations are illustrated on these pages. Oars and sails were followed by steam, petrol and finally diesel engines. The very first lifeboat to be fitted with an internal combustion engine, *J. McConnell Hussy*, was in fact sent to Newhaven in November 1904 on service trials. She was well received and it is reported that she gained 'golden opinions from the coxswain and crew'. Plenty, Palmer, Peake, Liverpool, Watson, Barnett . . . so the roll call comes right up to the present day. There is now a 52ft Arun Class lifeboat at St Peter Port; a 48ft 6in Solent at Exmouth; a 47ft Watson at Penlee; 44ft Waveney's at Newhaven and Plymouth; a 42ft Watson at Arbroath; a 37ft 6in Rother at Hoylake



(Above, left) Exmouth's third lifeboat, Victoria, a 32ft self-righter pulling ten oars double-banked, was on station from 1867 to 1884, during which time she rescued 15 people. In one gale she was hauled on her carriage through narrow, twisting country lanes to launch from Budleigh Salterton to help a fishing smack; she took off the captain after three of the smack's crew had been rescued by Sidmouth lifeboat.

(Above) John Lockett, also 32ft pulling ten oars, was the third lifeboat on Guernsey. She was stationed at St Sampson from 1875 to 1888.



(Left) Thomas Forehead and Mary Rowse, a 52ft Barnett lifeboat stationed at Plymouth from 1952 to 1974. For her service to Merc Enterprise on January 16, 1974, Coxswain John Dare was awarded the bronze medal for gallantry.



Penlee's first motor lifeboat (1922 to 1931) was a 45ft Watson, The Brothers. She still carried auxiliary sails



Arbroath's 42ft Watson lifeboat, The Duke of Montrose, went on station in 1956. She was exhibited at the International Lifeboat Conference at Edinburgh in 1963.

and inshore lifeboats at Rye, Exmouth and Plymouth.

In the 175 years, 2,077 people have been rescued by offshore lifeboats at these eight stations and 170 by their inshore lifeboats. The combined roll of honour is impressive: seven gold medals for gallantry, 71 silver and 27 bronze. The last of the seven gold medals was awarded to Coxswain Hubert E. Petit of St Peter Port, father of the present coxswain, for the service to MV Johan Collett in 1963.

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Oldham, the second of Hoylake's four Liverpool lifeboats which spanned the years 1906 to 1974; the first was a pulling and sailing boat, the last three motor. Oldham, presented by the town of Oldham, was on station from 1931 to 1952; she carried auxiliary sail and also four oars.



The Liverpools were followed at Hoylake in 1974 by a 37ft 6in Rother lifeboat, Mary Gabriel.

The 44ft Waveney lifeboat, Louis Marchesi of Round Table was stationed at Newhaven in 1977.



(Right) The 52ft Arun lifeboat Sir William Arnold, second in her class, was sent to St Peter Port in 1973.

Rye Harbour station, closed in 1928 after the loss of Mary Stanford and her whole crew of 17, was re-established as an ILB station in 1966.





One at a time the twin Ford diesel engines . . .

. . . are lifted aboard the Rother lifeboat . . .

Building a Rother Class Lifeboat

PART X: ENGINES, SUPERSTRUCTURE AND STEERING SYSTEM



. . . and fitted into the engine room.

A CRANE MOVED into the boatshed at William Osbornes one day last autumn to lift first the twin engines and then the superstructure aboard the 37ft 6in Rother class lifeboat which will be RNLB *Shoreline*.

The engines are twin Ford 2712E four cylinder 4.165 litre marine diesels developing 52 SHP at 1,750 RPM and they are fitted with 2:1 reverse reduction PRM gearboxes. These engines are supplied in handed pairs, one with right-hand rotation for the starboard side, and one with left-hand rotation for the port side. Thus the starboard propeller will be turned clockwise and the port propeller will be turned anticlockwise so that when both engines are running at the same speed the opposing torques of the two propellers will coun-

terbalance each other. The bias of the torque, or twist, of each individual propeller can, of course, be used to advantage when the boat has to be manoeuvred in a confined space.

Before the engines are lifted aboard, the bearing pads on which they will be bedded down are machined so that the engines, when put in place, will automatically be aligned with the shaft coupling. Each engine is bolted in its position through the bearing pads with four 1/2in bolts, two on each side.

Now the aluminium superstructure can be lifted aboard. It is fitted down over the wooden forward engine room

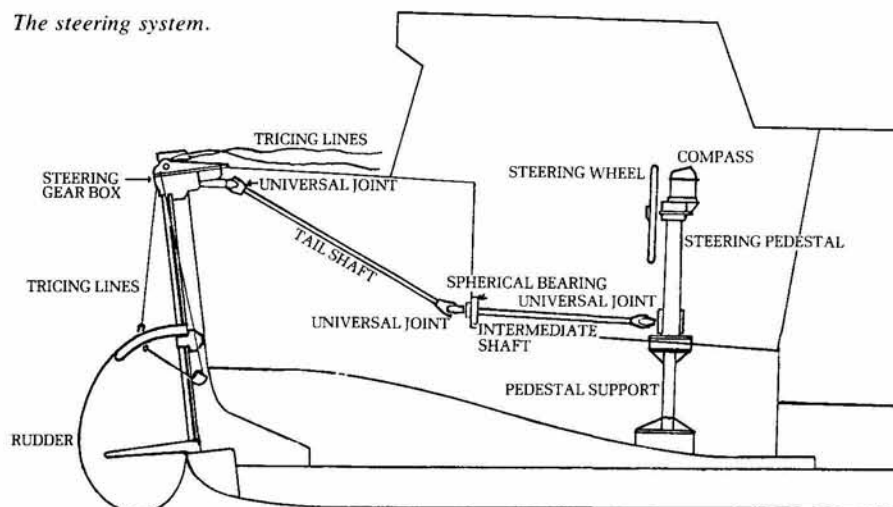
bulkhead and faired to the deck sheer; then it is bolted in place with aluminium angle.

Within one day the building of the lifeboat has suddenly made an impressive move forward and work which had been waiting until these important members were in place can now go ahead; the fitting, for instance, of the after engine room bulkhead (aluminium); the fitting of pipework such as the exhaust, closed water cooling and fuel systems; the fitting of the engine controls; the fitting of toughened glass windscreen and windows; on deck the fitting of stanchions, guardrails, capstan, searchlight socket . . . and so it goes on.

The diagram (left) shows the steering system, which is also being assembled at this time. The steering wheel is mounted on a pedestal which in turn is mounted right down to the centreline structure of the boat, thus ensuring complete rigidity. As the wheel is turned to port or starboard, its rotation is transmitted through two pairs of bevel gears to the vertical intermediate shaft and on via the tail shaft and steering gearbox to the rudder.

Movement of the boat's hull in a seaway would make the working of the entire system very rough if it were not for the flexibility of the connections between the pedestal and the gearbox.

The steering system.



This is achieved by universal joints and a spherical bearing where the intermediate shaft passes through the end box bulkhead. The tail shaft is also splined at its lower end, allowing a limited travel of the universal joint along it.

The rudder is mounted on a square shaft on which it can be raised and lowered by means of tricing lines. It is raised to avoid risk of damage on slipway or carriage when the lifeboat is launched or recovered and lowered as soon as there is enough water under the boat as she gets away from the beach after launching.

(To be continued)

The aluminium superstructure goes aboard.



Knockdown

from page 86

in the boat, that is the main thing. To get them back out of the water is the problem. If you keep them in the boat you will not have to pick men out of the water in seas that are still liable to capsize you. The crew should be secured if at all possible. When to strap in, I suppose, would be the big question. In services in lighter weather you wouldn't. But our capsize, and the knockdowns we have been talking about, they all took us so completely by surprise. Even with straps in the boats, would they still be used at all, or would you go over and still find the men not strapped in?

Dyer: The only thing I would say with the little bit of experience I have got is that the coxswain should see that as few men as possible are on deck when he is doing a job; he should keep closed ship at all times; and he should make use of all the facilities he has, especially the crash helmets, because they are 100 per cent.

Cocking: If the men can stay with the boat, so much the better, and I agree with George, if crash helmets or caps are issued I think the coxswain should insist the crew wear them and keep them on. Then I think you will find you will not have any head troubles at all. All my crew have got hats now. If we were called out in a gale of wind I think the crew would pick up their hats automatically and put them on.

Harding: And your boats? You have confidence in them?

Walsh: The performance of the boat speaks for itself. We came back twice and the engine worked perfectly. On a service that is the great thing.

Dyer: I think the crews are 100 per cent more confident now than they were before.

Cocking: You try taking our boat away!

Harding: That says everything! So, after—let's face it—a tragedy and some near misses, I am sure we would all agree that there is a great deal we can learn from these experiences.

175 Years

from page 91

Some of the lifeboats have taken part in historic events. Plymouth's lifeboat *Clemency* was present on August 19, 1879, at the ceremony of laying the foundation stone of the new Eddystone Lighthouse by the Prince of Wales and the Duke of Edinburgh. Newhaven's 45ft *Watson Cecil and Lilian Philpott* was one of the lifeboats at Dunkirk.

Sadly, not all remembrance in 1978 was happy. On November 19 a service was held at Rye Harbour Parish Church in memory of the loss 50 years ago, on November 15, 1928, of the Rye Harbour lifeboat *Mary Stanford* with her whole crew of 17 men while on service to the Latvian vessel *Alice*. It was the greatest loss of life from any single lifeboat of the RNLI in the Institution's history. Rye Harbour was closed as an offshore station in 1928, but was reopened as an ILB station in 1966.

A service at Mutley Baptist Church on April 24 was one of Plymouth's tributes to her 175 years of lifesaving, and a little later, in May, Major-General Ralph Farrant, president of the Institution, was to open the West Country Boat Show in Plymouth. In that same month Guernsey lifeboat station was the central feature of the first Guernsey Boat Show.

Penlee celebrated its 175th birthday with special fund raising efforts embracing the whole Mount's Bay area. A week of celebrations organised by Penlee branch from May 28 to June 2 included events in Penzance and Newlyn and there was also a sponsored sail by Penzance Sailing Club, there were Harvest Homes at the Old Coast-guard Hotel, Mousehole, and the Crown Inn, Penzance, and also an anniversary draw with a prize of Martell-Cognac given by Martell. 'A marked feature of the year' wrote D. L. Johnson, Penlee honorary secretary, 'has been the tremendous support we have had not only from our own people but from the local organisations, the public and the police.' A fitting postscript to such an historic year.

Shoreline Section

IN THE PAST TWO issues of THE LIFEBOAT I have asked members of my staff to give you an insight into their work within the department and I think you will agree that this has caused a fair amount of interest. So in this issue I would like to give you more details of what is happening within Shoreline itself.

On Wednesday November 1 there was a very successful gathering of over 200 Shoreline members at Portsmouth. At a cheese and wine reception followed by discussion everyone seemed to enjoy an opportunity of meeting others all with a similar interest in lifeboats. A further meeting has been arranged with a talk by Sir Alec Rose and it is hoped that these social exchanges will be run on a regular basis.

If this idea is successful then possibly such a scheme will be of interest in other parts of the country.

The Shoreline Lifeboat Appeal to fund a Rother class lifeboat has finally come to a close. The total amount received from all your efforts was just over £101,000 and I would like to take this opportunity of thanking all of you for your loyal support of this venture. As you will see from the previous pages, building is progressing well.

Now the time has come when we must consider what to do next, so again if any of you have any good ideas please drop me a line.

When fitting out of RNLB *Shoreline* is complete, her Pye Westminster radio telephone, with its whip aerial, will be a lasting memorial to the late Donald Bridgman, who died last August. Mr Bridgman was senior navigation inspector of the Thames Water Authority and a founder member of Molesey branch and more than £740 has been given in his memory by his friends and colleagues.

The membership is growing steadily and we are now over 51,000. The magic figure of 50,000 has been well and truly passed, and I hope that by the end of the year our target of 53,000 will have been achieved. If you have not already done so, how about asking your friends or work colleagues to support us?

The Earls Court Boat Show in January will be a landmark in the history of the RNLI membership because it was in January 1969 that Sir Alec Rose founded the YLA, forerunner to our present membership scheme. The RNLI stand this year will feature the ten years of Shoreline and what has happened within the Institution during that time, and I sincerely hope that any member coming to the show, which runs from January 4 to 14, will make a point of visiting us in the Pembroke Hall.

We are happy to show you here a picture of our friend and Shoreline member Mrs Nora Neill of whose scheme we have made mention in previous issues and who has, by her dedicated and untiring efforts, now raised the staggering sum of around £1,300 for lifeboat funds by collecting and trading in unwanted Green Shield stamps. She is still hard at it and will be until not a stamp remains. So, come along all you members and your friends; rally round; dig out all those stamps that you always meant to use but didn't and help Mrs Neill to beat the almost unbelievable total that she has already reached. Her address is 95 Fitzroy Avenue, Harborne, Birmingham B17 8RG.

You may remember that I asked you to send me little snippets you think would interest other members and I am pleased to report that the following has been received from K. H. Moss, secretary of Dudley branch. The Inland Waterways Association held its National Rally at Titford Pools, Oldbury, over the three days of last August Bank Holiday. Dudley branch was in attendance with a souvenir stand and the former Rhyll D class ILB which is now used as a promotional boat in the West Midlands. Because of holiday commitments only three members of the Dudley committee were available to man the stand during the 12 hours each day that the rally was open. During this period, however, they managed to sell £122 worth of lottery tickets and £265 in souvenirs, receiving £30 in donations; but by far the most successful part of their efforts was the fact that more than £500 worth of Shoreline membership subscriptions were covenanted during the weekend. Many more of the narrow boat fraternity took away with them Shoreline application forms which we hope will eventually find their way to our office in Poole. Well done the three of you and many congratulations.

Southampton Boat Show celebrated its tenth anniversary year and is undoubtedly going from strength to strength. The RNLI was well represented with a very busy souvenir stand manned by members of the local branches and guilds and a Thames class



Mrs Nora Neill hard at work.

lifeboat exhibited afloat. At our end of the stand we enrolled 211 new Shoreline members and sold £785 worth of insignia, while the branches and guilds raised a splendid £6,099 selling souvenirs and tickets for the Southern District competition the prize for which was a Saab car.

Many of our members in their letters ask for details of their nearest branch or guild so that they can take part in its activities. This information is readily available from the various RNLI district offices, the addresses of which are given below. Our district organising secretaries will be happy to help and local support from Shoreline members is very welcome.

Scotland: 45 Queen Street, Edinburgh.
Tel.: 031-225 4014.
North East: The Mill, Glasshouses, Nr Harrogate, North Yorkshire.
Tel: 0423 711667
West Midlands: Royal Mail House, 2 Calthorpe Road, Birmingham 15.
Tel: 021-454 3009
Midland Shires: Royal Mail House, 2 Calthorpe Road, Birmingham 15.
Tel: 021-455 9681
East: Aldham Road, Hadleigh, Suffolk.
Tel: 047-338 2837
North London: 553A High Road, Wembley, Middlesex.
Tel: 01-903 3230
South London: 6 Bell Parade, Glebe Way, West Wickham, Kent.
Tel: 01-777 1776
City of London: RNLI, 40 St Mary Ave, London EC3.
Tel: 01-283 4680 Ext 497
South East: 9 Union Square, The Pantiles, Tunbridge Wells.
Tel: 0892 35000
Southern: West Quay Road, Poole, Dorset.
Tel: 02013 71133
South West: Carlton Chambers, 25 Baldwin Street, Bristol.
Tel: 0272 291939
Wales: The Exchange, Mount Stuart Square, Cardiff.
Tel: 0222 31831
North West: Princes Chambers, 26 Pall Mall, Manchester 2.
Tel: 061-834 6978
Ireland: 10 Merrion Square, Dublin.
Tel: Dublin 762217
33 Saintfield Road, Belfast.
Tel: 0232 645645

Once again, ladies and gentlemen, the year has come to an end and I would like to take this opportunity of wishing you a prosperous and happy 1979 with success in anything that you undertake. In closing may I take this opportunity of thanking you for your support over the past year and from all the staff at Poole good luck for the future.—PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).

Sweet William

A MARATHON 278-MILE DONKEY TROT FROM ST IVES TO LONDON

by Rosemary Whitten

'Hey, what's that Freisian donkey doing staked out on your grass?'

The cheerful farmer's voice stopped the conversation in the comfortable bar of The White Hart, Bishop's Caundle, where we were enjoying an excellent salad lunch and we became the centre of attention. Our story told, the lifeboat collecting box circulated and returned noticeably heavier. And so it proved to be most of the way from St Ives in Cornwall to Hyde Park Corner in Central London.

To start at the beginning: I was becoming somewhat restless living in the depths of the country with my husband weekend commuting, two boys at boarding school and our seven-year-old daughter at the local school. Having led a very active life as an Army wife I decided I ought to be doing something; as a member of a keen sailing family with strong seafaring connections in St Ives I decided to help raise urgently needed money for the RNLI. The way I would do it came in a moment of inspiration: I would undertake a sponsored donkey trot with Sweet William, our four-year-old coloured stallion donkey with a light chaise from Cornwall to London! With a bit of luck I thought I might raise £500 or so and that it would take about a month.

The family, and particularly my husband once the subject had been broached and 'planning' approval given, entered enthusiastically into the scheme. Not knowing where to start I approached our local vet for his opinion, not only of William's general health but on the feasibility of the whole project. He was extremely helpful and we reckoned that 10-15 miles per day was perfectly reasonable for a fit, shod donkey with well-fitting harness and a single seat chaise. The Donkey Breed Society also gave me valuable advice and invited me to attend the DBS Drive In and Assessment at Newquay.

I started training four months before my planned start date, which had to be in May to avoid the heavy traffic which builds up in the holiday season. As my route was inevitably along the general line of the A30, I was most anxious not to create a hazard for other road users, nor to subject William, who has an excellent temperament, to any undue stress. His first ever shoeing took place in January. Our local farrier, Ken Trengrove, made a very light training set and was amazed how well he behaved. I used our large children's cart initially as it was reasonably heavy and therefore ideal for our four to five mile daily jaunts in the early months. My husband meanwhile was making a very light chaise with rubber shod artillery wheels for the actual journey.

By mid April the organisation was in full swing: heavier sets of shoes made and fitted (I took three sets with me); William and I fully fit; 200 sponsor forms and posters out to all sorts of people and organisations; the local press and television informed; arrangements made for our children's half term; the family car containing back-up food, water, tack, two dogs and my husband all organised and most overnight stops confirmed. The various Police Divisions had been contacted and the RSPCA informed. Eric Williams, public relations, DBS, was now fully in the picture and generously offered every assistance.

May Day dawned bright and clear, Cornwall apparently had the only fine

weather in the whole country, and a local farmer, Gordon Moore, drove us to St Ives in his horse box. A cheerful holiday crowd had gathered at the lifeboat house on the quay and collecting boxes were well filled. The Mayor kindly saw me away after a short ceremony and many senior members of the RNLI including chairmen of the various guilds were there in force. Tommy Cocking, St Ives' coxswain, presented me with a huge RNLI flag which was to fly from my whip tied to the back of the chaise thereafter, providing an excellent traffic warning as well as publicity. Away up the hill past Carbis Bay, trailed by small boys and with encouraging messages ringing in my ears, I suddenly realised that I had started!

Lunch was a picnic in a field with friends while William munched the hedgerows. This was the pattern for the next month and very relaxing it proved. The first week passed quickly. The weather was cold but dry and the A30 lightly trafficked. After one or two incidents—William testing the security of his stable at Zelah, for instance, and climbing on to the windowsill—I reached Five Lanes where my husband was going to join me and act as escort for the remainder of the journey. On average I was receiving £10 per day in the lifeboat box on the chaise; having had good local media coverage, people were most generous and loved to talk. One of William's shoes was showing signs of wear and I was glad I had arranged for a farrier to call at my cousin's farm near Petrocstowe on our first rest day.

Here William met sheep for the first time and had a marvellous time chasing them like a playful puppy until he realised they could turn quicker than he could. Three huge men turned up with a mobile forge and took immense pains to fit one of the spare sets of shoes correctly. Again William behaved per-

continued on page 103



Sweet William's personal appearance (above) with John Noakes on the BBC's 'Blue Peter' programme, Thursday May 25.



(Left) end of a day's trot.

End of the road: Hyde Park Corner, Saturday May 27.





(Left) Joyce Pearce, who handles all the lottery counterfoils at head office.

National Lotteries

YOU WILL FIND in this journal eight tickets for our fifth national lottery, also a reply paid envelope to use if you wish to take part. The tickets can be sold to any member of the public and not necessarily to members of a branch, guild or Shoreline. If branches and guilds sell lottery tickets the proceeds can be paid into their accounts as long as a remittance together with the counterfoils is sent to head office before the date of the draw.

Some people disagree with lotteries and would rather not receive tickets in their journal but, owing to the method of distribution, it is not possible to exclude tickets from any individual copy. We can only suggest that unwanted tic-

Touring headquarters after the third lottery draw, June Whitfield said how much she would like to go out in a lifeboat. Arrangements were made for her and Terry Scott to go out on trials of the 50ft Thames class lifeboat which will be stationed at Islay.



kets either be given to a friend or put in the waste paper basket. On the other hand, if you think you can sell more than eight tickets, please let the appeals department at head office know and we shall be happy to send you more.

The first three national lotteries have brought in £80,000 and in future we will be running four a year. That means that a maximum of £160,000 is possible; the overheads are so low that we could be

funding a new Rother lifeboat annually. Winners are sent their cheques on the day of the draw and the names are published in the next issue of the journal. They are also put into 'The Daily Telegraph'.

June Whitfield and Terry Scott took time off from their very successful summer show 'A Bedfull of Foreigners' at the Pier Theatre, Bournemouth, to draw the third RNLI national lottery at Poole headquarters on September 29; a lottery which raised nearly £29,000. By coincidence the first prizewinner was a local man and he and his wife visited the Pier Theatre for the last performance of the show.

Here is the full list of prizewinners:

£1,000: E. P. Goodger, Poole.

£500: D. Cornell, London.

£250: A. Ellingford, Bexleyheath.

£25: W. Poole, Ashford; Miss Bragg, South Humberstone; Mr Wood Guildford; Mrs Mead, Thornaby; Mrs F. B. Harrison, Bournemouth; Mr Henderson, London; David Jacobs, Lightwater; Leslie Wilson, Walesby; B. L. Wilkinson, Plymouth; Mrs Radbourne, Horndean.

A number of supporters are asking why we do not go into 'instant lotteries'. Many promoters have approached us but these schemes would seem to benefit the promoter more than the lifeboatmen.



A cheque for £5,000 from the Association for Rescue at Sea (AFRAS) towards the American/British Lifeboat Appeal was recently presented by Kingman Brewster, United States Ambassador (l.) to Vice-Admiral Sir Peter Compton, chairman, Fund Raising Committee. With them (l. to r.): Patrick Howarth, PRO RNLI, and Norman Blake, an Appeal Committee member.

American/British Appeal

A 500-page book on **North Atlantic Seafood** by Alan Davidson is to be published by Macmillans around the end of March. By the kindness of the publishers and author, the 'first run' of 250 copies of the first edition will be sold in aid of our American/British Lifeboat Appeal. These 250 copies will be numbered and signed by the author on a special book-plate type insertion. The price will be the normal £9.95, plus £1.05 for packing and postage.

RNLI members who wish to reserve copies of this limited edition should send a cheque (made out to the RNLI American/British Lifeboat Appeal) for £11.00 to the author, Alan Davidson, at 45 Lamont Road, London SW10 0HU. To keep costs to the minimum, postal orders will not be acknowledged unless the limited edition is already fully subscribed when they are received. Books ordered by post will be despatched as soon as they are available. If all 250

books are sold almost £1,500 will be raised for the appeal. Although a price higher than the published price cannot be charged, there is no objection to purchasers sending larger cheques if they wish to increase their contribution!

The book is in two parts. The first is a beautifully illustrated catalogue of all the marine fish, crustaceans and molluscs which are eaten in the North Atlantic countries, from Portugal up to the Soviet Union and Iceland, and down the eastern seaboard of North America.

(Right) Foreign coin has been pouring into Poole HQ from collecting points generously set up last year by Lipton's at their 850 stores in England and Wales. (l. to r.) Numismatists John Phillimore and Colin Day with Cdr Ted Pritchard, appeals secretary, and Diane King who organises the collection at Poole. So far more than £6,000 has been raised and foreign coins are still pouring in.

Golf Supreme

To enhance the funds of the RNLI and the Gunnar Nilesen Cancer Treatment Campaign, Clifford Jardine and British Airways are combining to arrange a day's competitive golf with a difference. Golfers are invited to fly by Super 1-11 on Saturday February 24 to play golf on the island of Mallorca. Departure from Luton, 0800; arrival of return flight, 0200 next morning. The cost, due to the generosity of British Airways, is £69 a person.

The day will include a buffet lunch and gala dinner as well as drinks kindly supplied by British Airways during the flights. An auction will be held on the outward bound 'plane.

Tickets from Clifford Jardine, George Hotel, Beaconsfield (Tel: 04946 3086).



Some Ways of Raising Money

Arundel Cathedral was the magnificent setting for a concert and organ recital last July by Broadwater Manor School Choir from Worthing; a concert which raised £308 for Littlehampton boathouse fund. The 30 boys in the choir, conducted by Norman Pope and accompanied by Gregory Wheele at the organ, sang pieces by Mozart, Handel, Mendelssohn, Quilter and many other composers. Soloists were Paul Staples, David Leonard, Clive Jefferies and James Richardson (trumpet). To swell the funds, the boys also collected £20 in pennies.

Eight members of Yarmouth and District Round Table, led by Terry Morrison, made a sponsored trip by sea from Gorleston to Seaham and then on to Glasgow by road with an inflatable dinghy. Crews of three took it in turn to man the boat. After completing the journey the men were able to present the RNLI with a cheque for £3,050, written on an eight foot hardboard replica of an ILB. More than £3,000 worth of equipment used in this effort, including the boat, Yamaha 40 out-board engine and 12 sets of waders and oilskins, given by Freeman's of Yarmouth, were also handed to the RNLI for use on the coast.

During the bad weather of early August, 16-year-old Sharon Slater decided to organise the children on holiday in Morfa Nefyn, North Wales. After some days of rehearsing, a concert including a condensed version of the musical 'Oliver' was performed in front of parents and holidaymakers. Such was the demand for tickets that two performances were put on. As a result £20 was sent to the RNLI.



Clacton Co-operative Band was just one of the attractions on Clacton Pier for a highly successful 'Charity Nite' last June. Free rides on the funfair, cabaret and two free dolphin shows helped to make the evening a success. More than £1,000 was raised for the lifeboat service. photograph by courtesy of 'East Essex Gazette'

'What Granny Threw Out' was the theme of an auction organised by May McMaster, ADOS Northern Ireland, and Harry Briggs at The Dunmore Hotel, Killyleagh, on October 10. Nearly 300 letters to friends and lifeboat supporters asking for anything that could be spared from the attic resulted in 121 lots, including an oil painting by Paul Henry 'knocked down' by auctioneer Jim Morgan for £810 and a Chinese mandarin's embroidered silk costume which went for £69. Silver, linen, glass, paintings came under the hammer and in all, £2,500 was raised.



Mike Inkster raised £500 by running from Whitstable via Birchington and Manston and back, a total of 50 miles. The money was divided equally between Whitstable branch and Cancer Research. Mr Inkster's firm, Pedigree Toys Ltd, kindly gave 50 dolls to Whitstable branch to raise further funds. They are being raffled and used in competitions.

Six children from Harpenden, whose ages ranged from four to ten years old, made a clover chain measuring 92 feet! Sponsors were asked to contribute ½p or 1p per foot and £10.58 was raised for the lifeboat service.

Fleetwood's lifeboat week, organised by members of the local ladies' guild, station branch and crew, raised £3,500. A crowded week of dances, concerts, flower and river displays, and including a fish sale at the lifeboathouse, culminated in a service at St Peter's Church.

A harvest home sale held in the Old Coastguard Hotel, Mousehole, raised over £200 to buy equipment for the Penlee lifeboat. It was organised by the mother of the coxswain, Mrs M. Richards, who has worked for the RNLI for over 40 years as honorary secretary and chairman of Penlee ladies' guild; Mrs S. Madron, wife of the motor mechanic; and Mrs Mary Williams, whose husband, before his retirement, served as assistant mechanic and wireless operator for 28 years. Other helpers included Mrs M. Pomeroy, wife of the winchman of



Members of the Brierley Hill and Kingswinford branch had high flying ideas for fund raising, for John Stoker, a branch committee member, persuaded some of his friends to make a sponsored parachute jump. When all the jumpers had their feet firmly on the ground once more, and all the money had been collected in, £400 had been raised. A similar event on Bodmin Moor, undertaken by nine young people, raised £150 for the Mevagissey branch, Cornwall.



Two by two they rode to the Young Farmers' Conference at Blackpool. Members of the Norton and Gaulby Young Farmers' Club solved a transport problem and raised money for the RNLI as they went by organising a sponsored tandem ride to Blackpool. A cheque for £200 was later handed over to Leicester ladies' guild.

photograph by courtesy of 'Leicester Mercury'



A clear day and a pleasant setting made a coffee morning run by Mr and Mrs Wilkes in their caravan-type home at Acaster Malbis, York, a tremendous event. Despite the limited space available Mr and Mrs Wilkes were able to entertain enough guests to raise £143.

many years standing, and Assistant Mechanic Nigel Brockman who acted as auctioneer.

Mud, mud, glorious mud—and it raised £500 for the RNLI. Ann and Mike Porter-Ward, landlords of the Ship Inn, Canterbury, organised a mud day for their regular customers. Tug-of-war, greasy pole and three-legged races were among the competitions battled out in the mud of Conyer Creek.

After a successful sale held in her garage last year which raised over £60, Mrs McMurray of Rye, Sussex, has gone on this year to raise a further £84.

The greyhound which won the Bass Trophy Race at Middlesbrough indirectly raised £100 for Whitby branch, for he was 'adopted' by the George Hotel, Whitby, to run in the race organised by Bass Charrington. The landlord, Ted Davis, presented his prize to Peter Thomson, coxswain of Whitby lifeboat, in appreciation of the lifeboat's splendid record of service and because he had been rescued twice by the boat.

Four young children, Alan and Steven Boyle, Michelle Cane and Corine Rimmer collected jumble and held a sale in Alan and Steven's front garden. Tea and biscuits were also sold and at the end of an enjoyable day for the four friends, £9.86 had been made.

An annual appeal in the north east among employees of the several insurance companies which come within the Industrial Life Offices organisation has this year realised £578.

A record profit of £900 was raised by Mudeford guild's annual fête on Mudeford Quay last summer during which Elizabeth Dewey was crowned lifeboat queen. A children's lifeboat painting competition, races and many other events helped to make the day a success.

A Japanese luncheon was held at the home of the chairman of Aldeburgh ladies' guild in May and raised £150. The main course, a genuine Japanese chicken dish together with the traditional side dishes, was cooked by an American family, who are staunch supporters of the local lifeboat.

Eight children and three teachers of Emmanuel Junior and Infants School in Preston raised £85 by each swimming 20 lengths of the local swimming pool.

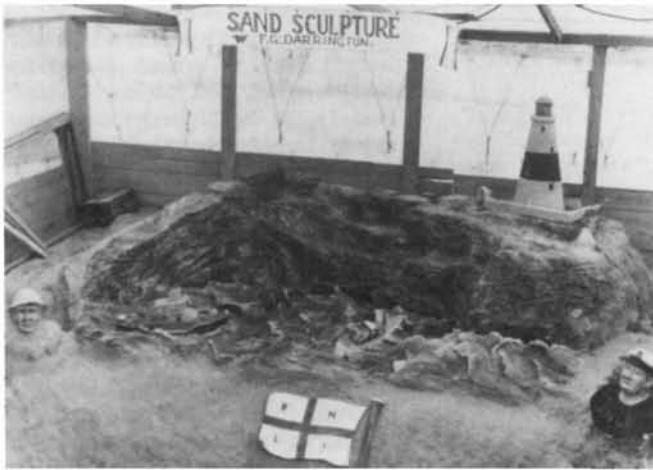
Following a visit by pupils of Berkhamstead High School for Girls to Port Isaac ILB station, the girls decided to hold a flower show to raise money for the station. Over 120 entries were judged ranging from miniature gardens, Victorian posies and pressed flowers to plants grown by the children themselves. As a result the girls were able to send £20 to Port Isaac.



Filey station held its first lifeboat queen contest at a dance at Primrose Valley Holiday Park in August. The winner was Mandy Simpson from Beverley; Jane Beaumont (l.) and Julie Moxon (r.) were second and third respectively. Coxswain Tom Jenkinson presented the prizes which were donated by local firms. The money raised from the contest and dance was credited to the Filey lifeboat week, when about £1,700 was collected.

During Greenwich Clipper Week, ladies from Woolwich branch sold £1,500 worth of souvenirs. In addition, £250 of lottery tickets were sold to holidaymakers, including visitors from America, Australia, Canada and Sri Lanka.

A folk music evening and fork supper at Oxonhoath, the home of Mr and Mrs Bayne-Powell, raised £230 for Tonbridge branch last October, and a summer evening at Penshurst Place, the home of Lord de L'Isle, which included supper and a guided tour of the house, raised £160. In all, Tonbridge branch, which has 'adopted' Sheerness lifeboat, raised more than £1,000 in the first six months of the financial year.



This remarkable scene, depicting Weymouth lifeboat rescuing a man off Portland Bill, is made entirely from sand. It is the work of Fred Darrington who is now the only sand sculptor in Weymouth and who made the sculpture for Weymouth's flag week. It raised £15.97 of the £4,022.53 raised altogether during the week.

photograph by courtesy of 'Dorset Evening Echo'



Two magnificent efforts by children in Ipswich have raised enough money to buy 112 sets of ear defenders for lifeboat crews. The top three classes of Whitehouse Infants School hoped to raised £100 with a sponsored spell; they actually raised £429, enough for 100 sets of ear defenders. Three pupils from St John's School raised the money for 12 sets. photograph by courtesy of the 'Evening Star', Ipswich.

Last October, Mrs Carmen, vice-president of Llanelli branch, was presented with a bar to her gold badge by David Mansel-Lewis, HM Lieutenant of Dyfed. Mrs Carmen has had a permanent collecting box in her hotel for nearly 20 years and has personally raised over £12,000 for the RNLI.

Mark Hannah and his 73-year-old grandfather, W. F. Harris, recently undertook a sponsored walk from Plymouth to Brixham: a walk which took them three days. Over £81 was collected which has been given to Plymouth lifeboat pontoon fund.

Each year the Ritchie family, who live at Billericay, Essex, arrange their holidays to coincide with flag week at Borth, Dyfed. Each year they manage to increase the amount they collect and this year they brought in £92 of the £496.95 raised at Borth during the week.

After being paid at the end of the week, the seven crew members of MV *Hoocrest* only take their money to the round pound; any surplus coins go into the lifeboat box kept on board. If they go ashore for an evening out, any loose change is put in the box. In just three months this crew has collected £54.

Shawls in all colours crocheted by Glenys Clarke are raising money for Rugby branch and guild. So far, Mrs Clarke, a full time teacher, has crocheted 50 shawls and has amassed £200 for branch funds.

Four Dutch schoolboys, Michael Heins, Dick Ket, Andre U. Oosten and Wim Vink, while staying in York, raised £37.63 for the RNLI in just one hour by playing their accordians and drums in Kings Square, York. The boys called their group Rubbish; not a name that fits the music, according to the response from the shoppers.

A weekly ticket competition held by Michael Skinner, landlord of the Moustyn Hotel, Swanage, has raised £350 over the last 18 months.

Foreign students taking English courses at the Anglo-European School of English in Bournemouth, are fined 5p if they are caught talking in their own language while in the school. So far about £45 has been raised in this way.

A model lifeboat made entirely out of matchsticks has been made and presented to the RNLI by a prisoner in Dungavel Jail, Scotland. The model is fitted with working lights and inside is a table, bunks and bookcase. So far the model has been used during flag weeks in the Southern District.

At a highly successful concert by Harrow Concert Band at Kodak Hall, Wealdstone, in September, the music played ranged from Rodgers and Hammerstein to Tchaikovsky. Rayners Lane and Eastcote branches helped with the decorations and at the end of the event over £500 had been raised. The band has very kindly offered to help at any RNLI function for out-of-pocket expenses only. Branches and guilds should write to the honorary secretary of the band. Herbert Scott, at 20 Mount Drive, North Harrow.

photograph by courtesy of Peter Ransom





Norden Primary School raised £250 for the RNLI by collecting newspapers and organising fairs and competitions. Philip Shepherd handed over the cheque to Brian Stevenson, ADOS North West, with Mrs S. Taylor and Mrs J. P. Heywood of Rochdale ladies' guild looking on.

photograph by courtesy of 'Rochdale Observer'



Presentation by Rear-Admiral Sir Edmund Irving, a vice-president of the Institution, to Littlestone-on-Sea ILB crew of a telescope paid for by the Romney Marsh ladies' darts league (see right). The league cup for 1977/78 was won by the Royal Mail ladies' team.

photograph by courtesy of 'Folkestone and Hythe Herald and Gazette'



The ladies guild in the small market town of Driffield raised £3,046 in 1978, making a total of £9,497 in five years. A cheese and wine party at the Trout Inn is one popular annual event. (l. to r.) Mrs H. Byas, honorary treasurer, Lady Farens, Mrs B. Naylor, chairman, K. Thirlwell, DOS North East, Mrs G. Sykes, vice-chairman, and Mrs R. G. Foster, honorary secretary.



Llanelli ASC organised a sponsored sea swim in August and raised £145, £80 of which was raised by Susan Roach who presented the cheque to Mrs Dorothy Williams, chairman of Burry Port ladies' guild. Burry Port ILB was herself provided as a result of a previous national sponsored swim, the money having been raised by Tiverton Swimming Club.

Beumaris ladies' guild by the North Wales Venturers Yacht Club of Beumaris. Mr Partington, a long-distance cruising man, was honorary training officer for the club, and thus passed on his knowledge of the sea, of the sea to others.

Bob Young, a crew member of Port Isaac ILB, has twice raised £25 by having bags of wet pig food thrown at him

while sitting in a set of stocks; the second occasion was during Lifeboat Larks last August 27. Certainly food for thought!

New Brighton station has a very good friend in young John Liddle. For the past two years John has been holding small sales at his home while his mother is holding coffee mornings. His

fund-raising ideas include guessing how many sweets are in a jar and treasure maps as well as selling games and books. His last sale, earlier this year, raised £5.82, the highest total so far. Keep up the good work, John!

A successful barbecue was organised by Boston Motor Yacht Club last autumn and despite bad weather the event raised £148 for the lifeboat service.

Barnt Green Sailing Club kindly allows the local ladies' guild to hold a fork supper in its grounds each year. This year the supper raised £720, all the food being prepared by guild members. With such good co-operation, no wonder raising money is plain sailing.

A ladies' darts league, started eight years ago in public houses on Romney Marsh, has proved to be a real money spinner. During each match a collecting box is handed round, the money collected being given to the local branch for that area. At the end of each season a presentation dance is held and any money raised from the raffle is split equally between Dungeness lifeboat and Littlestone ILB. During the 1977/78 season, £600 was raised through the collecting boxes and £589 from the raffle.

Pangbourne branch has had a bumper year, raising an all-time record sum for them of over £6,500. Some £3,200 of this was raised on one day in July at Beenham Gala, for which, on a glorious day, a crowd not far short of 10,000 turned up. Of this sum £1,600 came from a raffle and the first prize, a Mirror dinghy donated by Hambros Life of Park Lane, was won by George Laing from Fife. Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee, was guest of honour and members of the crew and committee of Weymouth lifeboat station paid the gala a welcome visit.

At least once a month someone from the Welsh District Office is called to empty the lifeboat collecting box in the bar of the Red House, a pub near their office in Cardiff's dockland. The landlord, Mr Young, and his regulars have collected over £100 in six months.

Hove Deep Sea Angler's Club are netting more and more money for the RNLI as the years go by. In 1972, £134 had been collected in their lifeboat box, by 1977 the amount had risen to £223 and £105 from special efforts. So far this year £187 has been put into the collecting box and £211 raised by special events.

London lifeboat day, held on March 14 raised £90,208 gross.

A raffle, a cake stall, a bring and buy stall and a game of bingo were all part of the programme of a coffee evening held at the home of Tynemouth ladies' guild chairman, Mrs Whatley, last April. The evening, for which there was a full house, raised over £122.

A cheque for £200.67 was handed over for Torbay lifeboat by pupils of Yarner House, Audley Park School, Torquay. During the past two years the 450 pupils of the house have been raising about £50 a term by selling hot pasties, soup and cake.

Mandy and Ashley Way of Chawleigh, North Devon, with help from some of their school friends, raised £83.50 for Appledore lifeboat with a coffee evening. There was an exhibition of ancient objects as well as stalls and competitions.

Leeds Model Group of the Lifeboat Enthusiasts' Society raised £53 in two hours at their first fund-raising effort. Their stall, at a local gala, was stocked with homemade cakes, jams and sweetmeats.

A wine and cheese party, held by a small branch almost in the centre of England, raised £82 in July. The party was held at the home of Buckingham and District branch's chairman G. W. Battersby.

'Come as you were when the ship went down' was the invitation for a dance organised by Cannock branch, and we are told it caused a great amount of fun and unusual dress. Over £100 was raised from this very enjoyable evening.

This year's rag efforts by Aberystwyth students raised a total of £67,300, £4,500 of which was donated to the RNLI. In all the students donated money to 37 different charities and organisations. Swanage police held a ball which raised £200 for local charities, one of which was the RNLI.

A balloon race organised by Selsdon Park Hotel, Surrey, during its Easter house party raised £106 for the lifeboat service. The winning balloon reached Dusseldorf by midday on Bank Holiday Monday.

Garden parties, sherry parties and coffee mornings have helped Alderley Edge branch to raise £7,639 in the last ten years. In 1977 £1,046 was sent to headquarters from this village with a population of only 4,000.

In the summer issue of THE LIFEBOAT a photograph was published of Rupert, the parrot who 'collects' for the RNLI at the garden gate of his owners, Captain and Mrs Wilson of Falmouth. Rupert's lifeboat box took £175.17 in 1977 and £224.62 in 1978.



'Every man to the boat and every woman to the rope' used to be the cry at Newbiggin and, as a tribute to the past, for the branch's harbour fête in August the ladies dressed in traditional fisherwomen's costume. With the help of donations from Morpeth and Bedlington guilds, £5,458 was raised this year. photograph by courtesy of White House Photographic Studio

Sculpture from scrap has been a highly successful idea for John Persence, a committee member of Helston branch and also a Shoreline member. Mr Persence, a welder by trade, creates, in his spare time, model steam engines, boats and figures from discarded nuts, bolts and scrap metal. Half the proceeds of any pieces sold is handed over to Helston branch.



Portpatrick lifeboat museum, looked after by Mrs Patsy Milligan, sister of the late Coxswain Andrew Mitchell, is getting busier and busier every year. In the past two years the museum's many visitors have given £4,500 to the lifeboat service.

Point Battery Art Exhibition, Portsmouth, has been running for ten years, during which time £4,000 has been raised for lifeboat funds. In 1978 alone, from May to September, £975 was collected through the generosity of the artists and the public. Initially the money came from RNLI collecting

boxes and a percentage of the sale of paintings, but latterly a souvenir stand has been opened every weekend manned chiefly by Portsdown branch but with helpers from other branches in the Portsmouth area.

Upminster branch has received £211.70 raised for the RNLI at a recent concert held at Chafford School, Rainham, Essex. The entertainment was provided by 'Stardust', a group of students from the school aged between 12 and 16 years who arrange all their own choreography, and the Chafford School band.

Philatelic souvenirs

IT IS NOW MORE than four years since the series of official RNLI commemorative covers was started. These colourful philatelic souvenirs of events in the life of the Institution were first issued in 1974 during the 150th anniversary year, when several of the postal administrations in the British Isles issued special lifeboat stamps.

Further covers have been produced since then for many different events resulting in a regular contribution to RNLI funds. By the end of 1978 over 40 different covers will have been issued, many for naming ceremonies of new lifeboats or centenaries and 150th anniversaries of lifeboat stations.

All the covers depict lifeboats, both modern and early types, from specially commissioned drawings, and almost all

of them are cancelled by one-day pictorial handstamp postmarks for the event being commemorated. A small number of each issue are carried aboard the lifeboat concerned and copies are also available signed by the coxswain.

Some early covers are no longer available from stock and these can change hands for anything up to £10 each. However, the RNLI philatelic agents have a comprehensive stock of the remaining covers and are always prepared to receive and consider offers of early covers for resale from collectors. A complete list of covers available and current prices, including the RNLI cover album with an embossed crest on the cover, can be obtained by forwarding a stamped addressed envelope to: RNLI Philatelic Agents, 13 Best Lane, Canterbury, Kent CT1 2XX (Tel. Canterbury 61859).

BOOK REVIEWS

● Richard Evans of Moelfre has now joined the distinguished band of lifeboatmen of whom a full-length biography has been written. This is *Lifeboat VC* by Ian Skidmore (David and Charles, £4.95).

The great rescues from *Hindlea* in 1959 and *Nafsiporos* in 1966, for which Richard Evans was awarded gold medals for gallantry, are vividly recalled. There are also a number of other accounts of services which indicate something of the variety of work which lifeboat crews are called upon to do. On one occasion Moelfre lifeboat towed in a cow which had fallen into the sea and which was in calf. The difficulties of war-time service without lights or radio are also emphasised.

To many the most interesting parts of the book will be the descriptions of life in a small fishing community rather over half a century ago. Richard Evans's grandfather, Richard Matthews, never learnt to read or write, yet he was the local butcher and a fine seaman. He made his own nets, sails and masts and built houses with his own hands. The commercial importance of fishing to supplement the low wages of seamen is also stressed. One of the most vivid pictures is of colliers arriving off Moelfre, from which the coal was hand-winchd from the holds into carts, which were then drawn by horses over the shingle.

As many lifeboat supporters know, Richard Evans is now a brilliant public speaker with an exceptional capacity for holding an audience's attention. It may therefore seem strange to learn of the young Dick Evans, who when he first went to sea stayed on board rather than risk the danger of losing himself in the back streets of ports and worried because he had difficulty in speaking English.

The new work must be an essential feature of any adequate lifeboat library. It is well written with a smoothly running narrative and an air of authenticity. It is a pity therefore that it is marred by a number of factual errors. Outstanding record though it has, Moelfre station has not, as the author states, won more medals for gallantry than any other. The late Coxswain Dan Kirkpatrick of Longhope did not die on the day he was to go to London to receive his third lifeboat medal.

Inshore lifeboats do not average 50 calls a year. These and a few others are, however, only minor blemishes.—P.H.

● The public library at Cowes contains a small maritime museum one corner of which is devoted to Uffa Fox and includes, among other things, a letter he wrote as a young man applying for a job at a local boatyard. In the letter he chats away about everything under the sun—including his preference for plump girls—in his own inimitable style. It is an extraordinary letter and, like everything else he wrote including the material chosen for *Best of Uffa* compiled by Guy Cole (Nautical Publishing Co., £8.50), it is immensely readable. You may disagree with some of his opinions and deductions but you cannot fail to be entertained and somewhere, for everyone, will be snippets of instruction and moments of inspiration.

Best of Uffa is composed of material from five volumes of design choices published in the 1930s. You will not put it down without experiencing the contagion of his inextinguishable love of life, of boats and the sea.—B.A.

● Family tradition in service to seafaring people is well understood by lifeboat people, who will surely find the story of the Stevensons told by Craig Mair in *A Star for Seamen* (John Murray, £7.50) enthralling. For five generations this Edinburgh family of civil engineers were lighthouse builders, gradually bringing to Scottish coasts navigational aids vital to the safety of the men who sail those waters.

The story began in 1786, the same year that Lionel Lukin's 'unimmovable', the first boat to be adapted for lifesaving, was established at Bambergh. It was in that year that Thomas Smith took to the newly established Northern Lighthouse Trust his invention to improve the intensity of light in simple oil lamps: a parabolic shaped reflector to be fitted behind the lamp. Thomas Smith and his descendants—Robert Stevenson, who was both his stepson and his son-in-law, his grandchildren Alan, David and Thomas, his great grandchildren David

and Charles, and his great great grandchild Alan—all became in their turn designers, engineers and supervisors for the Northern Lighthouse Board, spanning the years from 1786 to 1971. Even the best-known of the family, Robert Louis Stevenson, was trained as a lighthouse engineer before turning to writing.

They designed and supervised the building of towers, lanterns, lamps and optics, fog signals, enginerooms, storehouses, keepers' dwellings, beacons, buoys, radios and piers, and they were also responsible for their maintenance. Until 1900 they undertook an annual inspection tour of all installations. By the 1930s they had built over 90 lighthouses including the lighthouses on the notorious Bell Rock, a reef 11 miles out in the North Sea covered by several feet of water each high tide (completed 1811) and on Skerryvore Rock, 12 miles out into the Atlantic (completed 1843). Muckle Flugga, Cape Wrath, Sule Skerry, Flannan Isles and many others were to follow. Eventually the Stevensons' influence was to stretch right round the world: to New Zealand, Newfoundland, India, Australia, Japan and China.

An impressive chronicle of high adventure and imaginative hard work well worth reading.—J.D.

● A number of innovations appear in the latest edition of *Reed's Nautical Almanac*, for 1979 (Thomas Reed Publications Ltd, £6.25). Welcome minor additions and changes have been made to the tables and explanations, in particular the tide tables which have been extended to cover the French Atlantic coast; the section on the use of the tables has been much improved and simplified with a new table for interpolation of heights at times intermediate between high and low water. The continental port entry section has been extended to include Dutch ports.

One new departure is the extension of the text of the chapters describing the use of the tables and the problems of coastal navigation to include calculations performed on the hand-held electronic calculator. This prompts one to observe that many of the more lengthy tables—traverse tables, versines, log cosines, departure into difference of longitude and so on—are rendered obsolete by the arrival on the chart table of the electronic calculator with trigonometry functions. Perhaps, in future years all these could be omitted or replaced by a single table of natural five-figure sines and cosines for the benefit of the navigator whose calculator does not include trig. functions.

There is a correction to the BBC Radio changes given on page 826 which must be noted. At the time the Almanac went to press it was intended that there should be two wavelengths for Radio 4 on long wave. This decision

was later revised by the BBC and there is now only one: frequency 200kHz, wavelength 1500 metres.

The contents page has been redesigned with coloured flashes leading to marks on the edges of the pages for easy reference. One day we may hope that the colour printing will extend to the cloud illustrations in Chapter XXI which lose so much from being printed in black and white.

In all respects the Almanac maintains the high standards set by previous editions and it is perhaps churlish to repeat the perennial complaint of small ship navigators that it should be printed in two volumes; one annually, containing the ephemeris and tides, and one less frequently with the unchanging chapters on general matters. This step would be a great help to the seafaring public which has to pay the ever-increasing cost of the complete issue every year.—K.M.

● **Accidents Happen** by Ann Welch (John Murray, hardback £5.95; paperback £2.95), with the subtitle *Anticipation, Avoidance, Survival*, is a book that has been written no doubt following a great deal of research and contains a fund of useful advice amidst

amusing illustrations. Although not principally concerned with the sea there are some very good sections for the help of boat owners relating to wind and weather, fog, conflagration and even the traditional 'lookout'.—E.J.

● Among books recently received are:

The Shell Book of Practical and Decorative Ropework by Eric C. Fry and Peter Wilson (David and Charles, £3.95), which shows the bights and tucks of each knot in clear photographs taken from the point of view of the knotmaker's own eyes. After working through decorative knots, plaits, senits and mats, the book ends with designs for a small bell toggle, a large bell toggle and a multi-unit mat.

Merchant Fleets in Profile, by Duncan Haws (Patrick Stephens, Cambridge, £4.95), which is the first in a proposed series of books giving brief historical records of shipping companies and their fleets and including profile drawings of many of their ships. This volume covers the P and O, Orient and Blue Anchor lines.

The Puffin Book of Salt-Sea Verse compiled by Charles Causley (Kestrel

hardback, £4.50; Puffin Books paperback, 90p), which is an anthology ranging from the writings of Ancient Greece to those of the present day, across many countries and touching on many sea-related subjects.

And finally, **Old Harry's Bunkside Book**, by J. D. Sleightholme (Adlard Coles, £1), which is a collection of stories about 'Old Harry' originally published in 'Yachts and Yachting' and 'Yachting Monthly'. A good bunkside book indeed.

Fire . . .

Fire at sea can be both swift and devastating. All too often not enough thought is given to its prevention; not enough preparation made for fighting it. The Royal Yachting Association Seamanship Foundation, in conjunction with Nu-Swift, has produced a poster illustrating some of the reasons why fire occurs and how they can be prevented; it also gives information about suitable fire extinguishers to carry on board. These posters are available, price 20p each, from RYA Seamanship Foundation, Victoria Way, Woking, Surrey GU21 1EQ.

Sweet William

continued from page 95

fectly and they departed full of smiles, I suspect of relief, and only charged a nominal fee.

Hatherleigh Market was close by so I asked the market RSPCA inspector to check William; he was reported in excellent shape.

On then through the Devon countryside with its short, steep hills and red soil; it was beautiful weather with a real hint of spring in the air. Off the main road, in the little villages, how many sights there are that you miss from a car: an old fording place across a clear stream; a local forge; delightful thatch-covered cottages dispensing cream teas and William the centre of groups of children offering sweets, carrots and titbits. Wherever I could I let our two Lurchers run on short chains behind the chaise and they loved the exercise.

By now the hedgerows were breaking into blossom and were thick with campions, foxgloves, scabias and, in Dorset, wild orchids. Hedges rustled with bird life, rabbits and other small mammals as we passed: a real education to me being used to travelling by car. Farmers were extremely generous, not only with contributions but in stabling William and helping wherever possible. They all observed how nice it was to see a working donkey and always gave encouragement. One farmer, complete with two strapping

sons in floppy hats, put £1 in the box after a long chat, then caught up with us at our lunchtime pub and, claiming that he had been mean earlier, put a further £5 in the box! Another splendid character took out his cheque book and said, '*How much the lot? Come on, I'm serious!*'

Animal reactions were just as varied. Thoroughbred hunters backed away wide eyed when William greeted them, while other donkeys always sounded off and came to investigate. We became adept at spotting other donkeys and I always led William past their fields as he was liable to go up the bank, chaise and all, to exchange views!

We were well over half way for our second rest day on Lord Chichester's estate near Salisbury. Wilton, with its Army messes, proved a lucrative stop and many of my husband's friends came to wish us well. A further set of shoes were fitted, by the cold process, and these were to last the rest of the trip. We met a number of enthusiastic DBS members near Salisbury and were most encouraged. We managed to keep dates with TV crews and local pressmen who I am sure all thought we were mad but who always left wishing us luck.

Our final week saw us drawing closer to London and stabling William was a bit more difficult. From Staines we took the A315 which proved to be very quiet. Children flocked round and we drew amused glances from people shopping.

Then came an enthusiastic welcome from the BBC's 'Blue Peter' team who

rearranged their programme to give us a three-minute slot. William and I duly presented ourselves at the studios on the Thursday and after three rehearsals, all different, we appeared live. From White City we went to Knightsbridge Barracks, from where we made the final trot down Rotten Row to Hyde Park Corner. The journey was over, on time, and it had been thoroughly enjoyable. William was very fit and quite unperturbed and the journey back by trailer was the only hurdle to overcome. We finally arrived back in Cornwall the next Sunday, exactly 28 days after setting off on that May Day morning.

What was achieved and what are my lasting impressions? I proved to myself that a journey of this sort can still be undertaken if proper training, preparation and planning is carried out. The average person is still as generous and kind as one would wish, and the RNLI has tremendous support throughout the country, even in places remote from the sea. The small B roads are still incredibly traffic free and those who use them are far more tolerant of animals than those on the main roads. Incredibly beautiful countryside still exists quite unspoilt and is well worth visiting, particularly in the spring.

Finally, without the support and help of the many people who really made the adventure possible—my mother who held the fort in Cornwall, our generous sponsors, helpers, friends and members of the DBS and RNLI—I would never have been able to hand over a cheque for £1,506.06 on board St Ives lifeboat.

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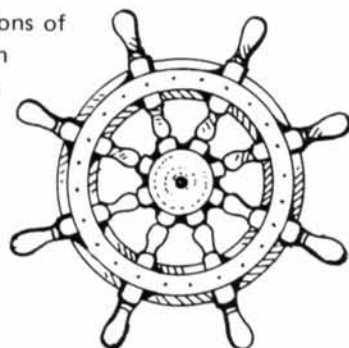
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Lifeboat Services

from page 82

Dun Laoghaire, Co. Dublin
July 18, August 26 and 31
Eastbourne, East Sussex
July 2 (twice) and 3
Exmouth, South Devon
July 22 and 23
Eyemouth, Berwickshire
June 28
Falmouth, Cornwall
June 3, 10, July 5, August 18, 21 and 27
Filey, North Yorkshire
July 3, 13 and August 18
Flamborough, Humberside
July 29 (twice)
Fleetwood, Lancashire
June 18, July 6, 9, 17 and 25
Fowey, Cornwall
June 20, July 25, 27 and August 20
Galway Bay, Co. Galway
June 23, 25, 29, July 13, 29 and August 2
Girvan, Ayrshire
June 19 and August 31
Great Yarmouth and Gorleston, Norfolk
July 3, 6, 7, 25 and August 1
Hartlepool, Cleveland
June 1, July 24 and 28
Harwich, Essex
June 8, 13, July 23, August 5, 21 and 22
Hastings, East Sussex
June 19 and August 7
Holyhead, Gwynedd
June 18, July 10, 11, 23, 29, 31, August 14, 24, 25 and 31
Howth, Co. Dublin
June 13, 14, July 25, August 14 and 21
Humber, Humberside
June 16, July 11, 19, August 1, 3, 8 (twice), 12, 27 and 28
Ilfacombe, North Devon
July 22, 25 and August 18
Islay, Argyllshire
June 16
Kilmore, Co. Wexford
June 19 and July 22
Kirkcudbright, Kirkcudbrightshire
June 27 and July 9
Kirkwall, Orkney
July 2 and August 4
Lerwick, Shetland
June 8 and August 19
The Lizard-Cadgwith, Cornwall
June 4
Llandudno, Gwynedd
July 8
Lochinver, Sutherland
August 4 and 9
Lowestoft, Suffolk
August 6 and 30
Macduff, Banffshire
July 15 and August 11
Mallaig, Inverness-shire
June 19, July 19, 20 and 23
Margate, Kent
August 1, 28 and 30
Moelfre, Gwynedd
June 21, 24, 26, August 13 and 31
The Mumbles, West Glamorgan
June 24
Newbiggin, Northumberland
June 12 and 26
Newcastle, Co. Down
July 23
Newhaven, East Sussex
June 22, 25, July 2 (3 times), 3, August 5, 19 and 21
New Quay, Dyfed
July 22
Oban, Argyllshire
August 26

Padstow, Cornwall
July 21 and August 1
Penlee, Cornwall
June 23
Peterhead, Aberdeenshire
August 14
Plymouth, South Devon
June 2 and 19
Poole, Dorset
June 18, July 1 (four times) July 30, August 1, 7 and 20
Port Erin, Isle of Man
June 17, 18 and July 22
Porthdinllaen, Gwynedd
July 20, 21, 28, August 12, 13, 25 and 27
Portpatrick, Wigtownshire
July 10, 31 and August 6
Ramsey, Isle of Man
August 2
Ramsgate, Kent
June 23, July 15, 21, 22, 25, 28, 31, August 9, 11, 24 and 28
Rosslare Harbour, Co. Wexford
June 5, 14 and August 3
St David's, Dyfed
July 12, 15, 19, 23 and August 30 (three times)
St Helier, Jersey
June 24, July 12, August 20 (twice) and August 27
St Ives, Cornwall
August 1, 6 and 26
St Mary's, Isles of Scilly
June 3, 19, August 18 and 30
St Peter Port, Guernsey
June 13, 15, July 23, August 15 (twice) and 19
Salcombe, South Devon
July 2 (twice) and 11
Scarborough, North Yorkshire
June 15
Selsey, West Sussex
July 1, 26, August 1, 6 and 27
Sennen Cove, Cornwall
June 14
Sheerness, Kent
June 3, 17 and 24
Sheringham, Norfolk
July 5
Shoreham Harbour, West Sussex
July 30 and August 1
Skegness, Lincolnshire
July 5
Stornoway, Ross-shire
June 7, 10, July 23, 27 and August 30
Sunderland, Tyne and Wear
June 11 and August 16
Swanage, Dorset
June 24 (twice), 25, July 3, 13 (twice), 16 (twice), 19, 30, August 2, 14, 16, 18, 19, 20 and 27
Tenby, Dyfed
June 10, 23, 26 and August 12
Thurso, Caithness
June 3, July 10, 26, August 4 and 16
Torbay, South Devon
August 15
Tynemouth, Tyne and Wear
June 11, August 20 and 25
Valentia, Co. Kerry
June 24, July 12, August 16, 17 and 23
Walmer, Kent
July 2 and August 21
Wells, Norfolk
July 5 and August 30
Weymouth, Dorset
June 7, 24, 29, July 13, 15 and August 20
Whitby, North Yorkshire
June 10 (twice) and July 11
Wicklow, Co. Wicklow
June 4, 11, July 22, 23 and August 18
Workington, Cumbria
June 22 and July 6
Yarmouth, Isle of Wight
June 17, 21, 23 (twice), 24, 25, July 3

(twice), 7, 8, 20, 22, 23, 31, August 3, 5, 6 (twice), 24 (twice) and 31
Youghal, Co. Cork
July 3, 22 and 31
Lifeboat ON 1032 on passage
August 22

Services by Inshore Lifeboats, June, July and August, 1978

Aberdovey, Gwynedd
June 17, 25 and July 22
Abersoch, Gwynedd
June 1, 2, 17, 20, 26, July 2, 8, 20, August 5, 16, 24, 25 and 27
Aberystwyth, Dyfed
June 3, 17, July 30 and August 2
Aldeburgh, Suffolk
June 26
Amble, Northumberland
June 24 and 26
Arbroath, Angus
June 24
Arran (Lamlash), Buteshire
June 11 and August 13
Atlantic College, South Glamorgan
July 4 and August 14
Bangor, Co. Down
June 4 and July 25
Barmouth, Gwynedd
June 28, July 24, August 13 (twice) and 22
Barrow, Cumbria
July 24
Beaumaris, Gwynedd
June 10, 29, July 23, 26 and 28
Bembridge, Isle of Wight
August 9
Berwick-upon-Tweed, Northumberland
June 28 and July 31
Blackpool, (D.117), Lancashire
June 10, July 18, 22, 31, August 12, 19, 20 and 25
Blackpool, (B.528), Lancashire
August 7
Blyth, Northumberland
July 5, 24 and August 8
Borth, Dyfed
June 18, July 1, 14, 18, August 7, 13, 18, 26 and 27
Bridlington, Humberside
June 1, 10, July 8, 25, 28 and August 17 (twice)
Brighton, East Sussex
July 29 and August 20
Broughty Ferry, Angus
July 30 and August 13
Bude, Cornwall
July 26, August 2 and 9
Burnham-on-Crouch, Essex
June 17 and July 1
Burry Port, Dyfed
June 2, 3, 20, July 21, August 19 and 20
Clacton-on-Sea, Essex
June 24, 29, July 21, 26 (twice), August 20, 25, 26, 27 and 30 (twice)
Conwy, Gwynedd
July 11, 14, August 8 and 12
Coverack, Cornwall
July 30 and August 27
Craster, Northumberland
July 25
Criccieth, Gwynedd
June 18, 28, July 27 and August 29
Cromer, Norfolk
June 25, July 9 (twice), 21, 27 (twice) and August 28
Cullercoats, Tyne and Wear
June 15, July 21, 22, August 15, 19 and 20
Dunbar, East Lothian
August 19

Eastbourne, East Sussex
June 28, July 2, 4, 7, 9 (twice), 17, August 8 and 16

Exmouth, South Devon
June 4, 18 (twice), 26, August 5, 11, 13, 15, 16, 24 and 29

Filey, North Yorkshire
June 15, July 9, 13, 25, 27, August 15, 18 and 23

Fleetwood, Lancashire
August 17

Flint, Clwyd
July 30

Great Yarmouth and Gorleston, Norfolk
June 2, 7, 12, 13, 26, July 5 (twice), 25, 27, 28, August 6, 13, 19, 22 and 25

Happisburgh, Norfolk
August 7

Hartlepool, Cleveland
June 6, 11, 24, 29, August 16 and 26

Harwich, Essex
July 4 and August 8

Hastings, East Sussex
June 5, 8, July 27, 30, August 13 (twice), 19, 20 and 29

Hayling Island, Hampshire
June 18, 25 (twice), July 8, 16, 29, August 6 (twice), 15 and 19

Helensburgh, Dunbartonshire
June 9

Holyhead, Gwynedd
August 3 (twice) and 25

Horton and Port Eynon, West Glamorgan
June 19, July 1, 8, 23, August 3, 6, 7 (twice) and 20

Howth, Co. Dublin
June 4, 5, 17, 18 and July 8

Humber Mouth, (Cleethorpes), Humberside
August 19

St Catherines, Jersey
June 4 and July 19

Kinghorn, Fife
June 19 (twice), 26, July 9, 15, August 10, 18 and 22

Kippford, Kirkcudbrightshire
July 11, August 4 and 12

Largs, Ayrshire
June 3, 16, 18, 28, July 5, 15, August 6, 10, 18 and 20

Little and Broad Haven, Dyfed
June 3, 17, 18 and 25

Littlehampton, West Sussex
June 3, 4, 8, 25, July 24, 26, 29, August 6, 13, 20, 23 and 27

Llandudno, Gwynedd
June 11, 20, July 8, 24, 26, 27, 31, August 4, 13 and 14

Lyme Regis, Dorset
July 25, August 6, 16, 20, 21 and 27

Lymington, Hampshire
June 15, August 7 and 13

Lytham-St Anne's, Lancashire
July 30 and August 22

Mablethorpe, Lincolnshire
July 2, 24 (twice), 27 (twice), 29, August 9, 15, 17 and 21 (four times)

Margate, Kent
June 1, 4, July 1, 2, 15, 17, 23, 31, August 6, 9, 10, 15, 27 and 30

Minehead, Somerset
June 11, 25, July 7 (twice), 15 (twice), August 2 (twice), 11, 23 and 24 (twice)

Moelfre, Gwynedd
June 6, 30, July 17, 21, 22, 23, 26, August 13, 15, 16, 18 and 21

Morecambe, Lancashire
June 3, 11, 16, July 11, 15, 28, August 12 and 22

Mudford, Dorset
June 26, July 11, 20, August 5, 6 and 16

The Mumbles, West Glamorgan
June 5, 24 and 25

New Brighton, Merseyside
July 22, August 26 and 27

New Quay, Dyfed
July 26 (twice), July 30, August 11, 16, 19, 26 and 29

Newquay, Cornwall
June 3 (twice), 13, 18, 20, 22, 27, July 16, 18, 24, 29, August 11, 13, 16, 17, 18 and 20

North Berwick, East Lothian
July 17 and 23 (twice)

North Sunderland, Northumberland
June 13

Oban, Argyllshire
June 4, July 1, 5, 27 and August 26

Plymouth, South Devon
June 1, 2, 22, 25, July 2, 7 and August 3

Poole, Dorset
June 11, 18, July 7, 22, 30 (twice), August 1, 15, 16, 17 (twice), August 30 (twice) and 31

Porthcawl, Mid-Glamorgan
June 13, 18, 24, July 8 and 22

Port Isaac, Cornwall
July 2, 16 (twice), 28, August 1, 3, 7, 9, 11, 14, 18, 22 and 25

Portsmouth, (Langstone Harbour), (B.530), Hampshire
June 3, 4, 16 (twice), 23 (twice), 24, July 3, 7, 14, 22 (twice), August 5 (three times) and 17

Portsmouth, (Langstone Harbour), (D.184), Hampshire
July 13, August 6 (twice) and 20 (twice)

Port Talbot, West Glamorgan
June 14 and 17

Pwllheli, Gwynedd
July 5, August 23, 24 and 29

Queensferry, West Lothian
June 1, 11, 18 and July 10

Ramsgate, Kent
June 7, 20, July 5, 22 (three times), 23, 24, 25, 30, 31, August 16, 23 and 27

Red Bay, Co. Antrim
July 15 and August 8

Redcar, Cleveland
July 23

Rhyl, Clwyd
June 1, 2, 20, 28, July 1, 11 (twice), August 3, 11 and 13

Rye Harbour, East Sussex
June 9, 12, 17, July 15, 19, 22 (twice) and 24

St Agnes, Cornwall
June 15, 21, 24 and 25

St Bees, Cumbria
July 6 and 29

St Ives, Cornwall
June 7, 15, 21, 23, July 20, 30, August 18

Scarborough, North Yorkshire
June 18, July 17, 27, August 19 and 21

Selsey, West Sussex
June 4, 17, July 3, 9 (twice), August 1 (twice), 6 (twice) and 19

Sheerness, Kent
June 17

Shoreham Harbour, West Sussex
June 18 (twice), 25 (twice), July 3, 8 (twice), 14, 28, August 8 (three times), 20, 23, 26 and 29

Silloth, Cumbria
June 4, July 15 and 16

Skegness, Lincolnshire
July 4, 5 (twice), 17, 21, August 3, 14, 15 and 28

Southend-on-Sea, (B.527), Essex
June 3, 5, 6, 18, 24, 25, 30, July 5, 8 (twice), 12, 13, 16 and 18

Southwold, Suffolk
July 17, 22 and 25

Staithe and Runswick, Cleveland
July 24 and 26

Stonehaven, Kincardineshire
June 10 and 11

Stranraer, Wigtownshire
July 2 and August 11

Sunderland, Tyne and Wear
June 10

Tenby, Dyfed
June 3 (twice), 6, 10, 30, July 3, 7, August 15, 16, 30 and 31

Torbay, South Devon
June 16, 18, July 3, 5, 16, August 12, 13, 15, 16, 25, 27 (twice)

Tramore, Co. Waterford
July 20 and 26

Trearddur Bay, Gwynedd
July 19, 27, August 12 and 13

Tynemouth, Tyne and Wear
June 10, 11 (three times), July 15, August 20 and 25

Walmer, Kent
July 9, 23 and August 18

Wells, Norfolk
June 18, 28, July 5, 9, 12, 16, 26, August 21 and 28 (three times)

West Kirby, Merseyside
June 4

West Mersea, Essex
June 7, 15, 21, 24, July 2 (twice), 8 (twice), 31 (twice), August 3 (twice), 6 (twice), 12, 15, 19, 23 and 25

Weston-super-Mare, (A.504), Avon
June 24, July 26 and August 18

Weston-super-Mare, (D.170), Avon
June 3, 4 and 24

Weston-super-Mare, (D.135), Avon
July 26, August 12 and 18

Whitby, North Yorkshire
August 22 and 25

Whitstable, Kent
June 5, 12, July 2 (twice), 22, August 6 and 12

Withernsea, Humberside
July 19, August 3, 9 and 29

Yarmouth, Isle of Wight
July 8, August 3, 5 and 21

SERVICES AND LIVES SAVED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1978 to October 31, 1978: Services 1,982; lives saved 779

THE STATION FLEET

(as at 31/10/78)

134 offshore lifeboats

125 inshore lifeboats operating in the summer

46 inshore lifeboats operating in the winter

LIVES RESCUED 104,054

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



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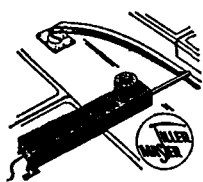
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