

THE LIFEBOAT

THE JOURNAL OF THE RNLI



Volume XLVII Number 471 Spring 1980

25p

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THE LIFEBOAT

Spring 1980

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Volume XLVII Number 471

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COVER PICTURE

Dusk recovery: Minehead Atlantic 21 ILB, returning from exercise, is caught by the arrester net rigged on her trolley. She is manned by Helmsman Chris Rundle, Crew Member Peter Smythe (to starboard) and Crew Member Peter McGregor, who is also a helmsman (to port). The Atlantic 21's drive-off trolley forms a mobile dock by means of which she can be launched from an exposed beach in any sea condition to the limit of her operational ability and recovered safely; the arrester net halts the returning boat in the correct position as she is driven into her trolley.

The photograph was taken by Crew Member Dr Bryan Stoner.

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

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The Captain takes his hat off to the RNLI.





NOTES OF THE QUARTER

THE RNLI INQUIRY into the capsizes of Barra Island and Islay lifeboats off the west coast of Scotland last November, reported on page 6, has concluded that both lifeboats were overwhelmed by heavy breaking seas in violent storm conditions and that the lifeboats were both righted successfully by their respective righting methods.

The Barra Island 52ft Barnett lifeboat is fitted with an air bag which automatically inflates on capsize while the Islay 50ft Thames lifeboat, with her watertight superstructure, is inherently self-righting. It was the first time that a lifeboat of either of these classes had been capsized on service and the inquiry found that there was no failure of the lifeboats or their equipment which contributed to the capsizes.

Barra Island lifeboat was built in 1957 and later fitted with a righting air bag as part of the Committee of Management's policy that all offshore lifeboats, up to 54 feet in length, should have a righting capability. The Islay lifeboat is the first modern fast afloat lifeboat to be capsized on service. It is noteworthy that these two lifeboats built to very different designs, whose righting methods had previously only been tested by controlled trials, both performed exactly as was expected of them and that there were only minor injuries to the crews.



An analysis of the weather in the area of the capsizes on that November night showed that the winds were gusting to violent storm and hurricane, force 11 to 12; the significant height of the waves was around 30 feet, with a 10 per cent chance of encountering a sea of 60 feet. These seas were described by the investigator as 'diabolical' and the coxswain of Islay lifeboat stated that the weather was as bad as he had experienced in 17 years in the lifeboat service. In such conditions capsize will always threaten relatively small boats. By providing a self-righting capability and safety gear such as lifejackets, bump caps and personal safety lanyards, the RNLI is striving to minimise the risks to lifeboat crews.

* * *

Following the capsizes of the two Scottish lifeboats, messages were received from Her Majesty The Queen and from the Prime Minister. Sir Philip Moore, private secretary to the Queen, wrote to Rear Admiral Wilfred Graham, director of the RNLI:

'The Queen was very impressed recently to hear that both the Islay and Barra lifeboats had turned turtle and self-righted themselves in a gale off the west of Scotland. Lord Margadale, who is president of the Islay lifeboat, wrote to Her Majesty about this and reported that it was a remarkable performance.'

'I should be grateful therefore if you would convey The Queen's congratulations to the crews of both lifeboats on their remarkable efforts. Once again the Royal National Life-boat Institution has given that outstanding service which has been so typical of all its history.'

Mrs Margaret Thatcher, who visited Islay last year, wrote to Alastair Macrae, chairman of Islay station branch Committee:

'I was very concerned to learn over the weekend of the terrible experience of the Islay lifeboat crew in the recent storms off the west coast.'

'However, I was also glad to hear that all the crew were safe. It is on occasions such as this, and more particularly since my visit to your station in the summer, that the dangers these brave men face so selflessly are understood.'

'Please convey to the crew and their families my best wishes and thanks for all they do.'

When HM The Queen visited The Marine Society on December 5, 1979, to open its new offices, the RNLI was represented by Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, (c.) and John Atterton, deputy director, RNLI (l.). They were presented to the Queen by Baroness Phillips, Lord Lieutenant of Greater London, who was accompanied by Dr R. S. Hope, director of The Marine Society. The RNLI's London office moved to The Marine Society's premises at 202 Lambeth Road, SE1, in January.

US Coast Guard tragedy

The RNLI learned with deep regret that six United States coast guards died and 17 were missing following the collision between the Coast Guard cutter *Blackthorn* and a tanker in January. A message of sympathy from the Institution was sent to US Coast Guard headquarters in Washington.

Captain William West, Commander, US Coast Guard Activities, Europe, replied in a letter to John Atterton, deputy director of the RNLI:

'When tragedy struck and we lost coast guardsmen in a fine old ship, CGC Blackthorn, who was the first to call with sympathy? Why you and the Royal National Life-boat Institution, of course. With friends and colleagues like this we can weather a disaster even of this magnitude. Thank you and your associates in the RNLI for rushing to our aid when times are difficult. Thoughtfulness such as this strengthens the bonds of friendship between our organisations and this makes me happy even in a tragic moment.'

Into the 1980s

The start of the 1980s provides a good opportunity to review the past ten years. The RNLI started the 1970s with the tragic capsize of the Fraserburgh lifeboat, less than a year after the Longhope lifeboat had capsized. A total of 13 men were lost in the two capsizes, both of which involved non self-righting lifeboats. Following these two tragedies the Committee of Management introduced a policy to make virtually the whole offshore fleet self-righting by the 1980s. This programme is now nearing completion and it is to the credit of the technical officers of the Institution that the problems of giving some of the older lifeboats a self-righting capability has been solved. The policy has certainly been vindicated. It is a cause for both heartfelt thankfulness and pride that, since 1970, only three of our lifeboats have been capsized, that all three righted themselves and that only one of our courageous lifeboatmen lost his life on service—although indeed even one is too many.

Four new lifeboat designs entered the fleet in the 1970s: the Arun, Thames and Rother offshore lifeboats and the Atlantic 21 ILB. Each has shown that she can do what was asked of her—and often more. With the prototypes of the new RNLI Medina 35 and Lochin 33 intermediate lifeboats just starting their operational evaluation trials and the prototypes of a new fast slipway lifeboat soon to go on the stocks (see page 4) the Institution can look forward with confidence to continued technical progress.

Because of the national and international inflation of the 1970s the cost of running the lifeboat service rose dramatically from just over £2 million in 1970 to approaching £10 million in 1979, but, undeterred, our financial

continued on page 4

Prototypes of a new

Fast Slipway Lifeboat

WITH THE TIME APPROACHING when the RNLI's 46ft 9in and 47ft Watson class housed lifeboats will reach the end of their station lives, preparations have been going ahead over the past few years for their replacement by a new fast slipway boat. The requirement approved by the Committee of Management for this new boat was that, while retaining those characteristics which make possible housing ashore and rescue work in shoal waters—shallow draught, a long straight keel and protected propellers—she should have the added advantage of higher speeds than the boats she would supersede. In effect, a way had to be found of reconciling in one boat what had previously been regarded as two conflicting design features. Up till now it has only been the afloat lifeboats which have been able to reach speeds in the regions of 15 to 18 knots; the traditional slipway boats have been limited by their very nature to 8 to 9 knots.

Further requirements for the new boat were that she should have a self-righting capability and that her dimensions and weight should be such that she would fit into existing boathouses and could be launched from existing slipways.

Here was a challenging project calling for an entirely new line of thought in small boat design, and in 1977 a steering group was formed under the chairmanship of Mr P. Denham Christie, a vice-president of the RNLI, to undertake the necessary development

work. A start was made possible because, in fact, some of the necessary fundamental research was already being done by the National Maritime Institute as part of its basic research programme and the Institute very kindly undertook to provide the RNLI with a lines plan for a fast slipway lifeboat with propeller tunnels.

The next stage was an exhaustive programme of model testing. First there were tank tests at the National Maritime Institute to establish resistance, flow and powering data; then, with the co-operation of the British Hovercraft Company, trials of a radio-controlled model were run at sea to obtain information about the proposed hull's manoeuvring, sea keeping and course keeping capabilities.

Progressive tests and development produced results which were sufficiently encouraging to allow detail drawing for the design by the Institution's staff to begin last year, and the work has now reached the point where building full size can start. Interested yards have been invited to submit tenders so that a decision on building the new fast slipway lifeboat can be made by the Committee of Management.

From the work so far done it would appear that this new design will make possible an increase of speed in a slipway lifeboat from the traditional 9 knots maximum to something over 15 knots. So, a breakthrough has been made of great importance, not only to the RNLI's future fleet but also to lifeboat services in other parts of the

world and possibly to commercial boats.

Because of this more general application and because of the new ground broken by this work and its safety aspects, the Government's Ship and Marine Technology Requirements Board (SMTRB) has taken great interest in the project and has expressed its willingness to give practical help. A design programme of this nature, entailing the building of prototypes for the intensive trials to which any new class of lifeboat must be subjected before boats can be sent to station, places a very heavy financial burden on the RNLI over and above its normal commitments. So, as there is mutual interest, it was decided that the work should be regarded as a joint project between the RNLI and the SMTRB from which both would benefit.

RNLI Trading Ltd and the SMTRB have therefore entered into an Agreement under which the SMTRB will contribute to the cost of the design and development of the fast slipway lifeboat. Two prototypes will be built which will be the property of the RNLI, but the industrial property rights for the design will belong to the SMTRB, to whom royalties will be paid for any boats built other than lifeboats for the RNLI or overseas lifeboat societies; one important provision of the Agreement is that overseas lifeboat societies will only be absolved from paying a royalty if the lifeboat is built in a British yard.

Much good will has been shown to the Institution by the Ship and Marine Technology Requirements Board in the drawing up of this Agreement which, as we approach the twenty-first century, will help the lifeboat service to keep pace with the future and which it is hoped will bring revenue to the Government and welcome overseas orders to British boatbuilders.

Notes of the Quarter

from page 3

branch and guild members have met the challenge with their usual enthusiasm, sheer hard work—and success.

Perhaps the most important statistic of all is the number of lives rescued in the past ten years: almost 12,500. That is the true measure of the remarkable achievements of our lifeboat crews, for whom no praise is too high, and of our fund raisers who have unfailing provided them with the 'tools to do the job'. The traditions of the service have never been more finely upheld and the RNLI's standing in the eyes of the general public has never been more firmly established. With that knowledge, lifeboat people can enter the 1980s and meet the challenges ahead with confidence.

Decca Radar

The radar for the RNLI Medina 35 prototype was the hundredth supplied by Decca Radar Ltd to be fitted to a lifeboat, and, to mark this milestone, Decca gave the radar as a contribution to the *Mountbatten of Burma* appeal.

This generous gesture was followed by yet another. After Barra Island and Islay lifeboats had been capsized last November, engineers of Decca's service division made immediate arrangements to repair the damaged radars. Out of respect for the lifeboats' 'gallant crews', however, the company waived all labour charges for the work.

C of M

Four new members have been elected to the Committee of Management: Peter Viggers, MP for Gosport (Hampshire); Graham Newman, former chairman of the Baltic Exchange; John Archer, former chair-

man of the Government Search and Rescue Committee; and Captain Colin Keay, chairman of Dundee branch.

Mr Viggers, who was trained as an RAF pilot, is an underwriting member of Lloyds and, like Mr Newman, is a yachtsman.

Mr Newman was elected to the Baltic Exchange in 1947, was director in 1967, vice chairman from 1975 to 1977 and chairman from 1977 to 1979.

Mr Archer was Under Secretary of the Marine Division of the Department of Trade from 1972 to 1979 and chaired the Government Search and Rescue Committee, of which the RNLI is a member.

Captain Keay served in the RNVR during the last war and was mentioned in despatches. He is chairman of the Dundee Sea Cadets and area chairman of the Northern Area Sea Cadets. He is former managing director of T. Keay Ltd, an engineering firm.



Princess Margaret names *Silver Jubilee* (Civil Service No. 38)

MARGATE: NOVEMBER 21, 1979

ON WEDNESDAY November 21, 1979, 22 months after January storms dramatically isolated Margate's lifeboathouse by destroying the town's pier on which it stood, the 37ft 6in Rother lifeboat *Silver Jubilee* (Civil Service No. 38) was named by HRH The Princess Margaret outside the new boathouse on the

sea-front. Princess Margaret had honoured the Institution by undertaking this her first RNLI engagement at very short notice because a minor indisposition had prevented HRH Princess Alexandra from coming to Margate

On the day of the ceremony the weather once again was in contrary

mood, a chill blanket of fog delaying the arrival of the Princess; however, thanks to foot-tapping music from the Kent County Constabulary police band the large crowd of spectators remained warm and expectantly happy.

They watched as the lifeboat coxswain and crew were presented to Princess Margaret on her way towards the rostrum where the naming ceremony and service of dedication was to be conducted. After the greeting by Frederick Howland, chairman of Margate branch, Mr D. E. Roberts, Managing Director, Posts, addressed the assembly on behalf of the Civil Service and Post Office Lifeboat Fund, which had provided the money for the new Rother lifeboat. He then handed her over to the RNLI with encouraging promises of continuing support from the Civil Service and Post Office, whose members are numbered among the lifeboat service's most loyal friends.

His Grace The Duke of Atholl, chairman of the Institution, in accepting the lifeboat thanked Mr Roberts for the 'magnificent gift' and then formally delivered her to Margate lifeboat station. The honorary secretary, Alan Wear, in his speech of acceptance, spoke of his pride in receiving the boat on behalf of Margate and mentioned that already she had been launched on service ten times rescuing 18 people and one dog.

The service of dedication was led by the Reverend Norman Baldock, vicar of St John's Church, with the assistance of Father Corcoran, the priest at Margate Roman Catholic Church and Major R. W. Balt of the Salvation Army.

Princess Margaret was then invited to name the boat; she began by conveying Princess Alexandra's disappointment that she had been prevented from naming the lifeboat herself and said that her cousin sent her good wishes to the crew, together with their wives and families. She reminded the crowd that it had been Princess Marina who had named the previous Margate lifeboat, *North Foreland* (Civil Service No. 11), 28 years earlier.

Her Royal Highness then named the boat *Silver Jubilee* (Civil Service No. 38) with the traditional explosion of champagne. The crew led three cheers to the Princess and the boat from that moment on became unquestionably a part of Margate.

After being shown round *Silver Jubilee* by Mr Wear and Commander Cairns, chief of operations RNLI, Princess Margaret was entertained to a tea for which Bert Addington, a Margate master baker and also a lifeboat crew member, had made a superbly decorated cake. The Princess's final duty was to unveil a plaque to commemorate her visit before her car bore her away into the rapidly thickening fog. E. W.-W.



(Above) Margate's new 37ft 6in Rother lifeboat *Silver Jubilee* (Civil Service No. 38) on the day of her naming.

The crew of Margate lifeboat are presented to Princess Margaret by Alan Wear (r.), station honorary secretary, before the service of dedication: (l. to r.) Crew Member Kenneth Sandwell, Motor Mechanic Alfred Lacey, Second Coxswain David Lacey and Coxswain Alfred Manning.



At tea, Princess Margaret cuts the ceremonial cake made and decorated by Crew Member Bert Addington (r.). With them is Alan Wear, station honorary secretary.

photographs by courtesy of 'Isle of Thanet Gazette'

LIFEBOAT SERVICES

Scotland South Division

Two lifeboats capsize and right

A DANISH CARGO VESSEL, *Lone Dania*, in distress six miles north west of Skerryvore Lighthouse was reported by HM Coastguard to the honorary secretary of Barra Island lifeboat station at 2355 on Saturday November 17, 1979, and to the honorary secretary of Islay lifeboat station at 0015 on Sunday November 18. *Lone Dania's* cargo of marble chips had shifted causing a heavy list. Islay's 50ft Thames lifeboat *Helmut Schroder of Dunlossit*, under the command of Coxswain Alastair Campbell, slipped her moorings at 0035 and Barra's 52ft Barnett lifeboat *R. A. Colby Cubbin No. 3*, under the command of Coxswain/Mechanic John Macneil, slipped her moorings at 0058. The weather at Castlebay, Barra, was so severe that two separate trips had to be made in the boarding boat to embark the crew of eight.

The wind was predominantly from the south west, veering to north west during the frequent heavy rain squalls which reduced visibility to no more than 15 to 20 yards. The wind strength varied from strong gale, force 9, to violent storm and hurricane, force 11 to 12, in the squalls; gusts of up to 59 knots were recorded at the meteorological office at Tisee Airport and of up to 65 knots at Benbecula Airport. The swell was very high and the sea very rough and confused. Coxswain Macneil of Barra has said that the weather was as bad as he had experienced in 17 years in the lifeboat service and previously as a merchant seaman and deck officer sailing those same waters off the west coast of Scotland.

Once clear of her berth, Islay lifeboat made full speed on a northerly course to clear the Sound of Islay. The tide was two hours flood and running north through the sound at 4 knots. On approaching Rubha A'Mhail Lighthouse Coxswain Campbell left the upper conning position, checked that all equipment and hatches were secure and took the helm in the wheelhouse. The full force of the very rough seas, storm force winds and heavy rain squalls was met as soon as the lifeboat cleared the lee of Islay. At 0058 course

was changed to west by north to pass three miles south west of Oronsay before heading north for Skerryvore. On approaching the shallower water between Oronsay and Islay speed was reduced to 10 knots because of severe pounding in the heavy south-westerly swell and very rough, confused seas. The tide was now setting east north east at 2 knots.

At 0130 Islay lifeboat drove through a particularly large sea, falling about 25 feet into the following trough. Crew Member Iain Spears, who was standing and bracing himself in the after port corner of the wheelhouse, landed heavily on his right foot, twisting his ankle; it was found when he came ashore that the ankle was in fact broken. Shortly after this incident the seas eased slightly and, once Oronsay was abaft the starboard beam, Coxswain Campbell was able to increase speed to 12 knots.

Islay lifeboat was three miles south west of Oronsay when, at 0143, Coxswain Campbell momentarily saw a very steep breaking sea, about 30 feet high, on the starboard bow. The sea was at right angles to the general run of the seas (it was thought that it could have rebounded from the reef lying 1½ miles south west of Oronsay) and it laid the lifeboat over 45 degrees to port. The lifeboat momentarily hung in this position and then slid down the face of the approaching wave into a deep trough. The wave then broke aboard on the starboard side capsizing the lifeboat to port. The lifeboat 'settled' upside down for about five seconds before righting port side first. Afterwards, crew members commented on the gentleness of the capsize and righting motions and apart from Assistant Mechanic Norman Campbell, who suffered some bruising, there were no injuries. Once righted, the lifeboat cleared herself of water and the engines were found in gear but idling; the solenoid capsize 'switches' had operated correctly.

Coxswain Campbell immediately checked that all crew members were safe and Motor Mechanic Archibald Campbell returned both throttles to idling before operating the capsize cancel switch to restore wheelhouse control. Coxswain Campbell then altered course to starboard to bring the wind and sea astern while the lifeboat was given an internal inspection for damage; he decided against sending any one on deck in the prevailing conditions to make an external inspection. Only superficial internal damage was revealed.

It was at this time that the port throttle was found to be unresponsive and, although Motor Mechanic Archie Campbell and Assistant Mechanic Norman Campbell immediately went below to investigate, the violent motion and conditions in the engine room made it impossible for them to rectify the fault. It was also found that the radar and

windscreen wipers were unserviceable, making visual navigation almost impossible. Having one engine out of action, no radar and very little vision, and knowing that Barra Island lifeboat was on her way to the casualty, Coxswain Campbell decided to return to station to effect repairs before continuing with the service. An easterly course was set, to give Post Rocks a wide berth, and a moderate speed maintained.

At 0212 Coxswain Campbell reported that the steering had jammed with 20 degrees of port helm on. Motor Mechanic Archie Campbell and Assistant Mechanic Norman Campbell went aft through the engine room emergency hatch and found that the locking bar for the oil drum stowage in the tiller flat had worked loose and jammed the steering in way of the port rudder crosshead. The bar was resecured and the coxswain informed by intercom from the after cabin. Course was then resumed to clear Rubha A'Mhail before turning south into Islay Sound at 0255. Although the seas eased considerably once the lifeboat was under the lee of Islay, frequent heavy rain squalls, sometimes reducing visibility to a few yards, made the passage up the sound slow and difficult.

Islay lifeboat reberthed alongside the new ferry pier at Port Askaig at 0355 and, while Assistant Mechanic Norman Campbell and Crew Member Iain Spears received medical attention, Coxswain Campbell and the other crew members began preparing the lifeboat for service again. It was then that the full damage sustained during the capsize was found, and it was also discovered that the liferaft was missing.

Meanwhile Barra lifeboat, which had set out at 0058, cleared Castlebay and then set course for *Lone Dania*, 37 miles away. Although the bearing was south by east, Coxswain Macneil steered south by west to make good his course, so that the wind was on the starboard beam while the sea and swell tended to be more on the starboard quarter. He expected to reach the casualty sometime after 0500. During the frequent heavy squalls the lifeboat's speed was reduced but at other times her full speed of about 9 knots was maintained.

At about 0346 Barra lifeboat was 11 miles south east of Barra Head Lighthouse, almost on the 100 fathom line which marks the eastern edge of one of the deep 'trenches' which exist in this area; it is an area where unusually heavy seas can be experienced. There was, however, a comparative lull between squalls at this time and the lifeboat was at full speed.

Coxswain Macneil had just lowered the port wheelhouse door window to have a look around and see if Skerryvore Light was visible over the port bow, when, while his head was still out of the window, the lifeboat seemed suddenly to pitch down by the bow and

lying comparatively comfortably head to wind and weather, with the air-bag acting rather like a steady sail, the constant movement made working in the after cockpit extremely difficult and they were unable to clear the propellers.

The coaster *Sapphire*, which was making for *Lone Dania*, was diverted to help Barra lifeboat and HMS *Herald*, a survey vessel, and an RN helicopter from Prestwick were asked to stand by.

At about 0730 Barra lifeboat fired a red flare to help *Sapphire* to find her and, with the aid of a cross-bearing from an Esso tanker in the area, the lifeboat's position was established as 16 miles bearing 117° from Barra Head Lighthouse. *Sapphire* arrived alongside at 0840 and after considerable difficulty a tow was connected. HMS *Herald* came up with *Sapphire* and her tow at 1030 and stood by until their arrival at Barra. At 1107 Coxswain Macneil decided that four of his crew should be sent ashore in the Sea King helicopter. They were landed safely at Castlebay and examined by Barra honorary medical adviser before being sent home. The helicopter then returned to Prestwick after refuelling at Tiree.

The tow parted at about 1200 but was successfully reconnected about three-quarters of an hour later. At 1430 the Castlebay fishing boat *Notre Dame* met up with the tow off Barra. Because of the severe weather a landfall was made to the north and east of Castlebay and it was decided that the lifeboat should go direct to a convenient fish factory pier at North Bay, about nine miles north of Castlebay. *Notre Dame* took over the tow just outside the entrance to North Bay and, while *Sapphire* and HMS *Herald* returned to their respective passages, brought the lifeboat safely to a berth alongside the pier at 1540.

The remaining four members of the crew were taken by car to Castlebay where they were also checked by the HMA before returning home.

The casualty, *Lone Dania*, which had refused help from a helicopter, returned to Barra under escort of another Danish coaster just after 1100. A generous donation to the RNLi was later received from her underwriters and owners.

Immediately following the return to station of Islay and Barra lifeboats the divisional inspector for lifeboats for South Scotland and his coast officials went to Islay, while the staff officer operations from HQ Poole, together with the district engineer and district surveyor of lifeboats for North Scotland and the electronics engineer (maintenance), went to Barra. With the able help of the lifeboatmen themselves, other branch members and local people, both lifeboats were repaired at station. Islay's 50ft Thames class lifeboat was back on restricted service by 1906 on Sunday November 18 and was placed on full service at 2100 on Friday November 23. Barra's 52ft Bar-

nett lifeboat was placed on restricted service at 1800 on Wednesday November 21 and on full service at 1530 on Thursday November 22.

Both crews have expressed praise for the performance of their lifeboats.

Ireland, South Western and Western Divisions

Fastnet storm

THIRTEEN LIFEBOATS took part in the combined SAR operation to yachts of the Fastnet Race fleet between August 13 and 16, 1979, a report of which appeared in the winter issue of the journal. The fleet of 303 yachts was strung out across the south Irish Sea when a depression, deepening unexpectedly rapidly, swept into the south western approaches bringing with it storm force winds gusting up to hurricane force and treacherously high and confused seas. Fifteen yachtsmen lost their lives during the storm.

Between them, the 13 lifeboats were on service for nearly 187 hours, rescuing 60 people and towing in or escorting 20 yachts.

For these services a special framed certificate signed by the Duke of Atholl, chairman of the Institution, has been awarded to each of the following stations: Angle, Ballycotton, Baltimore, Clovelly, Courtmacsherry Harbour, Dunmore East, Falmouth, The Lizard-Cadwith, Padstow, Penlee, St Ives, St Mary's and Sennen Cove.

North Western Division

Catamaran caught out

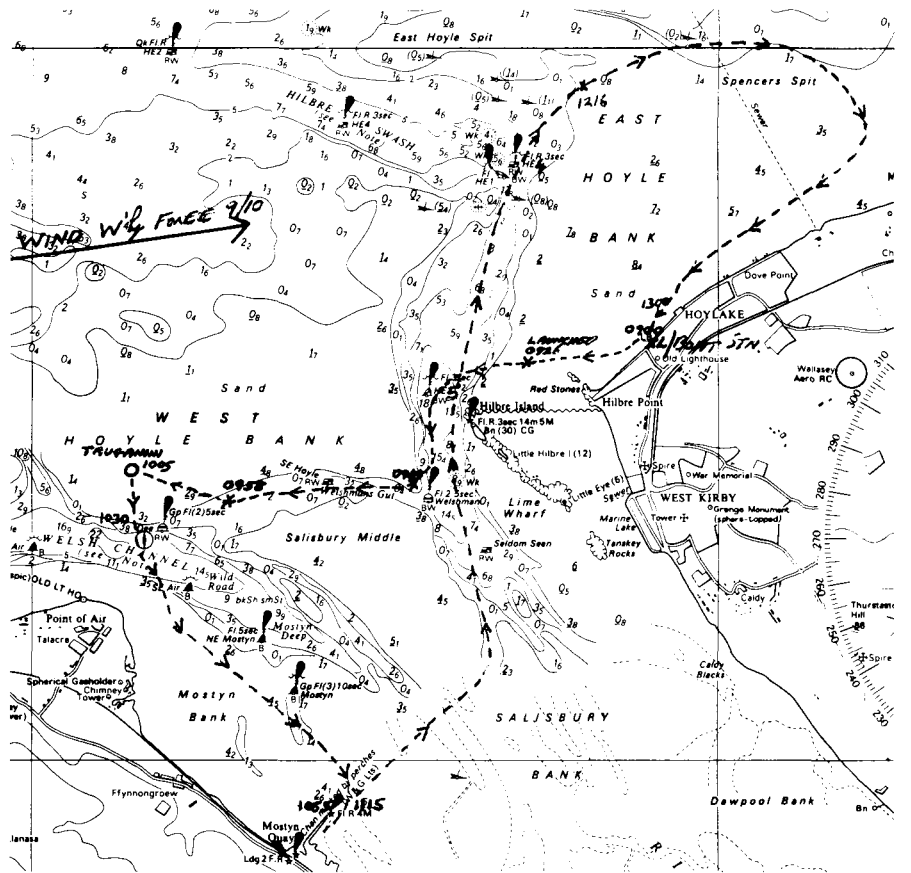
A BOAT SIGHTED in exceptionally heavy seas on the south west part of West Hoyle Bank and needing help was reported to the honorary secretary of Hoylake lifeboat station at 0845 on Thursday September 20, 1979, by Coxswain T. H. 'Harry' Jones. Maroons were fired, a message passed to Liverpool Coastguard and at 0900 the 37ft Oakley relief lifeboat *The Will and Fanny Kirby*, on temporary duty at Hoylake, left the boathouse on her carriage. She was towed across the East Hoyle Bank to a position just north of Hilbre Island and was launched at 0926.

The wind was westerly strong gale force 9, gusting to storm force 10. The sea was very rough and broken, with waves estimated to be 10 feet high. It was two hours before high water and the flood stream was setting southerly into the River Dee at about 2 knots. The sky was cloudy and visibility good.

The rough seas made launching extremely difficult. Solid water was breaking over the boat and tractor and at times the boat and carriage were being lifted from the sea bed. Just before launching all that could be seen of the tractor from the boat were the air vents, exhaust pipes and the driver and his assistant. The driving cab had completely filled with water.

Once into the comparatively deep

Hoylake: Produced from a portion of BA Chart 1978 with the sanction of the Controller HM Stationery Office and the Hydrographer of the Navy.



water of Hilbre Swash the lifeboat was able to make full speed leaving HE 5 Buoy to starboard and keeping close to the eastern edge of West Hoyle Bank for protection. Welshman Buoy was left to port as Coxswain Jones took the lifeboat across the south-east corner of the bank, entering Welshman's Gut at about 0940. At 0958, when just over half way between SE Hoyle Buoy and Dee Buoy, the masts of the casualty were sighted about one mile on the starboard bow; she was on West Hoyle Bank half a mile north of Dee Buoy. At the same time a very weak mayday signal was picked up on 2182 khz but the callsign could not be identified.

As the lifeboat approached, the casualty was seen to be a white hulled, ketch rigged catamaran about 40 feet in length. She was anchored, bows west, but rolling, pitching and veering violently and taking solid water over her bows. The sails were furled and lashed and there was no sign of damage. No one could be seen on deck.

The wind was still westerly force 9, gusting force 10, and the seas around the casualty, *Truganini*, were estimated to be 15 feet high; because the water was shallow the waves were confused and broken. Further to the east, huge waves could be seen breaking over the higher part of West Hoyle Bank. The tidal stream was now setting to the south east at about two knots.

By 1005 the lifeboat was within 60 feet of *Truganini's* port quarter and attempts were made to attract attention with loud hailer and horn. There was no response, however, so Coxswain Jones manoeuvred his boat slowly ahead until she was abreast of the catamaran's port beam, then turned in a circle to port until he was lying off her port quarter once more. There was still no sign of life and it was decided to try to put Second Coxswain John McDermott aboard to search. As the lifeboat was closing the casualty a man appeared on deck from the starboard cabin and shouted across, asking that his two women crew members be taken aboard the lifeboat and that the catamaran be taken in tow; he also said that he would be unable to recover his anchors.

Coxswain Jones told the skipper that it might prove too rough for towing and that he was going to try to take off the whole crew. Second Coxswain McDermott and Crew Member David Dodd were detailed off to board the casualty and help with the transfer. The violent movement of the anchored catamaran made going alongside both difficult and dangerous, so the lifeboat lay off the port side and the second coxswain succeeded in getting aboard as the two vessels came together. The boats quickly separated and the lifeboat came astern to clear the danger. The manoeuvre was repeated and David Dodd managed to get aboard. The time was 1017.

Once aboard the catamaran Second

Coxswain McDermott found that the crew were too exhausted to be transferred safely in the very rough seas, and so, realising that, if her anchor cables parted, the boat would be blown at great speed into the huge seas on the high part of the bank and wrecked, Coxswain Jones agreed to take her in tow.

While the lifeboat was manoeuvred into position on the port side of *Truganini*, Second Coxswain McDermott and Crew Member Dodd buoyed the anchor ropes and made ready for slipping, both men hanging on as best they could as solid water crashed over the foredecks where they were working. The tow line was passed by heaving line and the lifeboat moved up wind on the port bow. The anchor ropes were slipped and the tow line secured at the same time with both men lying flat on the decks, the seas breaking over them.

On starting the tow, Coxswain Jones found that the lifeboat did not have enough power to drive up wind so he allowed the bow to pay off to port and headed across the sea towards Welsh Channel and Mostyn Harbour. It was now 1030.

On entering Welsh Channel course was directed towards Mostyn Deep, bringing the weather round on to the starboard quarter. Great difficulty was experienced in maintaining the tow because the catamaran was continuously surfing down wind and overtaking the lifeboat to starboard. A plastic dustbin, carried aboard the sailing boat as a rope stowage, was streamed astern as a drogue and a heavy shackle was placed on the tow line to weigh it down and form a spring. The temporary drogue reduced speed enough to allow the lifeboat to get down wind and to starboard and, before it carried away, the 'drogue' had lasted just long enough for the protective lee of the Point of Air to be reached.

Keeping along the edge of Mostyn Bank to get as much shelter as possible, SE Air, NE Mostyn and Mostyn Buoys were all left to port. Mostyn Harbour was reached at 1055 and the catamaran secured alongside the west wall at 1100.

Having satisfied himself that *Truganini's* crew needed no further help, Coxswain Jones sailed from Mostyn at 1115 for Hoylake via Salisbury Deep, Hilbre Swash, East Hoyle Spit and Spencers Spit. The 12 miles to Hoylake took 1¾ hours through the very rough, storm-driven seas. The lifeboat was beached at 1300 and re-carried; she was ready for service at 1330.

For this service the bronze medal was awarded to Coxswain Thomas H. 'Harry' Jones and the thanks of the Institution inscribed on vellum to Second Coxswain John McDermott and Crew Member David A. Dodd. Medal service certificates were awarded to Acting Motor Mechanic Peter J. Jones, Acting Assistant Mechanic Alan R. Tolley and Crew Members Geoffrey

Ormrod and Gordon J. Bird. Framed letters of thanks signed by the Duke of Atholl, the chairman of the Institution, were sent to Acting Tractor Driver Jeffrey W. Kernigham and Acting Assistant Tractor Driver Helper Jesse S. Bird.

South Western Division

Five saved

RED FLARES fired by a yacht off Beer Head were reported by HM Coastguard to the honorary secretary of Lyme Regis ILB station at 1942 on Monday August 13, 1979. Five minutes later, Lyme Regis Atlantic 21 ILB was launched manned by Helmsman John Hodder with Crew Members Paul Wason, Graham Turner and Colin Jones; the additional crew member was taken to give extra weight in the heavy weather.

A strong breeze to near gale, force 6 to 7, was blowing from the south west and the tide was in the third hour of flood, setting west south west at about 0.7 knots. With the wind against tide the seas were short and steep, about 8 to 11 feet in height. It was raining heavily and visibility was about half a mile. As the ILB set course west south west for the yacht, Crew Members Wason and Jones went as far forward as possible to keep the bows down, but after a little while bruising forced them to retreat further aft. Speed then had to be reduced to less than 12 knots.

The yacht, *White Kitten*, was sighted about half a mile ahead at 2015; her mainsail was set and she was lying at anchor, head to wind. Two men, two women and a five-year-old boy were on board. After leaving Torquay 51 hours previously they had crossed the Channel twice in thick fog and, not having slept, they were all exhausted. They did not realise that their anchor was dragging and that they would soon be aground on a lee shore.

Helmsman Hodder decided that the two women and the boy, who were very cold and wet, must be taken off immediately; they were taken on board the ILB and wrapped in polythene sheeting. The men were reluctant to leave their yacht so Crew Member Jones, who is a sailing instructor, joined them on board *White Kitten* to sail her to Lyme Regis. He reefed the mainsail, started the engine, cut the anchor chain, hoisted the jib and set the yawl on a south-easterly course to gain an offing before running for Lyme, thus clearing the broken water which was extending nearly a mile from shore.

Having satisfied himself that all was under control on board the yacht, Helmsman Hodder set out for Lyme.

By now the weather was deteriorating rapidly, with the wind increasing to gale force 8 gusting to storm force 10. Despite the difficult passage, however, the Atlantic 21 managed to make good

about 17 knots with the sea on her star-board quarter and the two women and the boy were landed safely at Lyme. They were given hot tea and dry clothes and cared for by Mrs Brian Miller, a qualified nurse and the wife of a crew member.

At 2050, as soon as the survivors were safely disembarked, Helmsman Hodder put to sea again to find the yawl and escort her to harbour. It was now dark, so the ILB carried an Aldis lamp as well as powerful hand lamps and torches.

Crew Member Jones had lost sight of land almost immediately after setting course south east. The waves were becoming very high and he was thrown off the tiller several times. When he reckoned he had made good about two miles, the reefed mainsail was lowered and course altered to east north east on jib and engine only.

Meanwhile, the ILB was meeting head seas of 15 to 20 feet with breaking tops. In the darkness these very large waves could often not be seen until they were too close for avoiding action to be taken and the crew found themselves falling off the crests. Speed often had to be reduced to the minimum for steerage way, so that only about 4½ knots could be made good on the south-westerly course Helmsman Hodder calculated would intercept the yacht.

In fact *White Kitten* was making good a slightly more easterly course than had been thought and when the ILB sighted her masthead light at about 2145 she was about half a mile to the south. Having taken more than an hour to gain the two miles to seaward, the yawl was now making up to 7 knots before the wind on jib only and a faltering engine. She was shipping a great deal of water.

When Crew Member Jones sighted the ILB's lights he shone his Aldis lamp to guide her in. Helmsman Hodder, who had himself been out of sight of land for 50 minutes, estimated that they were now almost four miles south west of Lyme and heading too far to the east. As soon as he could bring the ILB within hailing distance he therefore told Colin Jones to steer north east. He then tried to keep station abeam of the casualty to be ready to help immediately if she were overwhelmed.

The ILB herself was as vulnerable as the yacht to the high and breaking following seas and passing course instructions was extremely difficult, so Helmsman Hodder stationed himself ahead of the yawl to lead her in until the shore lights became visible.

Back at Lyme Regis, Crew Member Brian Miller and two auxiliary coastguards had gone along outside the harbour wall to places from where, although very exposed and repeatedly covered by spray, they could shine hand lamps to guide in the two boats. Brian Miller fired two parachute flares which were seen with great gratitude



Lowestoft: At 0625 on Tuesday August 14, 1979, the morning of the Fastnet Storm, Lowestoft's 47ft Watson lifeboat Frederick Edward Crick launched on service to escort the Dutch yacht Lutjewald, in difficulties in rough seas and a south-westerly strong breeze, force 6, gusting to gale force 8. Finding the yacht's engine had broken down, the lifeboat took her in tow to Lowestoft.

photograph by courtesy of Michael Richford

by the ILB and the yawl when they were about three-quarters of a mile off the harbour entrance.

As soon as the lights of Lyme could be seen by *White Kitten*, Helmsman Hodder took station on her bow and used the ILB searchlights to illuminate the numerous lobster pots which had to be avoided on the way in. Just as she was being brought alongside the yawl failed to respond to her helm as the two bolts securing her pintles sheared; she was berthed safely, however, with the help of the ILB. The two men were landed, given first aid treatment and reunited with the women and the boy.

Following the rescue *White Kitten's* people gave donations and wrote to praise the bravery and skill of the ILB crew.

For this service a bar to his bronze medal was awarded to Helmsman John L. Hodder and the bronze medal to Crew Member Colin I. Jones. Medal service certificates were presented to Crew Members Paul Wason and Graham C. A. Turner.

North Eastern Division

Home made raft

TWO YOUTHS, aged 15 and 17 launched a home made raft from the slipway at Robin Hood's Bay, North Yorkshire, at about 1510 on Sunday June 10, 1979. It was nearly high water and a moderate breeze was blowing from the south east. Breaking seas, sweeping across with considerable force, washed the raft off the slipway and very quickly round towards Gunney Hole, and the raft, made of drums and a cargo pallet, started to break up.

The younger of the two boys, Stephen, jumped into the sea and tried to swim to safety but was soon in dif-

iculties and unable to keep his head clear of the water. He shouted for help to people on the sea wall, but the wall is sheer and some 50ft high with no steps, ladders or breaks. It curves outwards at the bottom causing waves to turn back on themselves and the sea close to the wall is confused. A line with a bicycle wheel attached was lowered down the wall, but Stephen was unable to reach it.

At this point the attention of Simon Hall, a 16-year-old boy, was called to the incident. He ran down the slipway and started launching a flat-bottomed 8ft pram dinghy through the breaking seas. A man tried to get into the tiny dinghy with him, but Simon told him to get out as the boat was too small to carry them both safely.

Simon rowed the intervening 80 yards and then, handling the dinghy with great skill, put her head to sea and back-watered down to the boy in the water; had he gone in bows first he would without doubt have broached to and might well have been smashed into the wall. Stephen was able to grab the handholds at the stern of the dinghy and then Simon pulled hard through the backwash and incoming waves towards some small fishing boats at moorings. Once in less confused water Simon pulled the exhausted and shivering Stephen into the dinghy. He then pulled alongside a fishing boat and both boys climbed into it. Simon took off his sweater and gave it to Stephen and they both put on oilskins they found on board.

Whitby ILB was informed of the incident at 1610 and launched at 1630. While waiting for the ILB to make her passage, Stephen kept nodding off, but Simon insisted on talking to him to keep him awake. The ILB came alongside the moored coble at 1650, took off

the two boys and landed them shore in the lee at Gunney Hole where coastguards helped them up the cliff. The second boy on the raft had managed to swim ashore safely.

For this service the bronze medal was awarded to Simon Peter Hall, to whom an inscribed wrist watch will also be presented.

Eastern Division

Ten small boats

WEST MERSEA deputy launching authority was informed by HM Coastguard at 1652 on Saturday May 26, 1979, that an upturned sailing dinghy had been sighted 1½ miles east of Shinglehead Point. Maroons were fired and at 1700 West Mersea Atlantic 21 ILB launched on service manned by Helmsman James Clarke and Crew Members Jonathan French and Graham Knott.

It was a fine, clear evening but a strong gale, force 9, was blowing from the south. It was two hours before low water springs. The sea was only slight at the launching position and the ILB set out at full speed for the casualty, 1½ miles from the station. As soon as the shelter of Cobmarsh Island was cleared, however, she met the full force of the winds and steep, breaking seas of eight to ten feet. Continuous blown spray reduced visibility.

The ILB and Bradwell Coastguard GP boat reached the capsized dinghy at the same time, 1710. No survivors could be seen in the water and Crew Member French went overside and under the upturned hull to see if anyone were trapped inside. No one was found, the dinghy was righted and then, with great difficulty, Crew Member French was brought back on board.

A search was started for the missing dinghy sailors, the ILB heading down tide and the Coastguard boat heading down wind. Meanwhile an RAF helicopter had been scrambled from Manston.

At 1718 it was confirmed that the two missing men had swum ashore and were safe, and the ILB escorted the Coastguard boat to the lee of Bradwell, arriving at 1728.

West Mersea ILB, joined by the helicopter, then continued searching for, checking and escorting the many small boats in the area caught out by the bad weather. At 1740 Stone Sailing Club rescue boat was in trouble with one of her crew in the water off Thirslet Spit; the ILB stood by while the man was lifted by helicopter and flown to Southend Hospital.

The task of shepherding was continued and at 1807 Crew Member Knott was landed near Mill Creek to check a casualty on the mud flats. After warning the boat's single-handed crew not to try to launch again, he was lifted back on to the ILB by the helicopter.

At 1835 the helicopter returned to base and at 1850, after the crew had

assured themselves that no small boats were in any possible danger, the ILB returned to station, arriving at 1910. She was refuelled and once again ready for service at 1925. In the two hours and ten minutes she had been on service in severe gale force winds gusting to 50 knots and steep seas of up to 12 feet, she had given help to about ten boats.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman James A. Clarke and Crew Member Jonathan P. French. A vellum service certificate was presented to Crew Member Graham M. Knott.

South Eastern Division

Capsized coaster

IN THE EARLY MORNING of Tuesday November 6, 1979, Niton Radio, Isle of Wight received a mayday call from the coaster *Pool Fisher*: 'We are going over, position south west of St Catherine's Point'. Nothing more was heard. The mayday was broadcast immediately, at 0549, and a major search was set in operation in which naval ships from Great Britain and the Netherlands, merchant ships, RN Wessex and Sea King helicopters and RNLI lifeboats all took part. The wind was north westerly, near gale force 7 to strong gale force 9 and the seas very rough. Visibility was fair.

Solent Coastguard telephoned the honorary secretary of Yarmouth lifeboat station at 1553 and Yarmouth's 52ft Arun *Joy and John Wade* slipped her mooring 15 minutes later under the command of Second Coxswain David J. Lemonius, the coxswain being on leave. The Needles were passed at 0635 and the search area, four miles south west of St Catherine's, reached at 0718; the lifeboat was asked to continue to 15 miles south west of the point.

Meanwhile, Solent Coastguard had telephoned the honorary secretary of Bembridge lifeboat station at 0620 and the 48ft 6in Solent lifeboat *Jack Shayler and the Lees* launched at 0635 under the commander of Coxswain Peter Smith and was also on her way.

HMS *Cardiff* was designated on scene commander at 0720 and started assembling the various craft for a co-ordinated search of the area. The search was made more difficult by the great amount of wreckage in the area from the *Aeolian Sky*, which had foundered three days previously. It was learnt that *Pool Fisher* had been on passage from Hamburg to Merseyside with a cargo of potash; there were 15 people on board.

At 0730 Crew Member Keith Hopkins, who was navigating on board Yarmouth lifeboat, was thrown across the wheelhouse and knocked unconscious for a little while. From that time Acting Coxswain Lemonius took over

navigation and radio communications with Acting Second Coxswain Richard Downes at the helm. The injured lifeboatman was later taken off by helicopter and flown to hospital.

Yarmouth lifeboat reported sighting a slick of what looked like diesel oil at 0908 and HMS *Cardiff* shifted the search to seven miles south of St Catherine's. At 0932 the Netherlands warship HNS *Amsterdam* and MV *Navajo* sighted a body and an upturned ship's lifeboat in the water. *Cardiff* had just reported picking up two bodies, at 0955, when a helicopter spotted two survivors 12 miles south east by east of St Catherine's; they were lifted to safety and flown straight to hospital.

Although the search was continued all day, only being called off when darkness fell, no more survivors were found. The two lifeboats returned to their stations, arriving at about 1845, after being at sea for more than 12 hours.

For this service letters signed by John Atterton, deputy director, expressing the Institution's thanks to Coxswain Peter Smith, BEM, and Acting Coxswain David Lemonius were sent to Arthur P. Weaver, BEM, honorary secretary of Bembridge lifeboat station, and L. W. Noton, honorary secretary of Yarmouth lifeboat station.

South Western Division

Ex pilot cutter

HARTLAND COASTGUARD received a message from the British coaster *Candourity* at 0255 on Monday September 3, 1979, reporting the sighting of a red flare and a flashing light from a yacht some 13 miles north by east of Trevoze Head. The wind was westerly, near gale force 7, and the sea rough with a moderate swell. The night was overcast with heavy showers.

Padstow lifeboat was alerted and at 0319 came a message that *Candourity* had now reached the yacht, *Peggy*, an ex Bristol Channel pilot cutter. Wreckage of the yacht's bowsprit, topmast, rigging and sails were over her starboard side; two inflatable dinghies were over her port side and the people on board were waving. *Candourity* was unable to go alongside but she was standing by.

Padstow lifeboat, the 48ft 6in Oakley *James and Catherine Macfarlane*, launched at 0355 under the command of Coxswain Trevor England and headed for the casualty. By 0448 she could see *Candourity* ahead and by 0535 she was alongside *Peggy*. There were nine people on board. With considerable difficulty in the rough seas and swell an injured woman and four children were transferred to the lifeboat; three men and a woman remained on board the yacht.

It appeared that *Peggy* had collided with a radar buoy. She was taking

water and her pumps were out of action so, during what proved to be a very slow tow, the four people on board formed a bucket chain to bail. Arrangements were made for medical assistance to be available on arrival at Padstow and for a pump to be brought out to meet the two boats at Stepper Point.

Anchorage under Stepper Point was reached at 0751. The pump was put aboard and, after the survivors were landed into the care of those ashore, the yacht was put in tow again at 1203 and moored safely at the station by 1305. The lifeboat was rehoused and ready for service at 1600. A large donation to the Institution's funds was received from *Peggy's* crew.

For this service a letter signed by Cdr Bruce Cairns, chief of operations, expressing the Institution's appreciation to Coxswain Trevor England and his crew, was sent to Lt-Cdr J. W. Hamilton, Padstow station honorary secretary.

South Western Division

Trapped by tide

A LIFEGUARD telephoned the deputy launching authority of **Newquay**, Cornwall, ILB station at 1555 on Wednesday August 8, 1979, to tell him that two girls were trapped by the tide at Lamorna Cove. The ILB, manned by Helmsman Norman Bailey and Crew Members Martin Burt and Robert Stokes, was launched within five minutes. A moderate north-westerly wind was blowing on shore so that waves of four to five feet were breaking along the shoreline. It was 2½ hours before high water.

Arriving off the cove, the crew could see the two girls on rocks at its head. Although the girls could climb clear of the waves, it was apparent that they would be trapped for at least six hours, by which time darkness would have fallen, so Helmsman Bailey decided to go straight into the cove and take them off.

Newquay ILB is frequently called to Lamorna Cove, so the crew know it well and did not expect any great difficulty, even though there is no beach but only the boulder strewn cove. Once disembarked, however, it proved very hard to turn the boat head to sea for relaunching while standing among the boulders with the seas, more difficult than had been thought, breaking over boat and crew.

As soon as the two girls were embarked the engine was restarted, but when gear was engaged it was discovered that the drive pin had sheared. The crew rowed the boat away from the shore while the helmsman tried to fit a new shear pin, but, when clear of the cove, the starboard oar, being pulled by a particularly strong man, broke and immediately carried away. The ILB was swept along the shoreline by a

flood tide of 4 to 5 knots. The anchor was let go but failed to hold. The crew radioed for helicopter help but could get no response from the radio because they were so close under the 100ft cliffs. They shouted to an auxiliary coastguard on the cliff top, but in fact a Royal Naval helicopter which had been in the area was already on her way to help.

As the boat was carried into a gully, Crew Member Stokes jumped out on to a rock taking one girl with him. Crew Member Burt threw him a painter, but as soon as Robert Stokes had made it fast to a rock a heavy sea broke through the boat, tearing out the painter and that portion of the bow fabric to which it was secured.

The ILB was carried up to the top of the boulder strewn gully. Crew Member Burt and Helmsman Bailey both got out to steady the boat, but they were washed from one side of the gully to the other before they managed to get the remaining girl on to a reef of rocks and eventually out to a position from which she could be lifted off by helicopter.

The helicopter arrived within minutes and lifted both girls to the safety of the cliff top. Crew Member Stokes tried to work his way along the ledge to reach the ILB, now being battered against rocks, but it was impossible, so the ILB had to be abandoned and the three men lifted to the cliff top by helicopter.

The crew later joined a salvage party of 19 volunteers organised by the honorary secretary. Leaving the boathouse at 2230 with the trailer and lights they eventually managed to recover the boat, her engine and radio and returned with them to the boathouse. A replacement boat was sent to the station while repairs were made.

It was subsequently found that Crew Member Burt had broken his wrist on this service and Helmsman Bailey had cuts and abrasions on both feet.

For this service letters of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Helmsman Norman Bailey and Crew Members Martin Burt and Robert Stokes.

Western Division

Injured boy

A MESSAGE from a doctor was received by **Criccieth** ILB station at 1135 on Tuesday July 31, 1979, asking that a 12-year-old boy, injured when he fell from the rocks at Black Rock, should be taken off by inshore lifeboat.

A fresh to strong breeze was blowing from the south west; it was high water and the sea was rough.

Criccieth D class ILB launched at 1146 and beached at Black Rock through heavy surf at 1151. The boy was found to have a suspected broken leg. He was placed in a stretcher but it was decided that it would be dangerous

to try to launch the ILB with the casualty on board through the heavy surf running on to the beach. The crew, therefore carried him up the rocks and to an ambulance about three-quarters of a mile away.

As the weather continued to deteriorate the ILB was recovered by tractor and trailer along the shingle beach. She was back at station and rehoused at 1610.

For this service a letter signed by Cdr Bruce Cairns expressing the Institution's appreciation to Helmsman James Owen and Crew Members Griffith D. Owen and George Povey was sent to Glyn Humphreys, Criccieth honorary secretary.

South Eastern Division

Skipper taken ill

THE YACHT *Minuet*, crossing the Channel from France with a crew of four on board on Thursday August 23, 1979, was making heavy weather and sent out a distress call; she was about eight miles east by north of Dover. HM Coastguard informed the deputy launching authority of **Dover** lifeboat station of the situation at 1247 and within eight minutes the 44ft Waveney lifeboat *Faithful Forester* was on her way.

It was an overcast day and the weather was deteriorating. A strong breeze, force 6, gusting to gale force 8 was blowing from the south west and the sea was becoming very rough. It was one hour before high water.

Minuet was found about two miles east of her original position. Her skipper, who was himself unwell and whose crew were suffering from sea sickness, was having great difficulty in handling the yacht, so, at 1335, two members of the lifeboat crew were put aboard. The yacht was taken in tow and, in view of the deteriorating weather, Coxswain Hawkins decided to cross the Goodwin Sands and approach Dover under the shelter of the cliffs.

After about an hour *Minuet's* skipper became so seriously ill that, as there was helicopter assistance at hand, it was decided he should be lifted off and taken straight to hospital. In those rough seas, however, it was decided he should first be transferred to the lifeboat so that the lift would be less hazardous. The transfer and lift were accomplished safely and the tow was then resumed to Dover.

Before harbour was reached, just after 1600, the south-westerly wind had risen to gale force 8 gusting to strong gale force 9. Once at Dover, the three remaining crew were landed and the yacht moored. *Faithful Forester* was refuelled and back on her own moorings at 1631.

For this service letters of appreciation signed by Rear Admiral W. J. Graham, director of the Institution,

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The Isle of Man

DOUGLAS, PEEL, RAMSEY, PORT ERIN and PORT ST MARY

by Joan Davies

VERY CLOSE TO THE SEA are people of the Isle of Man. Set in the Irish Sea almost equidistant between England and Ireland, with Scotland to the north and Wales to the south, not only is the island itself dependent on sea trade but it lies close to busy lanes of passing coasters, ferries and foreign-going ships. Man's bays offer shelter from storm in the midst of a proverbially rough sea, but if the wind should go round, what was at first a safe haven can all too quickly become a dangerous lee shore. Manx people are, therefore, no strangers to disaster at sea and, through the years, have shown enormous courage and determination in the

rescue of shipwrecked sailors. Since RNLI records began more than 1,300 people have been saved from the seas around Man by lifeboat, and it is known that there were many earlier rescues.

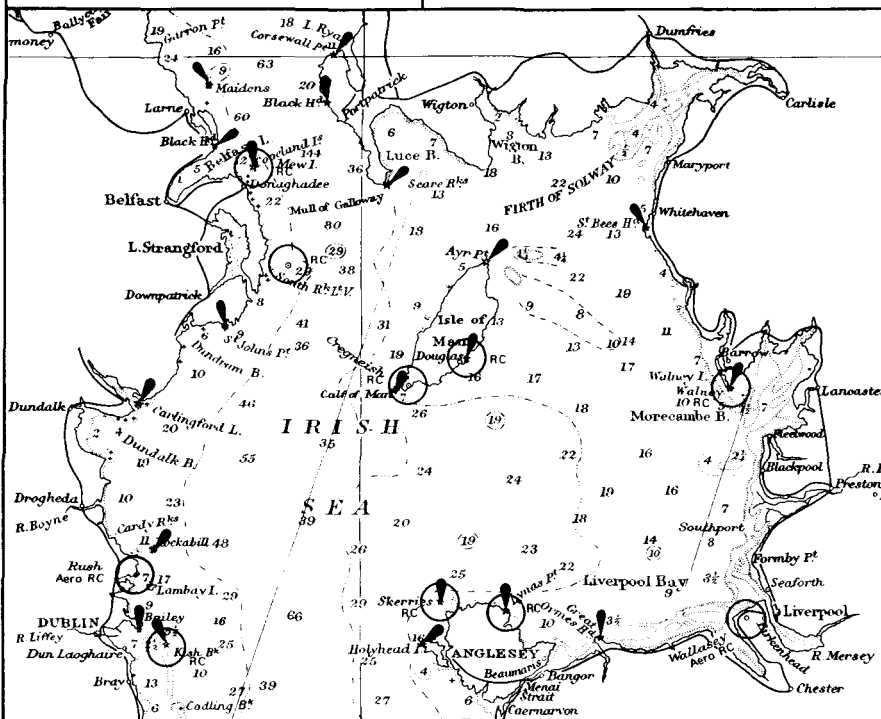
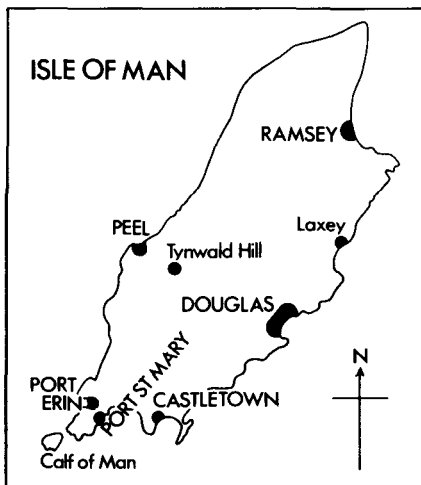
Many of the Isle of Man's sons are fishermen; many go into the merchant service. None of her people live more than a handful of miles from the sea and even those who are essentially landsmen are often concerned in shipping. It is interesting, for instance, to read the names of the original subscribers of the Ramsey Steamship Company which, since 1913, has run a small fleet of coastal freighters plying to and from the island: as well as two corn merchants and a coal merchant, there was a retired farmer, a grocer, and advocate and a bank agent. In just the same way, nowadays, a cross section of the community is to be found in the crews of the island's five lifeboat stations. Take Port St Mary: as well as fishermen, the crew includes a hotelier, two engineers, a schoolteacher, a butcher, a shipwright, a joiner, a student and an estate agent—and nearly all of them are active members of the local yacht club. Or Peel: fishermen, engineers, a photo-

grapher, a coach driver, a hairdresser, a supermarket manager, a factory manager, a company director and a landscape gardener. And so it goes on . . .

Everyone cannot go to sea, but the whole community backs the crews with its financial support. Speak to anyone at a lifeboat station and they will tell you of the wonderful work done by the ladies' guilds and the branch fund raisers; in the last year alone they raised £24,751 for the lifeboat service.

Indeed, the salt water runs deep into the island's life; but then much of its heritage came from over the sea, brought by the Celt and Norseman. The Celts had already been living on the island for many hundreds of years when, in the shadowy days of the ninth century, marauding Viking longboats appeared over the horizon. Warriors were followed by settlers, Norsemen who stayed and intermarried and made their homes on the island, so that Manx culture has both Celtic and Nordic roots. The Vikings were to rule the Isle of Man for 300 years and it was they who set up the Tynwald, the open-air assembly of freemen which has survived as Man's parliament for a thousand years. A proud millennium has been reached which was worthily celebrated throughout last year, 1979.

(Below) *The Irish Sea: Produced from a portion of BA Chart No. 2 with the sanction of the Controller HM Stationery Office and the Hydrographer of the Navy.*



A beginning

If the Isle of Man can justly be proud of its claim to be the second oldest democracy in the world, it can with equal justice take pride in its contribution to the growth of a voluntary lifeboat service embracing the entire coastlines of Great Britain and Ireland. In the latter part of the eighteenth century and the early nineteenth century an enormous expansion of sea trade went hand in hand with Britain's rapid industrial growth. And the Isle of Man was in the thick of it. Those were the days when the Irish Sea would have been alive, as never before or since, with boats; mostly small, and very vulnerable, sailing carriers.

It was, therefore, no chance, but an indication of real need, that as early as 1802 a pulling lifeboat was brought to Douglas. She was one of the first boats specifically designed for lifesaving by Henry Greathead of South Shields and she was given to the port by the fourth Duke of Atholl, the Island's Governor, whose forebears, in the previous century, had been the Lords of Man.

The people of Man were doing their

best, as were people in other parts of the British Isles, to tackle the problem of dreadful loss of life from ships driven ashore or foundering among the off-lying hazards of inshore waters, using whatever means were available to them. But it was to be another 20 years before a real start was to be made to draw together into a co-ordinated service the diverse lifesaving efforts of local people. And the initiative was then to come from Douglas.

Caught out in south-westerly gales, sailing ships could take shelter in Douglas Bay; but if the gale backed to south-east or east the anchored boats were open to the full force of the wind with the shore under their lee, and, as the Admiralty *Pilot* records, 'the holding ground is indifferent'. A further hazard was presented by St Mary's (or Conister) Rock, a plateau to starboard of the harbour entrance uncovered at low water but covered by as much as 3ft at high water springs. In the early part of the nineteenth century, St Mary's Rock was unlit and unmarked. One way and another, the toll was heavy.

From 1808, Sir William Hillary, who was to become the founder of the RNLI, had lived in Fort Anne, overlooking the bay, with all the havoc that could be caused by storm spread out under his eyes. Time and time again he was personally involved in lifesaving attempts and a climax came in 1822, a winter of particularly severe gales, when he helped in the rescue of more than 200 sailors in Douglas Bay. It was after that winter that he wrote his 'Appeal to the British Nation, on the Humanity and Policy of forming a National Institution for the Preservation of Lives and Property from Shipwreck'. As a result of his efforts, a meeting was held on March 4, 1824, in the City of London Tavern, at which it

was resolved to form the body now known as the Royal National Life-boat Institution. Another of Sir William's great services to shipping was the instigation, in 1832, of the building of a Tower of Refuge on St Mary's Rock, thus crowning this treacherous hazard with a clearly visible and unmistakable mark.

Although more is known about Douglas than the other Isle of Man ports in these early years, it is clear that all shared similar problems and that there would have been many rescue attempts that have gone unrecorded: Ramsey Bay, sheltered from the west but open to the east; Castletown Bay, open to the south and with confused, though weak, tidal streams; Port Erin Bay, open to the west; Peel Bay, open to the north west.

Quickly on the heels of the foundation of the Institution in 1824 came the establishment of four Manx lifeboats: at Douglas in 1825, at Castletown in 1827, at Peel in 1828 and at Ramsey in 1829. The late Major K. G. Groves, who was chairman of Ramsey branch for many years, recorded in his 'Story of the Ramsey Lifeboat Station' that between 1821 and 1846, 144 ships were wrecked on the island and 172 lives lost. But many lives were saved too. It is known that during the years 1824 to 1851, 91 lives were rescued by Douglas lifeboat alone. And during those years of great daring and achievement Sir William Hillary himself was awarded three gold medals for gallantry.

Early services

What was asked of Manx lifeboatmen in the days of pulling and sailing boats can perhaps be best be appreciated by a look at some of the services performed. At Ramsey, for instance. On the morning of November 1, 1887, Ramsey lifeboat, *Two-Sisters*,

put out in one of the worst storms ever experienced on that coast, with a wind of almost hurricane force blowing from the south south east and mountainous seas, to take off the crews of a schooner and a brigantine dragging their anchors in the bay . . .

'In returning ashore some of the ropes attached to the drogue broke, in consequence of the great strain upon them, and the lifeboat broached to and was filled by an enormous wave; the crew, however, kept cool; the boat, which was under oars and running with the gale, soon recovered herself, and was landed by another great wave high up on the steep beach, north of Beachmount, about four miles from the place where she had been launched.'

Three years later: November 7, 1890. *Two Sisters* launched into a violent gale from the north with a rough cross sea and heavy rain squalls to take off 15 men from the steam dredger *Walter Bibby*, at anchor and rolling heavily in the bay. The men were landed safely about a mile and a half south of Ramsey, it being impossible to beat back to the station. For this service and for the rescue of three men from the schooner *Margaret* the silver medal was awarded to Coxswain Robert Garrett and to the station honorary secretary, E. C. Kerr, who often went out as one of the crew.

Three years later: December 10, 1893. Ramsey lifeboat, now the new *Mary Isabella*, out on service, was engulfed and six of her crew washed overboard; fortunately they were all able to regain the boat. February 7, 1895: so severe was the blizzard that *Mary Isabella*, called out to take off the crew of the distressed *Margaret and Elizabeth*, could not be launched from the shore. A passage had to be dug for her through deep snow from the boathouse to the harbour; she was damaged as she was tipped into the harbour from her carriage, but, repaired on the spot, she went on to rescue the two men.

Castletown lifeboat was also called out on that bitter February morning, to a vessel in Port St Mary Bay.

'A moderate gale was blowing from the south, with a very heavy sea. The snow having drifted about six feet against the lifeboat house, a large number of men were engaged to cut a way out for the boat, and at 0915 the Hope was launched. On reaching the bay the ss Vigilant of Liverpool, bound from Burryport for Belfast with a cargo of coal, was found stranded on a reef. Six of her crew had been rescued by a shore boat, which had put off from the village to her assistance, and the remaining six men had taken refuge in the rigging, from which they were taken into the lifeboat in an exhausted condition, and landed at Port St Mary.'

Port St Mary was soon to have a lifeboat of its own because of the number of shipwrecks in the area.

But to return to Ramsey, the new lifeboat *Mary Isabella*, with her carriage and equipment, had been the anonymous gift of 'a friend' through

Douglas lifeboat, the 46ft 9in Watson R. A. Colby Cubbin No. 1, launches on exercise.
 photograph by courtesy of the 'Isle of Man Examiner'



Celebrating the Isle of Man's millennium: Port St Mary prepares for the review of the Sail Training fleet by HM King Olaf of Norway, August 4, 1979. Port Erin and Port St Mary lifeboats are seen in centre of picture taken from an SAR helicopter from RAF Valley, Anglesey. With her crew of Fl Lt Alan Coy, Fl Lt Brian Murdock and Winchman Steve Lynch, the helicopter was based on Man for the weekend, taking part in the review and exercising with all the Manx lifeboats as part of regular combined training.



(Below) Port St Mary's 54ft Arun The Gough Ritchie and Port Erin's 37ft 6in Rother Osman Gabriel, together with Port St Mary's D class 1LB and boarding boat, man ship ready to cheer King Olaf. photograph by courtesy of J. G. Sawtell



the Manchester branch and she was housed in the new Norbury Boathouse, the gift of Mr and Mrs Norbury who lived at Port Lewaigue but who were also connected with Manchester branch. The entire first floor is a crew and committee room, the window providing a fine lookout over the bay and, when the boathouse was first built, there was a second floor above where the coxswain could live. Mr and Mrs Norbury still look down benignly from their portraits in the committee room, which forms a wonderful natural focal point for the station's activities.

It was at about this same time, towards the end of the nineteenth century, that lifeboat activity increased on the west and south-west coasts of the island. Port Erin lifeboat station was established in 1883 at the request of the local people, and a lifeboat was re-established at Peel in 1885, after a lapse of some years, to meet the needs of an increasing fishing population.

Fishing: Scallops in winter, queenies in summer, with herring fishing building up as the summer draws to an end, Scottish and Irish trawlers coming to join with the Manx boats in the catch. In the old days the returning herring

fleets would fill the island's harbours and, although there was a decline in the industry, fishing is now once again building up. Many of the herrings caught are packed in barrels of salt to be picked up by continental coasters, but of course some, cured at Peel, become the famous Manx kippers. Most of Port Erin's crew members are fishermen, and fishermen still form the greater part of the Douglas crew. There is always an Admiral of the Herring Fleet and last year it was Bob Corran; Bob joined Douglas lifeboat crew in 1938, was second coxswain from 1940 to 1970 and then coxswain until 1974.

Port St Mary was the last of the Manx lifeboat stations to be established, in 1896, so that now the rocky south-west tip of Man, with its off-lying island, Calf of Man, is watched over to the west by Port Erin lifeboat and to the east by Port St Mary. After a motor lifeboat was sent to Port St Mary, the station at Castletown was closed in 1922 and the present-day pattern of Manx lifeboat stations was set.

Motor lifeboats

When motor had replaced manpower and sail, the range of lifesaving

increased dramatically. On October 19, 1936, Barrow and Maryport lifeboats from the mainland and Ramsey lifeboat from Man were all trying to reach the ss *Esbo* of Helsingfors, in ballast for Finland, which was dragging her anchors towards Selker Rocks, near Bootle. A hurricane was blowing from the south west and the seas were very heavy. Ramsey's motor lifeboat, *Lady Harrison*, launched at 0820 . . .

'When she had gone about 14 miles (she had to cover over 30) conditions were so bad that it was impossible to go further. She was continually swept from stem to stern and nothing could be seen on account of the foam. She made for the lee of the land at Cornah, Isle of Man, and after waiting for three-quarters of an hour, in the hope that the weather would moderate, set off again. She got about ten miles off but was again compelled to return . . .'

When she put into Laxey she was told that *Esbo's* crew had managed to get to safety by breeches buoy and her own ship's boats, helped by people ashore. For their part in the service, Coxswain J. T. Lord and his crew were awarded medals by the Finnish Government.

Coxswain John Comish of Ramsey was awarded the bronze medal of the Institution for a service in 1941 which called for great skill. On a very dark, wet November night the trawler *Strathairlie* had run ashore at Skellig Bay, about three miles north of Ramsey in a strong onshore wind and heavy seas. It was impossible for the lifeboat to get close enough in the shallow waters to take off the trawler's crew—she herself was reported as 'nearly standing on end' in the heavy surf. So Coxswain Comish anchored and dropped down on his cable, managing to get two lines to the trawler. Then, by hauling in on the lines just far enough for a man to jump aboard when a sea had passed, and hauling out again on the cable before the next sea came, all 13

of the crew were successfully rescued, one by one.

Douglas lifeboat, under the command of Coxswain Bobby Lee, was the first to be called out on December 2, 1966, to *Nafsiporos*, whose 15 crew were eventually rescued by Holyhead and Moelfre lifeboats. *Nafsiporos* was first reported to be 12 miles from Douglas Head; she was disabled and, sailing light ship, being blown before a violent north-westerly storm. The 46ft 9in Watson *R. A. Colby Cubbin No. 1*, one of four lifeboats provided by a legacy of the late Mrs E. M. M. G. Cubbin of Douglas, followed in pursuit of the drifting ship, searching, for 36 miles until it was learned that Holyhead lifeboat had made contact.

On September 9, 1970, at about 0600, Port Erin and Peel lifeboats were both called out to the coaster *Moonlight*, reported to be in trouble five miles north of Chicken Rock in south-south-westerly gales gusting to storm force and very rough seas. First one empty liferaft was sighted by a Shackleton aircraft and then, at about 1100, Port Erin lifeboat sighted two survivors in another liferaft. It was only with great difficulty that the exhausted men were got aboard, Second Coxswain Peter Woodworth, now Port Erin's coxswain, going over the side on to the scrambling net to reach them. *Moonlight's* other two crew members had apparently been washed away and drowned. For this service Coxswain Alfred Maddrell, BEM, of Port Erin was awarded the bronze medal, and Coxswain William Gorry of Peel was accorded the thanks of the Institution inscribed on vellum.

Today

Coasters and fishing boats . . . nowadays calls also come from yachts, small pleasure boats or other visitors in difficulties, for the Isle of Man is a great holiday centre. Being, as it were, an outpost in the Irish Sea, calls may come to take seriously ill or injured people off passing ferries, or to search for a passenger lost at sea. Port Erin or Peel lifeboats sometimes go to help climbers in trouble on the cliffs of the west coast, which rise to 1,000 feet. In March 1978 Coxswain Peter Woodworth of Port Erin was accorded the thanks of the Institution inscribed on vellum for the rescue from the rocks by breeches buoy of three skin divers whose boat had broken down and been blown ashore in a south-south-westerly near gale and rough seas.

R. A. Colby Cubbin No. 1 is still on station at Douglas and there is great competition to be in her crew. She has in fact about three crews, with other lads eager to join, and they all meet down at the boathouse on Sunday mornings to 'clean ship', talk and keep up to date with information. Although mostly fishermen, other occupations are represented, and one crew member is a musician. Robert 'Young Robbie'

Corran, Bob's son, is now coxswain and another Robert Corran, a cousin, is second Coxswain. Mary Corran, the coxswain's wife, plays a traditional key rôle in the station. When a call comes, Captain P. Evans, the station honorary secretary (himself a retired sea pilot) immediately telephones to Mary, who knows exactly which of the crew are available and quickly rings round. Bob Corran still comes down when there is a launch—ready to go out if needed.

Family links sometimes go across from one station to another; the chairman of Douglas branch, Alfred Costain, a silver badge holder, is the cousin of John Hudson, who has been station honorary secretary of Port St Mary for ten years. Port St Mary, at which *R. A. Colby Cubbin No. 2* was stationed until 1976, now has a 54ft Arun lifeboat, *The Gough Ritchie*. She is a fast afloat boat and Port St Mary Harbour provides an excellent vantage point from which she can speedily go to the help of shipping in the Irish Sea south of the island, if needed. With Coxswain/Mechanic Arthur Quillin and the nucleus of the crew all living within yards of the station, the boat can put to sea very quickly when a call comes. Family tradition is strong at Port St Mary. Coxswain Quillin's brother and two cousins have been in the boat for many years, there is a father and son among the number and there has been a Kneale in the crew for almost a century; the present representative is Second Assistant Mechanic Anthony Kneale. The old boathouse is still in use, not only as the crew's shore base, but also as the house for the station's D class ILB.

Just over the headland to the west is Port Erin, at which is stationed the first 37ft 6in Rother class lifeboat to enter the RNLI's fleet; that was in 1973. She is *Osman Gabriel*, the gift of the late

Major Osman B. Gabriel. *Osman Gabriel* is launched down the Institution's steepest slipway—and it is a fast launch. Recovery, on the other hand, is correspondingly slow and arduous and, with the boathouse open to the north west and the winds that always seem to be in the bay, very long warps run out via breasting buoys are necessary to help position the returning boat.

Peel, the original landfall of the Vikings, is further up Man's west coast. Until 1972 an offshore lifeboat was stationed there, but Peel now has an Atlantic 21 ILB, a very versatile lifeboat with a maximum speed of 30 knots and an extensive range, yet eminently suitable for inshore work along the cliffs. She is housed in the old lifeboat house in the harbour and, while she may be one of the Institution's most modern lifeboats, there is a venerable guard at the entrance to her house: the figurehead of the Norwegian ship *St George* which, bound from Greenock to Monte Video laden with coal, pipes and rails, foundered in Fenella Bay on October 6, 1889 . . .

'A terrific gale from the north west . . . accompanied by heavy torrents of rain. At Peel the full fury of the gale was felt with exceptional force. The waves dashed over and enveloped the breakwater, and swept the Shore Road and Marine Promenade from end to end, and Peel Castle was continually hidden by the spray. On Monday morning, about 10 o'clock, a large full-rigged ship was sighted about 10 miles from Peel, with a steamer close at hand. As she came closer in, she was seen to be flying signals of distress, having nothing standing but the mizzen-mast and stump of mizzen-topmast. The jibboom and bowsprit had also gone . . . The lifeboat John Monk was quickly launched . . . When the boat rounded the breakwater, she encountered the full force of the terrific north-west gale that was raging, and many people on shore felt that it

Peel's Atlantic 21 in Fenella Bay.

photograph by courtesy of Vince Wilson



was almost an impossibility for the lifeboat to get up to the vessel in the teeth of such a wind . . .'

Nevertheless, the ship's crew of 21, and her captain's wife and nine-month-old baby were all rescued—the baby coming aboard the lifeboat in the ship's carpenter's bag tied between one of the crew's shoulders. The master later said:

'The Peel lifeboat is a first-class boat. She never shipped a sea, and the men handled her splendidly . . .'

The King of Norway presented a medal, and the Bishop of the Isle of Man a Manx Bible, to every member of the lifeboat crew. *St George's* keel and a few ribs can still be found by divers in Fenella Bay and the rescue has been commemorated by the Manx poet, T. E. Brown. There have been other postscripts, too: a baby born on that same wild day and given *St George* as his middle name later became a member of Peel lifeboat crew; and about ten years ago an elderly lady visited the station—she was the baby who had been rescued and it had been one of her ambitions that one day she would come back.

But to return to the present day, Peel's enthusiastic young crew take pride in the fact that, from time to time, they are asked to help with operational evaluation of gear and equipment. Their station honorary secretary, David Hill, a young man too, comes from a lifeboat family; he took over the office of secretary from his father and his mother has played a great part in local fund raising.

Peel lifeboat station's president—and very good friend—is the Reverend Canon F. M. Cubbon, chaplain to the Manx police and one of the same family as the donor of the four *R. A. Colby Cubbin* lifeboats.

Ramsey, on the north east of the island, has a housed carriage lifeboat, the 37ft *Oakley James Ball Ritchie*, and this is a station where there are very close bonds with the local police. When the maroons are fired and the crew are making for the boathouse hot foot, the police come down, too, to make sure that all is clear for the boat. Police Inspector Alfred Quirk is on the lifeboat committee and if he helps with any of its events the branch knows that the organisation will be impeccable.

As at all the island's lifeboat stations, there is a strong family tradition in Ramsey and the present coxswain, Lawrence Gawne, is continuing into the future a record of lifeboat service which goes back through four generations to the early 1890s. His great-grandfather, William Isaac 'Kenna' Gawne, his grandfather, William Isaac 'Willie' Gawne (who was one of the crew on the service to *ss Esbo*), and his father, Isaac Gawne, were all members of the crew in their time. Then there has been a Kinnin in the boat for more than a hundred years, the present rep-



Ramsey celebrated its 150th anniversary on June 17, 1979, with a service of thanksgiving and re-dedication of its lifeboat, James Ball Ritchie, and the lifeboathouse.

Photograph by courtesy of 'Isle of Man Weekly'

resentative being Second Coxswain James Kinnin. The crews' wives are also very closely involved with the lifeboat herself, as well as organising such fund raising activities as dances and sponsored events. Mrs Hilda Kneale, wife of Motor Mechanic James Kneale, is the grand-daughter of a previous coxswain. Mrs Vera Gains, who has two of her menfolk in the boat, her husband and son, while another son is a shore helper has her own particular niche in the organisation; she goes immediately to the boathouse when a call comes and always has soup waiting for the returning crew.

The late Major Keith Grimble Groves and his family are another example of loyalty to the service passed on from one generation to the next. His grandfather worked for the lifeboats at Southport; his father, Mr J. G. Groves, was honorary treasurer of Manchester and Salford branch until 1911, when he went to live in the Isle of Man and joined Ramsey committee; his mother worked for the ladies' auxiliary after it was formed in 1913 and when it became the ladies' guild in 1926, she was its president; while his uncle, William Grimble Groves, gave a motor lifeboat to the Institution in 1926. Major Groves himself was a member of Ramsey branch committee for almost 40 years, becoming its chairman in 1958 and later its president.

Now, there is yet another unbroken line of service at Ramsey, because, from 1930, the station honorary secretaries have been directors of Ramsey Steamship Company; first Mr J. B. Kee, whose father had been in the merchant service; then from 1934, Mr J. Ramsay and Mr W. R. Edwards served jointly until Mr Ramsay's death in 1962, after which Mr Edwards continued on his own until 1967—he was awarded the gold badge of the Institu-



*Mrs J. B. Ritchie, president of Ramsey branch and ladies' guild and donor of Ramsey's 37ft *Oakley James Ball Ritchie* lifeboat and Port St Mary's 54ft *Arun The Gough Ritchie*, was awarded honorary life governorship of the Institution in 1978.*

photograph by courtesy of Manx Press Pictures

tion in 1964 and received the MBE in 1966 for his services to the RNLI; and now the honorary secretary is Bernard Swales, the Company's present managing director; he has been a member of Ramsey committee since 1948 and was honorary treasurer from 1950 to 1965.

President of both Ramsey branch and its very active ladies' guild is now Mrs J. B. Ritchie who has also, with great generosity, made possible the provision of two of the Isle of Man's lifeboats, Ramsey's *James Ball Ritchie* and Port St Mary's *The Gough Ritchie*—and who, incidentally, is no mean seaman herself.

The young Ann Gough, as she was then, first came to the Isle of Man to teach physical education—she had trained in Denmark and had already taught for two years in Germany. Originally, she expected to be in the island for just four years, but she met and

continued on page 23

Prototype of the experimental

RNLI Medina 35

A NEW RIGID-INFLATABLE LIFEBOAT

IN THE PAST FEW YEARS, the RNLI has been exploring the possibilities of introducing intermediate lifeboats into its fleet: fast boats of about 35 feet in length, essentially simple but with outstanding seakeeping qualities, which would bridge the operational gap between present offshore and inshore lifeboats, thus giving greater flexibility in the provision of effective cover to all parts of the coast. It was thought that, at a few stations, such an intermediate boat might well be able to replace a small offshore lifeboat at a lower capital cost and still do the job effectively with the added advantage of greater speed. Equally it was thought that such a boat could be stationed at places where, because of the necessary range of operation or the severity of wind and sea which could be expected, a bigger boat is needed than the Atlantic 21, the largest of the inshore lifeboats.

Two intermediate lifeboats are at present being developed, one of which has been designed by the Institution's own staff. She is the RNLI Medina 35 and the prototype of this experimental boat was launched at Cowes on the Isle of Wight last autumn. To be named *Mountbatten of Burma*, she was on show at the London Boat Show in early January.

Throughout its history the Institution has been noted for its pioneering work in lifeboat design and also for the contribution which its work has made, over the years, to the general develop-



Overall length	39ft 6in
Rigid hull length	34ft 6in
Overall beam	14ft 3in
Rigid hull beam	11ft 4in
Static draught (outdrives up)	2ft 3in
Forward	1ft 11½in
Aft	3ft 9in
(outdrives down) Aft	7.1 tons
Weight with fuel and crew	2 × Sabre 212hp
Engines	2 × Sternpower unit 83
Outdrives	26 knots at 2,450 rpm
Speed	156 gallons
Fuel capacity maximum	150 nautical miles
Range at full speed for 6 hours	11ft 1in
Height of top of stowed mast structure above base line	4
Crew	

ment of small boats. The RNLI Medina is adding yet another chapter to that history. Here is an advanced idea which offers great and challenging promise; or perhaps it would be truer to say that here is an already proven idea, taken a large step forward; in fact the rigid inflatable concept, so successful in the outboard-engined Atlantic 21, has now been applied to a 35ft boat with inboard engines.

The prototype RNLI Medina 35 has been developed by the Institution's Cowes Base design team under the leadership of David Stogdon, MBE; she has been built by W. A. Souter and Son Ltd. The Cowes Base is on the east bank of the River Medina, opposite Souter's Yard on the west.

Design and construction

In essence, the RNLI Medina 35 is an extension of the ideas embodied in the Atlantic 21, the Institution's outstandingly successful rigid inflatable

inshore lifeboat which was also developed at the Cowes Base. Whereas, however, the Atlantic 21 is driven by twin outboard engines, the Medina's power comes from twin inboard diesel engines. The design problems are not, therefore, the same and so she must be regarded as a different member of the same family rather than as a larger version of the same boat.

The Medina's hull is sharply veed forward for easy riding and good seakeeping and includes a bold sheer, while the after body has a 29in flat for the last 9 feet. This feature, besides assisting planing, provides directional stability and allows the boat to stay upright when beaching. Cold moulded of four layers of 5mm mahogany with a ½in marine ply deck, the hull is divided into watertight compartments by five longitudinal wooden box girders and seven transverse watertight bulkheads between which are additional inter-costals. The skin is slightly curved throughout for greater strength.

This rigid hull is the 'boat' on which the Medina runs and which carries her up the back of waves, her sheer giving her considerable reserve buoyancy forward. The sponson, mounted like a vast inflatable gunwale, is designed to be clear of the water under way.

An important function of the sponson is to give the Medina her stability, particularly when she is at rest and when she is heavily loaded. In fact, the more people there are on board, that is, the more the 31in diameter sponson is pushed down on to the water, the greater will be the stability.

The sponson is made by Avon of 11oz hypalon/neoprene fabric, a very strong air-retaining material. The 31in

The prototype RNLI Medina 35, Mountbatten of Burma, on trials at Cowes. The more people on board, the greater her stability.



diameter tubes (which taper down to 25in in the bow so that they do not obstruct forward vision) are supported inboard by glass fibre box seatings and are glued to the hull by laminated reinforcing strips. The tubes are divided into compartments by inner baffles, those in the forward part being so designed that, should the outer skin of the sponson be damaged, these baffles will move to take up the shape of either the bow or the shoulder sections.

The present aluminium superstructure provides the steering position for the helmsman and also a basic shelter big enough to take a stretcher and survivors. The helmsman has an uninterrupted vision all round and can see almost the entire deck. His position has been so designed that the height of the floor and the fore and aft position of the padded backrest can both be adjusted to suit his height and reach. It should be emphasized that this is a prototype console from which an improved version will be developed after evaluation trials.

A gantry at the after end of the superstructure carries a radar scanner, navigation and blue flashing lights and the VHF aerial. These can be swung down aft to reduce overall height when the boat is housed. The boat is fitted with a Pye Beaver VHF radio, a Seafarer III echo sounder and a Decca 060 radar. The radome of the radar, which was donated to the RNLI by Decca Radar Ltd, has been specially strengthened to withstand damage, should the boat be capsized.

A roll bar in the stern of the boat carries a deflated buoyancy bag. In the unlikely event of the boat being capsized the crew can inflate the bag by pulling a handle on the transom to activate compressed air cylinders and the boat will right. If inverted, the boat will float high enough on her sponson to leave a good air space between the deck and the sea and room for her crew to carry out any work necessary to the boat's righting and the safe recovery of survivors and the crew themselves. This is a feature unique to rigid inflatables. All these arrangements have been proved in a controlled capsize and righting trial.

Deck arrangements and the accommodation in the shelter are at present in a skeleton stage and there is still much work to be done taking into account experience now being gained on sea trials. However, there are already indications of the kind of analytical thought which will characterise the whole deck layout when it is complete: such as the anchor chain made up on flexible bollards so that, once the anchor is dropped over the sponson, the chain can follow freely; the neoprene quick release 'channels' to hold the anchor warp where it crosses the sponson and the deck so that, on a rough, dark night, there is no dangerous loose rope lying on deck; the tubular sampson posts fore and aft standing so high that

The RNLI Medina 35's rigid hull, on which the 31in diameter inflatable sponson will be mounted, has a long, fine bow which cuts cleanly through the crests of waves. Her sheer is bold, giving her considerable reserve buoyancy.



(Right) the rigid hull is divided into watertight compartments by five longitudinal wooden box girders and seven transverse watertight bulkheads . . .

(Below) . . . it is sharply veed forward for easy riding and good seakeeping . . .

(Below, right) . . . flattening out to a planing surface aft. The sponson, which gives the Medina her stability, is divided into watertight compartments by inner baffles.



Mountbatten of Burma is hauled over by crane for her capsize and righting trial; she has already been hauled over more than 100 degrees and is still stable, the port tube of her sponson supporting the weight of the whole boat. The roll bar in the stern carries her deflated buoyancy bag which, activated by the crew with a handle on the transom, will inflate and right the inverted boat.



it would be possible to make fast alongside a vessel with high freeboard without chafing on the inflatable sponsons; the generous scuppers in the transom; the provision of continuous handholds.

The Medina will be manned by a helmsman and three crew members all of whom will be provided with secure positions which can be occupied when the boat is at full speed.

Engines

The RNLI Medina 35 is fitted with twin Sabre 212hp diesel engines, their power being transmitted through twin

Sternpower outdrive units type 83. On initial trials the boat has shown that she runs well with very good, smooth acceleration and little change of trim. A speed of more than 26 knots at 2,500 rpm has been reached on measured mile trials; this means that the Medina should have at her command that extra burst of power which can be used to get her out of trouble in breaking seas.

The engines, housed in a watertight aluminium casing, are modified as are

Continued on page 21



Patrick Howarth

THE RNLI'S PUBLIC RELATIONS OFFICER FOR MORE THAN A QUARTER OF A CENTURY

WHEREIN LIES the essence of good public relations? Who better to ask than Patrick Howarth, for more than a quarter of a century public relations officer of the RNLI? His answer is predictably clear-cut and to the point:

'First of all in telling the truth, and secondly in believing in what you are doing. Fundamentally, of course, in having a good product because, unless the product is good, no public relations can do more than paper over the cracks. Of course, with the lifeboat service it is very, very easy because we have such a superb product. On top of that we have so very many voluntary public relations officers up and down the country, really doing the job. We are only a small group of professionals but it is a sustained exercise carried out by a great many people.'

There it is in a nutshell. The RNLI was indeed fortunate that, on the retirement of the much-loved Charles Vince in the early 1950s the guidance of its presentation to the general public should have come into such sure hands, but then at times life seems to go to immense trouble to see that the right person appears in the right place at the right time, spinning the wheel, if necessary, a number of times until the desired result is achieved.

Patrick Howarth—Pat to his many lifeboat friends—came to the RNLI by a circuitous, adventurous route which had equipped him with unusual but invaluable experience: A boy, winning the poetry prize at Rugby; a student at Oxford, whose work was praised by Siegfried Sassoon and C. S. Lewis; a young man looking for work in the recession of the '30s with the imagination to take a chance on the rather romantic job of editing, in English, for the Polish Baltic Institute in Gdynia, an erudite quarterly magazine addressed to the peoples of Scandinavia . . .

'In retrospect, I am very grateful that I had this opportunity because all the articles, which were on highly technical subjects, were either written by foreigners writing in English or they were translations. It was my job to put them into English English. It really made me think about the accurate and careful use of words which at that age, 23, was a marvellous training . . .'

Summer, 1939, and it became obvious that the next quarterly number of

'Baltic and Scandinavian Countries' would never appear. The Second World War was to break out over Danzig and, in those last months, Danzig, Gdynia and the whole Polish Corridor were over-run by journalists from all over the world . . .

'To counter the German propaganda, the Poles, characteristically, had a very nice chap but he didn't speak any English . . . so I really just took over from him and, as an unofficial, unpaid public relations officer to the Polish Government, became their spokesman . . .'

By now, Pat could of course speak Polish himself and his war service was with the Special Operations Executive (SOE) whose task was to foment and support clandestine resistance to the enemy wherever it could gain a foothold. The story of SOE and of many of the outstanding men and women who served in the organisation are told in the latest of Pat's many books, 'Undercover', which is to be published in May.

Peace again, and . . .

' . . . I wondered what to do. By sheer chance I heard that they were looking for a press attaché at the Embassy at Warsaw . . . I got the job and returned to Poland in September, 1945, to serve under a marvellous ambassador, Bill Cavendish-Bentinck . . . The plane flew quite low over the city and I couldn't see a single roof. It just looked like a pile of rubble . . . We landed in a field—they had to shoo the cows off . . . Warsaw seemed a terrible place. Desolate. Yet everywhere there were flower sellers. This was Hiroshima with flower sellers on every street corner. It was characteristic of Poland's great spirit . . .'

What looked like becoming a diplomatic career, however, ended when Pat married a wife from behind the Iron Curtain.

That is the briefest of summaries of what were unforgettable years and it is perhaps significant that when, in his fifties, Pat's dormant poetic muse was once more aroused it was to write an autobiography in verse of those early years. Many lifeboat people will have heard extracts from this epic poem, 'Play Back a Lifetime', read by the author, either over the radio or at readings in aid of the RNLI. Or they may have met him in more reflective and

discursive mood, hearing his readings of his second long, reminiscent poem, 'The Four Seasons', which have also been broadcast.

But to return to the early 1950s: Pat, back in London, in the Civil Service, with one book published, another being printed . . . chafing to find a job which would use his abilities more fully . . . a worthwhile job which would still allow him to write. Sheer chance entered once again; it was to be the last spin of the wheel . . .

'I was talking to a very nice man, who was Assistant Secretary at the Ministry of Town and Country Planning, and he said "Oh, my cousin is retiring from being in charge of publicity for the RNLI. Do you know of anybody who might be able to succeed him?" So I said, "Give me the address" . . .'

For Pat, his introduction to the RNLI on February 1, 1953, was pretty dramatic. The day before, in the west, the car ferry *Princess Victoria* had gone down in St George's Channel—the biggest disaster to a merchant ship in peace time around our shores for a quarter of a century—and that same weekend floods were wreaking dreadful devastation up and down the east coast. Lifeboats were out everywhere. Immediately, he was in the thick of his work for the lifeboat service, but he counted it his great good fortune that he was introduced to that work by a man like Charles Vince, whom he was soon to succeed . . .

'He was one of the finest human beings I have ever encountered; a man of absolute impeccable integrity, huge fun and liked by everybody. The only thing I held against him was that wherever I went on RNLI business, the first thing anybody said to me was, "What a pity Mr Vince has retired!"'

However, Pat was soon to experience the extremely warm welcome which awaits 'a chap from headquarters' when he goes to the coast. The first lifeboat station he visited was Dungeness, always to remain one of his favourites.

'I realised that, just because the RNLI was a voluntary service, I was not (with memories of service life) regarded as someone from HQ coming to lay down the law, but was treated as an individual. I was accepted on my merits and would

be told, without hesitation, if I went wrong. I found that very salutary and very gratifying.'

In the quarter of a century that followed, Pat was a frequent visitor to lifeboat stations ('I certainly wasn't going to try to write or talk about lifeboats and lifeboat crews unless I knew what I was talking about.') and to the fund-raising branches and guilds. And if it was part of his work, it was also his pleasure . . .

'It would be difficult to find another job in which you made so many good friends up and down the country. People who work for the RNLI whether at a lifeboat station or in a financial branch really are broadly speaking the nicest people in that community. If you fit in, you are accepted as a member of the club. And the voluntary workers are so keen! Their very enthusiasm always made me feel very humble.'

On no less than five occasions, Pat was at a lifeboat station when a service call came . . .

'I can't pretend any of them were very dramatic. The first was certainly the most colourful. I was just finishing lunch when I heard the maroons fired. I dashed down to the lifeboat house and found the crew already aboard. The coxswain said I could go out; there was an injured seaman on board a ship and they were taking a doctor out. The coxswain turned round to me and said, "What do you think about this for speed?" I told him I was very impressed. And he said, "You'll be able to tell them all about that when you get back to London, won't you?" Anyway, we went down the slipway into the harbour and we were just clear of the harbour when the coxswain turned to me and said, "We've forgotten the bloody doctor!"'

'One of my most memorable visits, or series of visits, was a week I spent on the coast of Wales with Wynford Vaughan Thomas in preparation for a radio programme he was planning. We went from one lifeboat station to another by lifeboat. That was a whole week spent virtually at sea, meeting a different crew every day and going to a different station. It was a marvellous experience. Most instructive and most enjoyable.'

Those were the good days, but there

have been tragic and difficult times when, as public relations officer, Patrick Howarth would be in the front line and when the Institution would depend very much on his wisdom and his stature. In his term of office, it was the last Fraserburgh disaster, in 1970, coming as soon as it did after the Longhope disaster in 1969, which presented the lifeboat service with its greatest problems in terms of public relations . . .

'We did undoubtedly come in for quite a bit of criticism—our boats and everything else. And we dealt with it. I had a long television interview and there were all sorts of criticisms. But I think that served as a catalyst, you know, and after that the criticism stopped. On the whole, we are subjected to very, very little adverse comment.'

'The highlight in our professional public relations was certainly the way in which we celebrated our 150th anniversary in 1974. We had a small working party of which I was chairman and Ted Pritchard was secretary and right from the start we made up our minds that nothing was too good for the RNLI and that we should aim at the very best in everything we did that year. This was accepted as the policy and we started off with a service in St Paul's on March 4, the actual anniversary. The Queen could not come because she was abroad but the Queen Mother came, the Archbishop of Canterbury preached the sermon, the Jewish Chief Rabbi and the Moderator of the Free Church Council took part and Cardinal Heenan would have been present but for ill health. That set the tone and we went right through the 'Year of the Lifeboat' with one highlight after another.'

Patrick Howarth's public relations work has spread beyond the confines of our islands, because he has been very much concerned with the work of the International Lifeboat Conference, for which the RNLI provides the secretariat and which is growing in importance all the time. The Conference meets in a different member country once every four years and Pat has attended every meeting since the one at Bremen in 1959; on several occasions he has presented a paper to the Conference on behalf of the RNLI. Perhaps

even more important, it was at his instigation that, a few years ago, an annual international journal was introduced to bridge the gap between conferences and help keep up the steady international exchange of technical information.

'It is very pleasing to see the tremendous standing which the RNLI has among all countries. And I myself have made so many friends from the different nations . . .'

At the Hague last spring, when lifeboat societies from 25 countries were represented, Patrick Howarth was singled out to receive the special good wishes of everyone present at the dinner—the delegates, the crews and their wives—because it would be the last International Lifeboat Conference he would attend—and it was his birthday . . .

' . . . That was really tremendously pleasing . . .'

After 27 years, Patrick Howarth retired from full-time service with the RNLI last December, although the Institution will still continue to have the benefit of his advice as a consultant for a little while yet. So now, perhaps, was the time to take an objective look at the running of the Institution from the centre . . .

'You cannot run it as a business. You cannot run it as a service. You have got to accept that the lifeboat service is really a collection of individuals, each contributing something which only he or she has to offer. It has some of the qualities of an armed service; it has to be run on business-like lines; you need some of the skills of the Civil Service. But you have got to combine all those to run the RNLI as it has traditionally been run and as I think it always should be run.'

And to take a look back at his own term of office . . .

'Looking back over a quarter of a century, I have astonishingly few regrets. I have failed occasionally to achieve something I wanted to do—it was one of my regrets that I never managed to get a film made of the Lynmouth overland launch—but in personal terms I have no regrets at all.'

RNLI Medina 35

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all modern lifeboat engines, so that they will continue to operate normally after a capsizing. Access is by watertight hatches and ample ventilation trunks keep the engine room unusually cool; these trunks go right down to the bottom of the engine room so that, were the boat capsized, their open ends would be above the inverted waterline.

The outriggers can be tilted manually with a quick, lever action, so that the boat can be beached safely, and as well as the normal power assisted hydraulically operated steering gear an emergency tiller designed by the Cowes staff has also been provided.

Launching

The RNLI Medina 35 is intended, eventually, to be capable of launching from a slipway or a carriage, as well as to lie afloat; for the time being, however, she will lie afloat because a suitable carriage or trolley for her 7 ton weight has yet to be developed.

At sea

The RNLI Medina 35 prototype is at present undergoing sea trials and the good performance this new boat is showing is very encouraging. She has already run trials in winds up to strong gale, force 9, with very rough seas, and even in these conditions her hull has proved to be exceptionally dry, no green water and little spray coming aboard. She drives into the sea well, her long bow cutting through the crests

of waves before they can take charge and lift her. At speed, beam on to heavy breaking seas she is extremely stable, riding along level, without rolling, while the seas roll away under her. When running, her bow lifts well on the back of a sea, her weight, as intended, being taken by her rigid hull rather than by her sponson. Stopped in rough water the Medina, with her great beam of 14 feet, becomes a very stable working platform.

So a good start has been made, although there is still a considerable way to go before the first Medina 35 will enter service. She represents a new advance in the means of saving life at sea and, being a pioneer, will be given exhaustive operational trials before a boat is sent to her station.

London International

Boat Show 1980

EARLS COURT
January 3-13

FOR THE FIRST TIME ever the RNLI had two different stands at Earls Court and for many of the thousands of visitors there was no doubt that the lifeboats were stars of the show. The spotlight fell on us time and again allowing us to give a vivid impression of our work both in operations and in appeals.

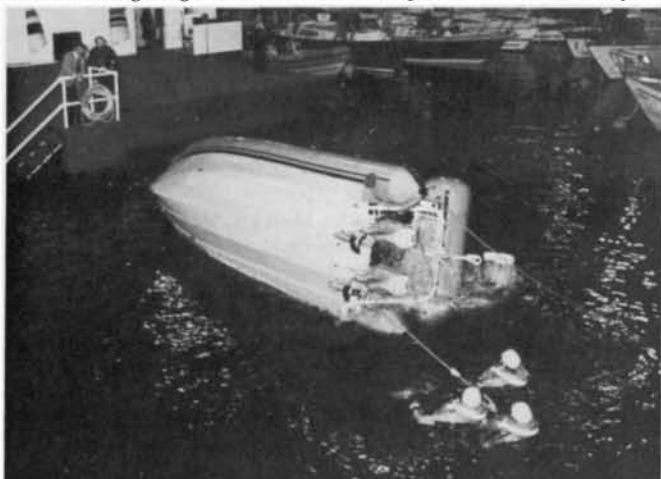
Thanks to the generous sponsorship of the Midland Bank we were able to occupy a position beside the central pool and play a leading rôle in the theme for the show: 'Safety at Sea'. Brian Bevan, the Humber lifeboat coxswain, who won the gold, silver and bronze gallantry medals all within a year, was asked to open the show; in his speech he mentioned two of his medal-winning rescues but likened



Raymond Baxter, chairman of the Public Relations Committee, presented PR awards to (l.) Dr William Guild and (r.) Coxswain Derek Scott.

photograph by courtesy of David Parker

Atlantic 21 righting demonstrations were given three times a day.



Superintendent Coxswain Brian Bevan of Humber lifeboat station opened the 1980 London Boat Show.



There was a constant stream of visitors to see Moubatten of Burma, the prototype RNLI Medina 35 lifeboat.

them to a Sunday school outing compared with the experience of addressing the crowds at Earls Court.

Three times a day different Atlantic 21 inshore lifeboat crews from the south and east of England thrilled the public with a righting display and then took part in a joint exercise with HM Coastguard and the Royal Navy, using a D class inflatable lifeboat to transfer a casualty rescued from a cliff to a helicopter suspended above the pool.

The prototype of the new RNLI Medina 35 class lifeboat, *Moubatten of Burma*, was on display at our second stand and a constant stream of visitors confirmed the huge interest this craft engenders as probably the largest rigid-inflatable boat ever to be built. Branch workers from the Southern district manned the stand and by selling raffle tickets and share certificates for the *Moubatten* appeal they raised £5,272. Ernie Wise kindly made the draw for the Bursledon Bug sailing dinghy which

was first prize in the raffle.

Meanwhile, many presentations took place; with the Fastnet Race storms still ringing in many yachtsman's ears, the Boat Show joint organisers, the Ship and Boatbuilders National Federation, invited Denis Thatcher to present their newly instituted Golden Anchor Award to the RNLI and other organisations involved in the rescue operations carried out during the ill-fated race; HM Coastguard, the Royal Navy and the Royal Air Force. Our public relations awards were presented this year by Raymond Baxter, chairman of the Public Relations Committee, to Derek Scott, coxswain of The Mumbles lifeboat, for his successful broadcasts on behalf of the RNLI and to Dr William Guild who has spent many years as an honorary film maker for the Institution and has recently completed the film 'Storm Force Ten'. Dr Severne Mackenna and William Hawthorne, who were unable to be

photographs by courtesy of Peter Hadfield



Robert Glen (l.) of E. P. Barrus presented the cost of a D class ILB to Major-General Ralph Farrant, a vice-president of the Institution.



The draw for the Burseldon Bug sailing dinghy raffle was made by Ernie Wise. photograph by courtesy of David Trotter

present, will also receive PR awards. Other presentations took place during the show; a cheque representing the cost of a new Zodiac 16ft inflatable lifeboat and engine was handed over by Robert Glen of E. P. Barrus to Major-General Ralph Farrant, a vice-president of the RNLI; £50,000 was given by the Independent Order of Odd Fellows; the radar set fitted to *Mountbatten of Burma* was donated by Decca Radar Ltd; a cheque for £2,000 was presented by Krieter Sparkling Wine; a cheque for the Wavy Line Grocers appeal for a new Rother class lifeboat was handed over; and a portrait of Earl Mountbatten was donated by artist, Mr E. B. Dredge.

Shoreline recruited even more new members than last year, a total of 1,153 and the souvenir stall on the poolside stand brought in £11,663 in sales and donations; both of these record figures were achieved thanks to the untiring efforts of voluntary workers.—E.W.-W.



On behalf of the RNLI, Stephen Mearns, coxswain of Courtmacsherry Harbour lifeboat, received the SBBNF Golden Anchor Award from Denis Thatcher. photograph by courtesy of Picture Power

The Isle of Man

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married James Ritchie, whose family were the owners of the brewery Heron and Brearley, and she has stayed for a lifetime. Her present home, not far from the boathouse, looks out over Ramsey Bay, and as the years have gone by her interest and her joy has become the lifeboats and lifeboat people of the island.

James and Ann Ritchie both loved the sea and in the early 1960s the 54 ton motor cruiser *Silver Lal* was built for them at Silver's yard, Rosneath. In her they cruised extensively, sailing the waters of the Isle of Man and Scotland and going as far afield as the Mediterranean. Some few years later, the keel of another motor cruiser was laid down for them at McGruer's yard, Clynder. She was the 56 ton *Golden Lal* designed by J. A. McLachlan of G. L. Watson and Co, who was also the designer of the first prototype hull of the Arun lifeboat. Mr McLachlan introduced Mr and Mrs Ritchie to Stirling Whorlow, secretary of the RNLI at that time, and it was on hearing that a new lifeboat would soon be needed at Ramsey that a thought which had been with James Ritchie for many years took definite form: 'I would like to put her there myself.'

Sadly, before he could follow his intention through, James Ritchie was taken fatally ill, and it was his wife, Ann, who made sure that his last wishes were translated into the Oakley lifeboat *James Ball Ritchie* which went on station at Ramsey in 1970. As far as she is concerned, that lifeboat is the gift of her husband.

Mrs Ritchie then made the bold decision that she would go to sea again in *Golden Lal*. As master, she was determined that, although she would have a crew, she would know how to handle her yacht herself, and even went to the length of spending two hours every evening studying the workings of the marine engines. In the next five years *Golden Lal* cruised to Norway, France and, of course, Scotland, but always returning to the Isle of Man where many of the lifeboatmen became Mrs Ritchie's friends. Bobby Lee, Douglas coxswain from 1950 to 1970, she remembers with particular gratitude for his ready help and advice.

In 1976 Mrs Ritchie gave a second lifeboat to the island, the 54ft Arun *The Gough Ritchie*, which is stationed at Port St Mary. Her reward and her pleasure is in the pride of the lifeboatmen themselves in the Ritchie boats and the care they bestow on them. Looking back with great happiness, she regards herself as very lucky because she has been able to do what she really wanted to do: make a positive contribution to the saving of life at sea.

Individually, and as a community, Man has a remarkably good fundraising record. To take just one example of what a comparatively small number of people can do, Port Erin where the station honorary secretary, Dick Rimington, himself gives a strong lead, last year raised the equivalent of about two pounds per head of population. Hard work and enjoyment go hand in hand, each area having its special social events—a coffee morning, or perhaps a celebration champagne party. A great deal of planning goes into the island's flag days and lifeboat collections—followed inevitably by a great deal of determined effort. Douglas, for instance, includes the ferries and many of its pubs in its collections and at Port Erin all the hotels are visited, the collectors going round the individual tables. Port Erin's men's committee, supported by the local silver band and choir, holds an open air service of community hymn singing, a Carolare, on the first Sunday of June each year, coinciding with the start of the Manx TT week, and there is always a good collection for the lifeboats.

No less than four Manx lifeboat stations have already celebrated their 150th anniversaries and without doubt, lifesaving at sea and the support given by the people on shore is an important strand in the history and heritage of Man. So, when the island celebrated its millennium last year, it was fitting that lifeboat people should take their part. Two lifeboatmen were chosen to be in the crew which, early in the summer, rowed the replica Viking longship *Odin's Raven* from Trondheim in Norway to make their landfall at Peel, retracing the voyages of the Norsemen: David Eames of Peel and Jonathan Tomlinson of Port St Mary. Then, on a beautiful Saturday morning in early August, after the Sail Training Association fleet had raced from Fowey to Man, it took station at Port St Mary to be reviewed by King Olaf of Norway. In company with such famous training ships and ocean racers as *Winston Churchill*, *America*, *Rona*, *Royalist*, *Outlaw* and *Drumbeat* were Port St Mary's *The Gough Ritchie* and Port Erin's *Osman Gabriel*, with Port St Mary's D class inflatable lifeboat and boarding boat alongside. The lifeboats manned and cheered ship while overhead, off the pier end, hovered another of their partners in search and rescue, a helicopter from RAF Valley in Anglesey. Crowds had gathered on the pier and foreshore for the review and they stayed to watch demonstration exercises inside the harbour and at sea given that afternoon by the lifeboats and the helicopter. For the RAF crew that afternoon was the first of a series of exercises with each of the island's lifeboats in turn as part of regular mutual training and co-operation.

Landmarks in history may come and go, but for the watch kept by the rescue services there is no end . . .

Lifeboat Appeals

North East

A Tyneside lifeboat appeal has been launched in the North East under the patronage of Their Graces the Duke and Duchess of Northumberland to contribute towards the cost of the 52ft Arun lifeboat which has recently gone on station at Tynemouth. Of the total capital cost of more than £300,000, £115,000 has been provided for this boat by legacies originating in County Durham, the Isle of Sark and Northumberland, and the aim of the Tyneside appeal is to reduce the balance.

Any Northern of Geordie 'exiles' who would like to be associated with this appeal and give it their support are warmly invited to write to the RNLI North East office, or to the treasurer of the appeal, Mr T. G. Kirton, Lloyds Bank Ltd., Quayside Branch, Newcastle-upon-Tyne 1.

An exciting draw in aid of the appeal is already under way. The prizes are two Getaway American Package Holidays of about £500 each kindly donated by Trans World Airlines, and the draw will be made on Independence Day, July 4, 1980. Tickets are available from the North East office (50p per book of five), The Mill, Glasshouses, Harrogate, North Yorkshire HG3 5QH.

North West

The Lord Mayor of Manchester's lifeboat appeal has now topped £30,000 and its most ambitious event so far was a carol concert given by the Hallé Orchestra and Choir on the Sunday before Christmas. What proved to be an extremely successful evening was generously sponsored by Manchester Building Society which is giving great support to the lifeboat service.

To help the appeal, a 12in stereo LP 'Sea of Songs' (see below), featuring the Bollington (Cheshire) Festival Choir and St Winifred's Primary School Choir, Stockport, is now available. St Winifred's Choir provided the backing for the record 'Matchstalk Men' and has appeared on television with Burl Ives, in concert with ABBA and in ITV's 'Stars on Sunday'. The record costs £3.50 plus 40p postage and packing, or there is a cassette price £3.75 plus 15p postage and packing.



Also still available are some of the decorated plates produced in a limited edition to commemorate the Lord Mayor's appeal, price £15 each.

The records, cassettes and plates can all be obtained from the RNLI North West office, Prince's Chambers, 26 Pall Mall, Manchester M2 1JR. Cheques should be made payable to RNLI 'Lord Mayor's Appeal'.

South

The *Mountbatten of Burma* appeal, which is continuing until September, has reached £120,000. Almost £13,000 was raised for the appeal by a competition for a Saab car, which was won by Mrs I. Scott of Melksham, Wiltshire. It is the third year running that Saab (Great Britain) Ltd. has donated a car to the RNLI's Southern District for such a competition.

Lifeboat People

Mr D. K. Redford, who is a member of the Committee of Management, was awarded the CBE in the New Year Honours List.

* * *

After double gold medallist Dick Evans, ex coxswain of *Moelfre* lifeboat, took part in the BBC television Michael Parkinson Show one Saturday night in early March, donations amounting to more than £400 accompanied by letters mentioning this broadcast were received at RNLI HQ in Poole. A fur coat valued at £2,000 has also been donated for auction.

* * *

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

May, 1979

Harry Burgess, coxswain of *Lowe-toft* lifeboat from 1947 to 1968. He had served as bowman from 1931 to 1946 and as second coxswain in 1947.

November 1979

Duncan Newlands, coxswain of *Campbeltown* lifeboat from 1943 to 1968. He joined the crew in 1922 and served as bowman from 1933 to 1938 and second coxswain from 1939 to 1943. Duncan Newlands was awarded the bronze medal in 1942 and a bar to his bronze medal in 1946.

William Morris, coxswain of *New Brighton* lifeboat from 1962 to 1973.

(Right) *Burton-on-Trent* branch president and a committee member plan to visit all English mainland lifeboat stations on their BMW motorcycles. They will start from the RNLI stand at the Royal Show being held at the National Agricultural Centre, Stoneleigh, Warwickshire, leaving on the first morning of the show, June 30, and returning there before the show closes on July 3. Funds will be raised for the lifeboat service by commercial sponsorship and by running a 'guess the mileage' competition for which the first prize will be a new BMW R45 motorcycle generously donated by BMW (GB) Ltd. *Burton-on-Trent* branch, which hopes to raise more than £30,000, invites stations, branches and guilds to support the venture by selling tickets for the competition, all monies being retained for



Rear Admiral Wilfred Graham, Director of the RNLI, visited Newcastle lifeboat station during a tour of Ireland last December. With him are (l. to r.) Motor Mechanic Gerald Murphy, Crew Member Jim Smyth, Second Coxswain Samuel McCullough, Winchman Jim Murphy and Coxswain Michael Leneghan. Photography by courtesy of 'Mourne Observer'

December 1979

James Carss, coxswain of *Boulmer* lifeboat from 1957 to 1967. He joined the crew in 1934 and served as bowman from 1946 to 1947 and second coxswain from 1947 to 1957.

Harold Coyde, coxswain of *Torbay* lifeboat from 1961 to 1970. He joined the crew in 1953 and served as second coxswain from 1960 to 1961. Harold Coyde was awarded the silver medal in 1964.

January 1980

Captain J. S. B. (Steve) Caldwell, a former Commodore of the *Burmah Oil Company Line* who was a staunch member and one-time chairman of *Newport (Gwent) branch*. Captain Caldwell left a most generous bequest to the Institution.

March 1980

Mrs A. Mitchell, who served on *Tynemouth ladies' guild* committee for 25 years, 23 years as honorary treasurer.

Mr S. Valentine, MBE BL, who was *Girvan* station honorary secretary from 1927 to 1970. He was awarded binoculars in 1938, the gold badge in 1954 the thanks of the Institution inscribed on vellum in 1971 and honorary life governorship of the Institution in 1967.

station, branch or guild funds. Tickets from *Burton* branch honorary secretary, Mrs Marion Turner, *The Cottage, Rough Hayes, Needwood, Burton-on-Trent, Staffordshire*.



Some Ways of Raising Money

Fund-raising branches and guilds throughout the country had very good results last year. Dundee branch increased its total by nearly 50 per cent to reach £15,800, the ladies' guild contributing £8,000 towards this sum; the guild, which was supported by crew members, their wives and members of the Royal Tay Yacht Club, had included in their programme a cocktail party at Glamis Castle. Sheringham ladies' guild raised a fine £9,191, while Dymchurch branch, which held a different fund-raising event each month, showed a 60 per cent increase by raising £2,000 from a population of only 2,400. A dance, a coffee morning, a regatta day, a hot-dog stall and a souvenir shop all helped Little and Broad Haven ladies' guild to amass £2,446. Among other events, Newport branch in Shropshire held a Thanksgiving Service followed by a luncheon and, later in the year, a cheese and

While the choir of Grey Court School, Ham, sang carols for an hour at Richmond station, a collection of £114 was taken for the RNLI by the 14th Richmond Sea Scouts (group Shoreline members). Altogether Richmond-with-Kew branch raised £345.22 by carol singing and a Christmas concert, with the Barnes Choir and the John Paul Foundation boys, raised a further £148.71.



wine party to boost its income to £1,500. Jack Puxty, chairman of Herne Bay branch, organised a sponsored row and contributed £676.36 to his branch's three month total of £2,181. Finally, The Chilterns branch succeeded in doubling its 1978 result by raising £7,000 in 1979.

Glasgow has contributed more than one million pounds to the RNLI in the past five years. On one night last November the ladies' guild raised £519 with a bottle stall at the Clyde Cruising Club ball held at the Normandy Hotel, Renfrew, while on the same evening another ball, at the Plaza Ballroom, Glasgow, brought in £1,325. One Glasgow couple instructed their friends not to give them silver wedding anniversary presents but to give to the lifeboat service instead; £115 was raised as a result.

Aberdeen Lifeboat Ball, held at Skean Dhu Hotel, Dyce, on February 1, broke all records by producing £5,330 for branch funds. All tickets were sold within five days of invitations going out in the first week in December. £1,057 was raised by an auction, the highest bid, £210, being for a citrine pendant in nine carat gold with matching earrings. The following Sunday Aberdeen branch held its annual Lifeboat Service in the West Church of St Nicholas.

During the weeks before Christmas, the Albion Street branch of the Trustee Savings Bank in Leeds offered coffee to its customers free of charge, but all were encouraged to make a donation to the RNLI. An ILB and pictorial display were stationed in the banking hall and £225 was handed over as a result.

Garry Windebank—you can only see his legs—is not only supporting a world record number of 76 tyres at a garage in Romsey, his weight-lifting feat is also supporting the Mountbatten of Burma lifeboat appeal to the tune of £500 in sponsorship money.



The RNLI always has reason to be grateful to those publicans and their customers who raise and contribute funds; for instance at the Riverside Inn, Winchester, two long-standing customers, Fred Stanger and William Castle, sacrificed their dignity by taking part in a sponsored 'punk hair-do' and raised £61.50. Three regulars at the Gate Inn, Nether Whitacre, Jim Carroll, Roger Upton and Danny Wiggin, lost 43 pounds in weight between them and gained £160 in sponsorship while Mr Waller, landlord at the Glen Public House, Glen Parva, Leicester, arranged two film evenings of famous boxing matches to produce £230 for the



Dr Who's indispensable mechanical partner has turned his attention towards the RNLI. Alan Dixon, proprietor of Huddersfield's model centre, has made a full working replica of K9 and will be sending him out to fund-raising events to exhort people in his familiar voice to support the lifeboat service. Mr Dixon raised £500 for the RNLI last year with a model display.

photograph by courtesy of 'Huddersfield Examiner'



A pirate invasion of the Trent Navigation Inn was part of the pub's lifeboat day which raised £100. Here, Don Clarke, the event's organiser, hands over a cheque for the takings to Mr C. G. Pole Carew, High Sheriff of Nottingham and a local branch committee member.

photograph by courtesy of 'Nottingham Evening Post'



Mrs Catherine Patterson, vice-president of Anstruther ladies' guild, and Coxswain Peter Murray hand over a cheque for £4,700 to Lord Gough of the Scottish Executive Council. The money was raised at Anstruther's gala day when a sponsored raft race brought in £3,000 with the remainder coming from a children's raft race, stalls, teas and donations. A winning demonstration by Anstruther lifeboat, The Doctors, and an RAF Leuchars helicopter, and a Coastguard breeches buoy rescue, provided further interest.

A single coffee morning organised by Rustington and East Preston branch raised £400. The chairman and his wife, Mr and Mrs H. G. Carter, ran the event which included stalls and a raffle for a beautifully-dressed doll, which attracted £50.

Within the three months leading up to last Christmas, Mrs Anne Bennett of Crowborough sold £500 worth of RNLI Christmas cards and souvenirs.

A lesson in how to make money was given in Stonehaven when a competition to guess how much had been collected in a gallon whisky bottle was staged. The bottle contained £97.79, the guessing competition raised a further £23 and the winner of the prize (a bottle of whisky) returned it for auction to make a further £15. Stonehaven ladies' guild has raised £4,000 through the year—a remarkable sum from a population of only 7,000.



A framed record of thanks was presented to Captain Ian Gibb of P and O ss Canberra by Lt-Cdr Brian Miles (2nd Lt.), staff officer operations RNLI and himself a former officer of P and O. Since last September £3,000 has been collected for the lifeboat service during cruises when RNLI films have been shown, white elephant auctions held and other collections made by the crew and passengers. Also present were (l.) Franco Tamborini, crew fund-raiser, and (r.) Roger Lee, cruise director.

RNLI and a similar amount for a local children's home. The Ship Inn, Conyer Quay, Teynham, held its annual competitions on the adjacent mud flats and raised £1,000, twice the amount of its previous 'mud day'. The Houmet Tavern, Guernsey, totalled £1,139.43 last year in its collecting box which included proceeds from a sponsored walk and wheelbarrow race. Five years has seen more than £1,500 donated through the collecting box on the bar of The Swan Inn at Pangbourne, thanks to the landlord, Charles Spackman. And a barbecue organised by Mr and Mrs Foxon at the George and Dragon, Graveley, Hertfordshire, brought in £220.

After a New Year's Eve party at Ballyholme, Northern Ireland, Mr G. Crawford of Belfast was persuaded to take an unseasonal swim. His condition for doing so was that a minimum of £15 be given to the RNLI. He took his dip and £16 was duly raised.

A 'Fruits of Israel' cookery demonstration by Mrs Rosemary Cooke and Mrs Deirdre Bos from Gedney, near Spalding, raised £90.90 for Cromer lifeboat station.

The small but dedicated committee at Hampstead Garden Suburb raised £98 at a bring and buy sale at the house of Dame Elsie Abbot.

Rubbish recovered from the bottom of the River Cam raised £500 in sponsorship, half of which was donated to the RNLI; the sub aqua junk hunters were members of Cambridge University's Underwater Exploration Group whose haul included bicycles, bottles and a dozen supermarket shopping trolleys.

photograph by courtesy of 'Cambridge Evening News'



Edward Wilson, better known as Dr Billy Seaton in BBC TV's 'When the Boat Comes In', opened last year's harbour fête at Seahouses on August Bank Holiday Monday. The money raised at this annual event increases each year and 1979 saw another record gross total of £4,500.

photograph by courtesy of George Skipper Photography





Great Yarmouth flag day last summer achieved a record of over £3,000. Paul Daniels, star of 'Summer Magic', at the Britannia Pier, helped sell souvenirs non-stop for two hours, bringing the sale for the day to £200.

photograph by courtesy of Great Yarmouth Press Agency

During the nine days of the Scottish Boat Show at Troon last October the local branch and ladies' guild raised more than £1,200 by selling souvenirs and manning the turnstiles; a percentage of all entrance money was given to the RNLI. The show was opened by Rear Admiral Wilfred Graham, director of the Institution.

Henry Cooper, former British and European heavyweight champion, was the principal guest at a summer dance held by Stourbridge branch at the Engine House, Tardybigge, where £500 was raised.

On January 18 Selsey lifeboat station was presented with a cheque for £1,260 by Mrs Joan Hilton, Chief Ranger, Court Sussex Elm, of the Independent Order of Foresters, after a year of fund raising on behalf of the RNLI.

The Merchant Navy College branch at Greenhithe, Kent, raised more than £1,300 during its first 12 months. The branch officials are members of staff and students, and all events, with the exception of a local house to house collection, were held in the college; they included a summer bazaar, a barn dance and a sponsored knit-in.

A sum of £161, was raised by Workington British Railway Staff Association Club at a charity show it organised on behalf of the RNLI. The Newtones, a local band, gave their services free for this occasion.

The three Rimmer sisters of Prescot doubled their previous year's donation when they raised £200 at an afternoon tea at their home in September. A bring and buy stall, a treasure hunt and a raffle helped to swell the total, but the home-made 'goodies' for which the sisters are famous were the real attraction of the afternoon.

The Mayor of Ferndown (r.) encounters members of the local branch modelling teacosies on sale at their Christmas bazaar. The event raised £354 and included a tombola, beauty corner, stalls and a Father Christmas.

photograph by courtesy of 'Salisbury Times and Journal'



Popularity has grown steadily for the Petworth clay pigeon shoot and in the five years the competition has been held more than £1,500 has been amassed for the RNLI. Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, assisted by Captain Butler, branch chairman, and Sydney Gillingham, ADOS (SE), presents prizes to the 1979 runners up from the Half Moon team, Kirdford—Mr S. Goodchild, Mr P. R. Gray and Mr R. Holder.



Felixstowe Ferry Sailing Club presented a cheque for £1,000 to Harwich lifeboat coxswain, Peter Burwood, which was the result of its fund-raising efforts throughout 1979. Meanwhile, Himley Hall Sailing Club, Dudley, organised its annual sponsored sail at Himley Park and presented £1,800 to the RNLI; this event has raised over £5,500 for the lifeboats in four years.

Reigate and Redhill branch was able to announce at its AGM that a record of £6,000 had been raised in 1979. A painting of the Brighton Atlantic 21 has been presented by its artist J. D. Reeve, Brighton Harbour Master, to George Hodgkins, Reigate and Redhill president, who has contributed a very large proportion of the cost of establishing this boat at Brighton.

A small garden party was held at the home of J. R. Burt, chairman of Pinner branch, during last summer. No entrance fee was charged but with ploughman's lunches, sideshows and souvenirs £164 was raised. Among the competitions was one to see who could gather the highest number of pegs in one hand from a clothes line.

Richard and Sue Godwin opened up the Overton Hotel, Cheltenham, for a New Year's Eve RNLI party, making no charge except for the food at cost price and donating all bar profits. After a super evening, a cheque for £500 was presented to Cheltenham branch.

Twenty-six 13th Torbay (Churston Galmpton) Cub Scouts, aged 8 to 11, handed Captain Barry Anderson, Tor-



The ship's company of RFA Gold Rover, commanded by Captain P. T. Taylor, collected £234 for Weymouth lifeboat station and the money was presented to Coxswain Vic Pitman (l.) by Chief Officer J. Carew at Portland last January. With them (l. to r.) are Motor Mechanic Derek Sargent, Mrs E. S. Taylor, chairman of Weymouth ladies' guild, and Lt-Cdr B. F. Morris, Weymouth station honorary secretary.

photograph by courtesy of HMS Osprey

bay station honorary secretary, £50 they had raised by a five-mile sponsored walk, from Galmpton to Dartmouth via Dittisham, and a beetle drive. The cubs have raised £227 for Torbay lifeboat in the past five years.

A team was entered from the RNLI Cowes Base for Shanklin and District Round Table's Christmas cracker race last December. A mixed team of six, with Chris Powell as cracker captain, carried a 13ft long by 3ft 6in diameter cracker along the 11 kilometres of roads and woodland between Shanklin and Ventnor, raising £25 from their sponsors for the Institution.

Letters...

Silver Jubilee

We were delighted to read about the present Wells' lifeboat in the winter issue of the journal and also to hear about the naming by Princess Margaret last November of Margate's new Rother lifeboat, *Silver Jubilee* (Civil Service No. 38), commemorating the Silver Jubilee of Queen Elizabeth. Hearing of these two boats brought back very happy memories for my wife, who was present at the naming of the former 'Silver Jubilee' lifeboat, *Royal Silver Jubilee 1910-1935*, which commemorated the Silver Jubilee of King George V and Queen Mary and which was stationed at Wells. The boat was named by her donor, Mrs E. W. Montford, JP, on July 13, 1936.

Mrs Montford's husband was a direct descendant of Simon de Montfort, the Earl of Leicester of Magna Carta fame, and the family were associated with our town or manor of Newcastle-under-Lyme from 1342 until Mr Montford's death. Mrs Montford was patron of our ladies' guild, and she invited the committee to accompany

The Surf lifeboat Royal Silver Jubilee 1910-1935 stationed at Wells 1936 to 1945.



her to Wells for the naming ceremony. A carriage was reserved on the train, meals supplied on the outward and return journey and the day included a visit to Sandringham. It is still fresh in the memory of my wife, now aged 92.—A. RYLES, 43 Seabridge Road, Newcastle-under-Lyme, Staffordshire.

Royal Silver Jubilee 1910-1935 was a 32ft 9in Surf lifeboat with twin Hotchkiss drive. She was stationed at Wells-next-the-Sea from 1936 to 1945, launching 43 times and rescuing 23 lives. In 1946 she went to one of the Netherlands lifeboat societies. Since the establishment of Wells lifeboat station in 1869 there has been a close connection with the Cokes, Earls of Leicester, who have by tradition been the patrons and presidents of the branch.—ED.

Women's Work

In the letter from Jeff Morris published in the winter issue of THE LIFEBOAT mention is made of a woman volunteer going out in Lowestoft lifeboat. As the writer says, this was on August 28, 1946, when RNLB *Michael Stephens* launched under Coxswain Albert Spurgeon to go to the help of the yacht *Ziska* in a south-east gale. She was Mrs A. Gooch of Leicester who was in Lowestoft on holiday.—J. W. MITCHLEY, chairman, Port of Lowestoft Research Society, 50 Kirkley Cliff, Lowestoft, Suffolk.

When you have read your copy of
THE LIFEBOAT
Please pass it on

Seventh national lottery

THE SEVENTH RNLI national lottery was one of the most successful yet held, raising £30,000 for the lifeboat service. It was drawn on Thursday January 31, by Polly James and Elizabeth Estensen of 'Liverbirds' fame in the presence of Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee, Rear Admiral Wilfred Graham, director of the RNLI, and Cdr Ted Pritchard, appeals secretary. A party of children from Canford Heath Middle School were among those who watched the draw, and after it was over Polly and Elizabeth, who were at that time starring in the pantomime 'Babes in the Wood' in Bournemouth, signed lifeboat

postcards for them all. The winners were:

£1,000: W. G. Newbery, Worcester.
£500: Donald W. MacRitchie, St Catherines, Argyll.
£250: Mrs P. M. Williamson, Netley Abbey, Southampton.
£25: Mrs B. Massam, Hornsea, North Humberside; P. L. Colvin, Orford, Suffolk; W. C. Caldwell, Altnagelvin, Londonderry; R. E. Collier, Stoke-on-Trent, Staffordshire; M. Smith, Stroud, Gloucestershire; Mrs Smith, Nuneaton, Warwickshire; Nigel Albertini, Norwich, Norfolk; Miss I. D. L. Don, Chelsea, London; J. K. Leeds, Sutton Stalham, Norfolk; Mrs C. A. Nixon, Wickford, Essex.

The eighth national lottery will be drawn on April 30, 1980.



'Liverbirds' past and present, Polly James (l.) and Elizabeth Estensen, took turn to draw the seventh RNLI lottery winners.



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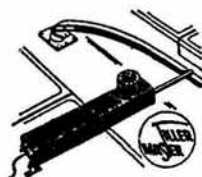
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Shoreline Section

FOR SHORELINE this year's London International Boat Show was the best ever: through the efforts of the band of voluntary workers who gave up a fortnight of their time to help us we signed on 1,153 new members, and I would like to thank them most sincerely. We even had the pleasure of signing on two visitors from America as life governors. It was also encouraging to meet the many Shoreline members who called at our stand at Earl's Court.

* * *

The Shoreline Club at Portsmouth is doing well and in January an inaugural meeting was held for Shoreline Club No. 2, at Southampton, at which the chair was taken by Sir Alec Rose. This meeting was attended by 280 Shoreline members of whom 135 have joined the new club. We wish it every success for the future and would like to thank all our supporters who took the trouble to come along on that evening. The chairman is Bill Rawles of 63 Firgrove Road, Freemantle, Southampton (Tel.: Southampton 783010) and he will be very pleased to hear from anybody living in the Southampton area who is interested in becoming a member.

If Shoreline members in any other areas would like to form clubs, please let us know here at Poole. We shall be happy to make initial inquiries, with the co-operation of the RNLI's local district organising secretary, because we feel strongly that this is one way in which our ever-growing membership can take more part in the work of the Institution and so help our very hard working fund-raising branches and guilds in raising the money that is needed to keep the lifeboat service running.

It was interesting that several branch representatives from the Southampton area were present at the inaugural meeting of Shoreline Club No. 2 and a number of them received offers of help in their work from Shoreline members.

* * *

The appeal to our members to sign on a friend and so enter a competition for a BMW car is going very well indeed. We will report the name of the lucky Shoreline member in the summer issue of THE LIFEBOAT.

* * *

Support for the RNLI through Shoreline comes in many ways. A United States magazine, 'The National Fisherman', published an article about

The thousandth member to be signed on at the London International Boat Show last January was Mr M. S. Bravery (r.). With him (l. to r.) are two of the volunteer enrolling team, Harold Appleton and Ian Taylor, Mrs Bravery and Peter Holness, membership secretary.

photograph by courtesy of Peter Hadfield



our work and, as a result, several Americans have joined Shoreline. Since the article appeared there has been a steady flow from the States and we send a warm welcome to every one of them.

Chief Officer Alan Turner of MB *Dunelmia*, has persuaded all 20 members of his crew to join Shoreline. Thank you very much, Alan, and welcome to you all.

Blue Peter Yacht Charters, whose boats sail out of Lymington, are planning to enrol into Shoreline any charterers booking for more than one week who are not already members. Well, there's another good idea which has our best wishes and our thanks.

* * *

Our North East district office has some first day cover envelopes commemorating the naming of the 37ft 6in Rother class lifeboat RNLI *Shoreline* at Blyth last October. Each cover is autographed by Sir Alec Rose, who named the boat, and comes complete with a programme of the event. They

are available from the NE office, Bridgehead, Glasshouses, Harrogate HG3 5QH, price £1 each, first come first served.

* * *

Don't forget that Mrs Nora Neill, of 95 Fitzroy Avenue, Harborne, Birmingham B17 8RG, is still collecting Green Shield stamps for Shoreline and would welcome any of these stamps you can send her. So far she has raised more than £2,700 for the lifeboat service in this way—a splendid contribution.

* * *

The Boat Show set 1980 off to an excellent start and I am certain that, with your help, this year can be the most successful Shoreline has ever had. To our many yachtsman members everywhere we send our best wishes for good sailing this summer and a safe return to port.—PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ (Tel. Poole 71133).

When RNLI *Shoreline* was due to leave William Osborne's yard at Littlehampton for her station last August her Shoreline flag had not arrived. The 5th Littlehampton Sea Scout Troop (a group member) was proud to present its flag to the Blyth boat. It was presented by Patrol Leader Steve Tester to Motor Mechanic John Scott. With them is Lt Alan Tate, divisional inspector of lifeboats (NE).

photography by courtesy of James Clevett



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

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

Name _____

Address _____

Over 104,000 people would have been lost without the lifeboat service.

Awards

to Coxswains, Crews and Shore Helpers

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

Aith			
A. Smith	Bowman 14 years Crew Member 6 years.		
Arklow			
J. Dixon	Second Coxswain 13 years Bowman 1/3 year Crew Member 29 years.		
Atlantic College St Donat's Castle			
D. Sutcliffe	ILB Crew Member 11 years.		
Barmouth			
C. Pugh	Crew Member 13 years including ILB Crew Member 12 years. <i>Silver medal 1971.</i>		
E. D. Jones	Coxswain 12 years Second Coxswain 3 years Bowman 3 years Crew Member 21 years. <i>Bronze medal 1978.</i>		
Barry Dock			
J. P. Wells	Motor Mechanic 3 1/4 years Assistant Mechanic 1 3/4 years Crew Member 20 years.		
Bembridge			
A. A. Robinson	ILB Crew Member 13 years.		
T. Etheridge	Bowman 21 years Crew Member 3 years.		
Blyth			
J. D. Kerr	Coxswain 3 years Second Coxswain 12 years Bowman 3 years Crew Member 8 years <i>Bronze medal 1962.</i>		
Bridlington			
E. Crawford	ILB Crew Member 12 years.		
Cloughy/Portavogie			
J. Donnan (Posthumous)	Coxswain/Mechanic 2 3/4 years Coxswain 11 1/4 years Second Coxswain 1/3 year Bowman 6 years Crew Member 3 years.		
Conwy			
J. K. Roberts	ILB Crew Member 13 years.		
Criccieth			
R. D. Williams	ILB Crew Member 12 years.		
Cromer			
A. A. Blythe (Posthumous)	Crew Member 34 years.		
A. R. Mayes	ILB Crew Member 12 years.		
E. C. J. Luckin	ILB Crew Member 12 years.		
Cullercoats			
R. J. Taylor (Retired 1976)	ILB Crew Member 11 years.		
R. Oliver (Retired 1976)	ILB Crew Member 6 years Shore Helper 5 years.		
Dover			
A. Liddon	Coxswain/Mechanic 12 years Second Coxswain 1 year Assistant Mechanic 14 years Crew Member 2 years <i>Silver medal 1975.</i>		
Dunbar			
R. G. Brunton	Coxswain 18 years Second Coxswain 8 years Bowman 3 years Crew Members 4 years. Second Coxswain 11 1/4 years.		
A. Wilson			
Dungeness			
A. O. Haines	Coxswain 4 years Second Coxswain 9 years Bowman 18 years Crew Member 6 years.		
Joan Bates	Shore Helper 37 years.		
Doris Tart	Shore Helper 44 years.		
C. A. O. Haines	Crew Member 13 years.		
Serena Fair	Shore Helper 56 years.		
Dilys Oiller	Shore Helper 13 years.		
Mai Steward	Shore Helper 10 years.		
Kim Hobbs	Shore Helper 4 years.		
Janet Bates	Shore Helper 9 years.		
Pat Copson	Shore Helper 13 years.		
Pauline Fair	Shore Helper 10 years.		
Judy Richardson	Shore Helper 10 years.		
Sylvia Oiller	Shore Helper 3 years.		
Betty Paine	Shore Helper 8 years.		
Eastbourne			
H. Hewitt	Winchman 18 years Assistant Winchman 4 years Shore Helper 28 years.		
Filey			
J. Cunningham (Retired 1978)	ILB Crew Member 12 years.		
R. Goodson (Retired 1978)	ILB Crew Member 12 years.		
Fleetwood			
F. Whitehead	ILB Crew Member 12 years.		
Galway Bay			
T. Flaherty, Snr	Coxswain 3 years Second Coxswain 16 years Crew Member 22 years <i>Bronze medal 1938.</i>		
C. Hernon	Coxswain 15 years Second Coxswain 9 years Bowman 1 year <i>Bronze medal 1962.</i>		
M. Flaherty (Posthumous)	Shore Helper 20 years.		
Harwich			
T. Bennett	Crew Member and ILB Crew Member 13 years.		
Helensburgh			
J. E. F. Fulton	ILB Crew Member 12 1/4 years.		
W. R. Morrison	ILB Crew Member 10 years.		
G. Hyslop	ILB Crew Member 13 1/2 years.		
N. McNicol	ILB Crew Member 13 1/2 years.		
C. Thompson (Retired 1976)	ILB Crew Member 11 years.		
Holyhead			
R. A. Griffiths	Crew Member 32 years.		
Howth			
L. M. Hudson	Second Coxswain 11 1/2 years Crew Member 34 1/2 years.		
C. P. Geran (Retired 1978)	ILB Crew Member 10 years.		

P. McLoughlin	Crew Member 12 years Coxswain 1¾ years Second Coxswain 2¾ years Crew Member 22 years.	R. Marsay (Retired 1964)	Second Coxswain 5 years Crew Member 5 years.
L. Quigley	Crew Member 44 years.	W. Evans (Retired 1978)	Crew Member 12 years.
Humber		St Ives	
B. Sayers	Motor Mechanic 10¾ years Assistant Mechanic 4½ years Crew Member 1 year. <i>Bronze medal 1979.</i>	J. Humphries	ILB Crew Member 10 years.
Ilfracombe		A. G. Thirlby	ILB Crew Member 10 years.
B. R. Ley	Tractor Driver 7 years Assistant Tractor Driver 5 years.	Seaham	
C. W. Knill	Head Launcher 25 years Shore Helper 3 years.	D. P. Cave	Coxswain 3 years Second Coxswain 6 years Crew Member 3 years.
Kilmore		R. Riddell	Second Coxswain 3 years Crew Member 10 years.
P. Wickham	Shore Helper 24 years.	H. R. Sayer	Assistant Mechanic 9¾ years Crew Member 2 years.
Largs		M. Murley	Crew Member 10 years.
J. F. McGill	ILB Crew Member 14¼ years.	J. Cogle	Head Launcher 10 years Shore Helper 1 year.
Lerwick		M. Thornton	Crew Member 13 years.
G. D. Leith	Coxswain 10 years Bowman 15 years Crew Member 5 years. <i>Silver medal 1972.</i>	Shoreham	
Morecambe		D. Gledhill (Retired 1977)	ILB Crew Member 10 years.
T. F. Gardner (Retired 1978)	ILB Crew Member 11 years.	Silloth	
Newbiggin		W. A. Ray	ILB Crew Member 11¼ years.
H. W. Hepple	Crew Member 13 years.	Southend	
R. Martin	Assistant Mechanic 3 years Crew Member 16 years.	R. L. Chalk	ILB Crew Member 14 years.
C. T. Main	Second Coxswain 4 years Crew Member 10 years.	Southwold	
Penlee		A. A. Carr	ILB Crew Member 15 years.
L. F. Brown	Second Coxswain 5 years Crew Member 9 years.	J. R. T. Goldsmith (Retired 1977)	ILB Crew Member 12 years.
Peterhead		Stornoway	
A. Birnie	Coxswain 13 years Second Coxswain 6 years Bowman 1 year Crew Member 2 years.	R. I. Maclean	Coxswain 7 years Crew Member 11 years.
Portpatrick		Teemouth	
S. Alexander	Assistant Mechanic 25 years.	D. Elders	Crew Member 12 years.
A. C. Palmer	Bowman 13½ years Crew Member 1 year.	Walmer	
Port St Mary		C. S. Williams	ILB Crew Member 15 years.
D. McCutcheon	ILB Crew Member 12 years.	West Kirby	
Port Talbot		P. J. C. Gatenby (Posthumous)	ILB Crew Member 12 years.
N. McNaught	ILB Crew Member 13½ years.	C. G. Broad	ILB Crew Member 13 years.
Queensferry		West Mersea	
R. D. Mackay (Retired 1978)	ILB Crew Member 10 years.	R. Haward	ILB Crew Member 16 years.
Rhyl		Weymouth	
H. Olive (Posthumous)	Head Launcher and Shore Helper 12 years.	B. Legge	Bowman 16½ years Crew Member 22½ years.
P. Adams	Assistant Mechanic 13½ years Crew Member 4 years.	A. T. Pavay	Coxswain 17 years Second Coxswain 3 years Crew Member 12 years <i>Bronze medal 1972.</i>
Runswick		D. S. Laker	Crew Member 20 years. <i>Bronze medal 1965.</i>
R. L. Laverick (Retired 1968)	Second Coxswain 3½ years Bowman 5½ years Crew Member 4 years.	Youghal	
		J. J. Murphy (Posthumous)	Motor Mechanic 27¼ years Assistant Mechanic 6 years Bowman 6 years Crew Member 1 year.
		M. P. Hennessy	Bowman 20¾ years Crew Member 1 year.

SERVICES AND LIVES RESCUED BY OFFSHORE AND INSHORE LIFEBOATS

January 1, 1979, to December 31, 1979: Services: 2,546; lives saved 992

THE STATION FLEET

(as at 31/12/79)

131 offshore lifeboats

127 inshore lifeboats operating in the summer

51 inshore lifeboats operating in the winter

LIVES RESCUED 105,246

from the Institution's foundation in 1824 to December 31, 1979

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Lifeboat Services

from page 12

were sent to Coxswain/Assistant Mechanic Anthony G. Hawkins, Second Assistant Mechanic Roy W. Couzens and Crew Members John J. Smith, David Williams, Geoffrey I. Buckland and Ernest S. Watson.

North Western Division

Icelandic trawler

AT 0430 ON MONDAY December 12, 1979, HM Coastguard informed the honorary secretary of Fleetwood lifeboat station that MV *Gavina* of Fleetwood was trying to take in tow an Icelandic trawler, *Olafur Gisli*, west of Shell Wharf. The trawler, with a crew of eight, had been bound for Iceland in ballast but had had to put back with steering gear trouble. She was in

danger of being driven into shoal water and *Gavina* had asked for lifeboat assistance.

Gale force winds rising to strong gale, force 9, were blowing from west south west and the seas were very high. It was high water. Although the morning was cloudy, visibility was good.

Fleetwood's 44ft Waveney lifeboat *Lady of Lancashire* slipped her mooring at 0438 under the command of Coxswain David Scott and was standing by the two vessels by 0540.

Despite the severe wind and seas *Gavina* was handled extremely well and a tow was passed. It broke twice and the lifeboat spread wave reducing oil so that *Gavina* could get close enough to heave a line. *Lady of Lancashire* then escorted the two boats back to Fleetwood, helping by putting a line on *Olafur Gisli's* stern when making the turn to starboard at Wyre Channel.

The service was completed and the lifeboat back on her moorings by 1100.

Western Division

Two launches

THE MUMBLES LIFEBOAT, the 47ft Watson *Pentland* (Civil Service No. 31) launched twice in the storms of August 14, 1979. The first launch, at 0735, was to stand by while the tug *Hendon* brought a yacht manned by two people through the very heavy seas into the safety of the River Tawe. The lifeboat was rehoused by 0950.

The second launch was at 1103, by which time the westerly winds had reached hurricane force. A cabin cruiser towing a yacht had been reported off Newton Beach, Porthcawl. A search was made but nothing could be found and it was thought that the informant had in fact seen a tanker, hull down, with high bow and stern. The lifeboat was again rehoused and ready for service by 1730.

Services by Offshore Lifeboats, September, October and November, 1979

Angle, Dyfed
September 12
Appledore, North Devon
September 5 and November 4
Arbroath, Angus
November 30
Arklow, Co. Wicklow
October 15
Arranmore, Co. Donegal
September 26
Ballycotton, Co. Cork
November 15
Baltimore, Co. Cork
October 22
Barra Island, Inverness-shire
November 18
Barrow, Cumbria
September 1
Barry Dock, South Glamorgan
September 29 (twice), November 25 and 26
Beaumaris, Gwynedd
September 16, October 21 and November 25
Bembridge, Isle of Wight
November 6
Bridlington, Humberside
September 20, October 13, November 18 and 25
Calshot, Hampshire
September 9, 20, October 8, 22 (twice), 24, 30, November 3, 17 (twice) and 18
Campbeltown, Argyllshire
September 11
Clacton-on-Sea, Essex
October 28 and November 29
Clogher Head, Co. Louth
September 1 and October 6
Clovelly, North Devon
October 5 and 19
Donaghadee, Co. Down
September 1, 8 and October 7
Dover, Kent
September 9, 14, 22, 29, October 7, 10, 15, 21, 30, November 1, 11 and 19
Dunbar, East Lothian
September 16 and 17
Dungeness, Kent

November 9 and 29
Dun Laoghaire, Co. Dublin
September 1 and 25
Dunmore East, Co. Waterford
September 3 and 25
Eastbourne, East Sussex
October 11, 28, November 7 (twice) and 11
Exmouth, South Devon
November 4
Eyemouth, Berwickshire
September 11, 17, 28 and November 17
Falmouth, Cornwall
September 8, 18 and 21
Filey, North Yorkshire
November 27
Fishguard, Dyfed
September 11
Flamborough, Humberside
November 5
Fleetwood, Lancashire
September 10, 21 and November 3
Fraserburgh, Aberdeenshire
October 23
Galway Bay, Co. Galway
September 22, 29, 30, October 14, 23 and 24 (twice)
Girvan, Ayrshire
September 12 and October 5
Great Yarmouth and Gorleston, Norfolk
September 11, October 24 and 27
Hartlepool, Cleveland
October 16
Harwich, Essex
September 14 and November 3
Hastings, East Sussex
September 16
Holyhead, Gwynedd
October 6
Hoylelake, Merseyside
September 20
Hoth, Co. Dublin
September 3 and November 4
Humber, Humberside
September 13, 20, 29, October 11, 16, 22, 27, November 4, 15, 22 and 29
Ilfracombe, North Devon
November 17
Islay, Argyllshire
September 20 and November 18
Kirkcudbright, Kirkcudbrightshire
September 8 and October 22
Kirkwall, Orkney
October 22
Lerwick, Scotland
September 3 and October 20

The Lizard-Cadgwith, Cornwall
October 15
Llandudno, Gwynedd
September 6
Lytham-St Anne's, Lancashire
October 8
Mallaig, Inverness-shire
September 18, October 13 and November 19
Margate, Kent
September 25, 30, October 28 and 29
Newbiggin, Northumberland
October 19
Newcastle, Co. Down
October 8
Newhaven, East Sussex
September 2, 6, 8, 13, 23, October 2, 12 and November 10
North Sunderland, Northumberland
October 2 and 5
Oban, Argyllshire
September 16, November 3 and 15
Padstow, Cornwall
September 3
Penlee, Cornwall
September 1, 4, October 4 and 5
Peterhead, Aberdeenshire
October 28 (twice)
Plymouth, South Devon
September 8 (twice), October 3, 5, 29, November 13 and 18
Poole, Dorset
November 13
Porthdinllaen, Gwynedd
October 6 (twice)
Portpatrick, Wigtownshire
September 2 and 16
Portrush, Co. Antrim
September 30
Port St Mary, Isle of Man
September 16 and October 13
Pwllheli, Gwynedd
November 11 (twice)
Ramsey, Isle of Man
September 1, 9, October 28, November 4 and 11
Ramsgate, Kent
September 12, 13, October 10, 24, 27, November 3 (twice) and 7
Redcar, Cleveland
September 5
Rhyl, Clwyd
September 10
St Helier, Jersey
September 8 (twice), 21, October 6 and 13

St Ives, Cornwall
October 20 (twice), 26 and 28

St Mary's, Scilly Islands
September 9

St Peter Port, Guernsey
September 8, October 1, November 5 and 9

Salcombe, South Devon
September 7 and October 16

Selsey, Sussex
November 11

Sennen Cove, Cornwall
October 4 and 26

Shoreham Harbour, West Sussex
September 9

Stornoway, Ross-shire
September 5, November 5 and 16

Sunderland, Tyne and Wear
November 13

Swanage, Dorset
September 22, October 6, 7, 9, 20, 21 and November 25

Tenby, Dyfed
September 5 and November 16

Torbay, South Devon
October, 3, 9, November 7, 20 and 23

Troon, Ayrshire
October 29 and November 1

Tynemouth, Tyne and Wear
September 24 and October 3

Valentia, Co. Kerry
September 4, 7 and 9

Walmer, Kent
October 8 and November 9

Walton and Frinton, Essex
September 7, 15, 29 (twice), October 7, November 26 and 27

Wells, Norfolk
September 17

Weymouth, Dorset
September 1, 2 (twice), 16, 21, 28, October 22 and November 6

Whitby, North Yorkshire
September 13, October 13 and November 10

Wicklow, Co. Wicklow
November 4

Workington, Cumbria
November 9

Yarmouth, Isle of Wight
September 1, 23, 25, October 22, 29 and November 6

ON 1003 on passage
November 7

Services by Inshore Lifeboats, September, October and November, 1979

Abersoch, Gwynedd
September 13, October 15 and 25

Aberystwyth, Dyfed
September 1, October 14 and 18

Aldeburgh, Suffolk
September 9

Amble, Northumberland
September 15

Appledore, North Devon
September 2, 5 (three times), 15 and November 4

Arbroath, Angus
October 21

Arran (Lamlash), Buteshire
September 3 and 5

Atlantic College, South Glamorgan
September 29 (twice) and October 28

Bangor, Co. Down
October 20

Barmouth, Gwynedd
October 19

Barrow, Cumbria
September 16, 22 and October 20 (twice)

Beaumaris, Gwynedd
September 5, 16, October 21 and November 25

Bembridge, Isle of Wight
September 6

Blackpool, Lancashire
September 7, 8 (twice), 10 and October 26

Bridlington, Humberside
September 9

Brighton, East Sussex
September 14, 24 and October 6

Broughty Ferry, Angus
September 10 and 17

Burry Port, Dyfed
September 14, 22 and October 7

Clacton-on-Sea, Essex
September 14, 16, 23 and October 21

Criccieth, Gwynedd
September 4, 22, 28, 29 and October 8

Cromer, Norfolk
September 16, 30 and October 7

Cullercoats, Tyne and Wear
October 4

Dunbar, East Lothian
September 9 and 17

Eastbourne, East Sussex
September 8, 13 and October 1

Filey, North Yorkshire
September 10

Fleetwood, Lancashire
September 22, October 7 and 8

Flint, Clwyd
September 20, October 23, 24 and November 21

Great Yarmouth and Gorleston, Norfolk
September 23, October 1, 23 and November 5

Hartlepool, Cleveland
September 2, 27, October 16, 20, 31, November 11 and 19

Harwich, Essex
September 20 and October 24

Hastings, East Sussex
September 23, October 14 and November 16

Hayling Island, Hampshire
September 2, 11, 18, October 6, 7, 22 (twice), November 3, 4 and 11

Helensburgh, Dunbartonshire
September 2, 9, 10 (twice), 12, 17, 21, 22, 24 and November 17

Holyhead, Gwynedd
September 16

Hunstanton, Norfolk
September 9

Kinghorn, Fife
September 12, 16 and October 1

Largs, Ayrshire
September 8, 23, 29 (twice), October 13 and 22

Little and Broad Haven, Dyfed
September 3

Littlehampton, West Sussex
September 2, 6, 14, 17, 27, November 8 and 18

Littlestone-on-Sea, Kent
September 15 and October 28

Llandudno, Gwynedd
September 6, 16, 30 and October 6

Lyme Regis, Dorset
September 2, 14, 29, November 8 and 16

Lytham-St Anne's, Lancashire
October 8

Mablethorpe, Lincolnshire
September 2, 16 and 19

Margate, Kent
September 5, 14, 16, 23, October 24 and November 18

Minehead, Somerset
September 16 and October 21

Moelfre, Gwynedd
September 5

Morecambe, Lancashire

September 8, 9 and November 15

Mudford, Dorset
October 22

New Brighton, Merseyside
September 2, 9 and October 2

New Quay, Dyfed
September 16

Newquay, Cornwall
September 9 and 29

North Sunderland, Northumberland
September 9

Oban, Argyllshire
September 16 and October 20

Plymouth, South Devon
September 7, 8, 9 and October 20

Poole, Dorset
September 9, October 21 and November 11

Port Isaac, Cornwall
September 6, 7, 8, 18 and 29

Portsmouth (Langstone Harbour), Hampshire
September 2 (three times), November 3 (twice) and 4

Pwllheli, Gwynedd
October 1

Ramsgate, Kent
October 24

Redcar, Cleveland
September 2, 27 and October 5

Rhyl, Clwyd
September 16

Rye Harbour, East Sussex
September 23

St Abbs, Berwickshire
September 5 and 7

St Catherine's, Jersey
September 21

St Ives, Cornwall
September 2 and 7

Scarborough, North Yorkshire
September 2 and 30

Selsey, West Sussex
September 8 and 23

Shoreham Harbour, West Sussex
September 2, October 17 and 20

Skegness, Lincolnshire
September 4

Southend-on-Sea, Essex
September 2, 16, 17, October 19, 21 (three times), 22, 25, 28 and 31 (twice)

Southwold, Suffolk
September 8, October 13, 14, November 11, 24 and 29

Staites and Runswick, North Yorkshire
September 9, October 6 and November 13

Stonehaven, Kincardineshire
September 19

Stranraer, Wigtownshire
September 9, October 14 and 21

Tenby, Dyfed
September 5, 6, 7, 11 (twice), 13, 16 (twice), 17 and 20

Torbay, South Devon
September 5, 6 and October 28

Tramore, Co. Waterford
September 2

Trearddur Bay, Gwynedd
September 13

Tynemouth, Tyne and Wear
October 2 and November 25

Walmer, Kent
September 16 and October 8

Wells, Norfolk
September 15 and 30

West Kirby, Merseyside
October 21, 23 and October 28

West Mersea, Essex
September 3, 8, 9 (twice), 10, October 22, November 23 and 29

Whitby, North Yorkshire
September 2

Whitstable, Kent
September 12, October 7 and November 3

Withernsea, Humberside
September 16

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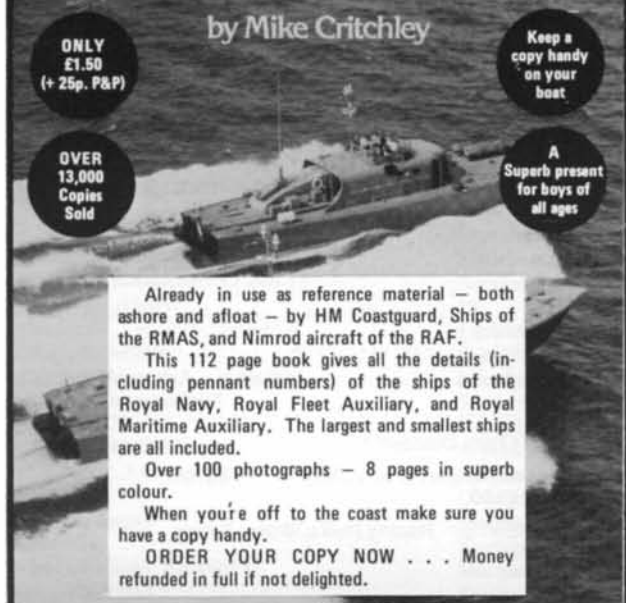
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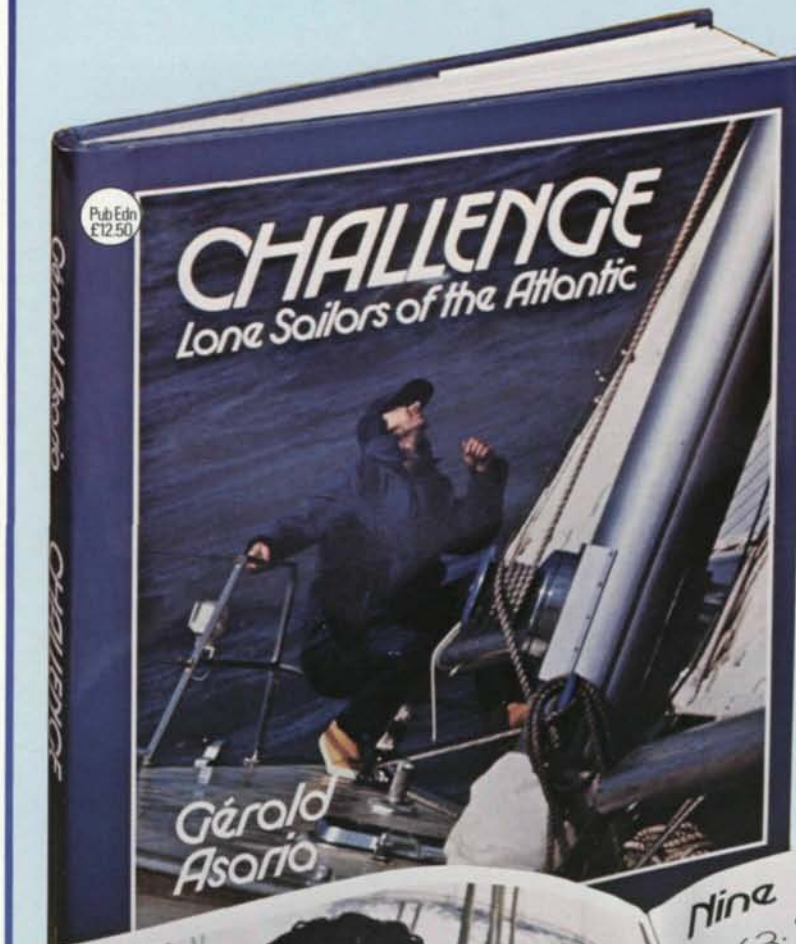
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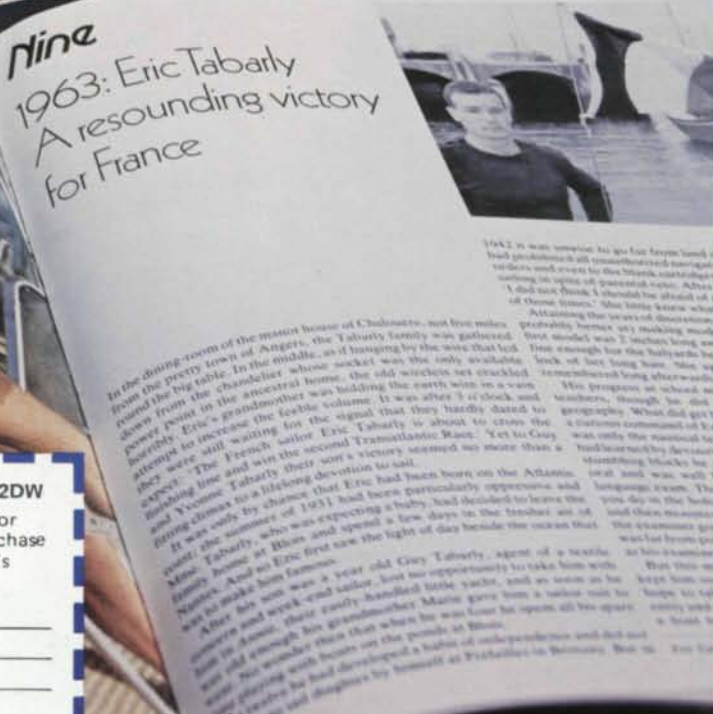
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