



# The Lifeboat

Journal of the Royal National Lifeboat Institution

Summer 1981

25p



The Captain  
takes his hat off  
to the RNLI.



# THE LIFEBOAT

Summer 1981

## Contents

### Volume XLVII Number 476

*Chairman:*

THE DUKE OF ATHOLL

*Director and Secretary:*

REAR ADMIRAL W. J. GRAHAM, CB MNI

*Editor:*

JOAN DAVIES

*Headquarters:*

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

Telex: 41328

*London Office:*

Royal National Lifeboat Institution,  
202 Lambeth Road, London SE1 7JW  
(Telephone 01-928 4236).

Notes of the Quarter .....	183
Lifeboat Services .....	185
Annual General Meeting and Presentation of Awards .....	192
The naming of the 52ft Arun relief lifeboat <i>Sir Max Aitken</i> .....	197
Back in Business—Hunstanton, closed 1931: re-opened 1979, by Ray Kipling, public relations officer RNLI .....	198
Launching and Recovery—Part III: Tractor and carriage launch, by Edward Wake-Walker, assistant public relations officer (London) .....	200
Dublin Spring Sale, by Joan Davies .....	202
Here and There .....	204
Building the Fast Slipway Lifeboat—Part IV: deck and superstructure ...	205
Letters .....	206
Shoreline .....	207
Some Ways of Raising Money .....	208
Books .....	212
Lifeboat Services, December, 1980, January and February 1981 .....	213
Index to Advertisers .....	216

#### COVER PICTURE

*Just seconds after launching, the crew of Shoreham Harbour lifeboat, the 42ft Watson Dorothy and Philip Constant, raise the radar scanner and radio aerials which are folded back while the boat is in her boat-house. Dorothy and Philip Constant has been on station at Shoreham since being built in 1962 during which time she has launched 183 times and saved 109 lives. She is soon to be replaced by a 37ft 6in Rother class lifeboat, The Davys Family. The photograph was taken by Peter Hadfield.*

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

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

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

**Subscription:** A year's subscription of four issues costs £1.40, including postage, but those who are entitled to receive THE LIFEBOAT free of charge will continue to do so. Overseas subscriptions depend on the cost of postage to the country concerned. Write to RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

**Printers:** The Friary Press, Grove Trading Estate, Dorchester, Dorset.

# ADVENTURE WEAR



**SAIL IN TOP GEAR**

Send SAE for Brochures from ADVENTURE WEAR LTD. '12' OLD STREET' CLEVELAND AVON BS21 6BW  
TELEPHONE (0272) 874882 876356

# See the whole of Scotland from the bottom of Princes Street.

A multi media show  
portraying the rich  
tapestry of Scottish life.

A 40ft model  
of Scotland with  
video and dramatic lighting  
effects. A shop full of  
traditional Scottish crafts all go together to make up



## THE SCOTTISH EXPERIENCE

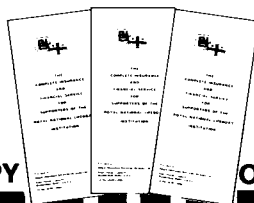
Shandwick Place, West End Princes Street. Open 7 days a week Tel: 031-228 2828.

See the RNLI supporting exhibit at the Scottish Experience



## The complete insurance and financial service for supporters of RNLI

- Saving for the future
- Tax Consultancy
- Buying a house
- Planning for Retirement
- Insure your Boat, Car or Caravan with special RNLI terms
- Reviewing your insurances or investments



SEND FOR YOUR COPY

OF THE NEW BROCHURE

To AEGIS INSURANCE SERVICES (GROUP) LTD.,  
FREEPOST, Maidenhead, Berks SL6 5BU.

Please send me without obligation my personal copy  
of the complete insurance and investment service  
brochure.

No postage necessary if posted in the U.K.

Name (Mr., Mrs., Miss) \_\_\_\_\_

Date of Birth \_\_\_\_\_

Address \_\_\_\_\_

Tel. No.: (Day) \_\_\_\_\_

Tel. No.: (Evening) \_\_\_\_\_

I am particularly interested in the following (tick box  
required)

Family Protection Life Assurance ☐

Review of Existing Life Assurance Plans ☐

Investment for Future House Purchase ☐

Finances in Retirement ☐

Tax Efficient Investment ☐

Car Insurance ☐

Household Insurance ☐

Insurance of Valuables ☐

Yacht and Craft Insurance ☐

Please phone me to discuss ☐

Please ring for an Appointment and see us at any of  
our principal offices:

Belfast 0232 47747

Bristol 0272 297777

Edinburgh 031 556 0182

Sheffield 0742 364405

Maidenhead 0628 23484

Yeovil 0935 20044

RNLI 7/81

Whatever your insurance and investment needs, AEGIS will advise you





## NOTES OF THE QUARTER

IN HIS SPEECH to the governors of the Institution at the annual general meeting held at the Royal Festival Hall on May 12, the Duke of Atholl, chairman of the RNLI, reported that 1980 had been a year of great achievement for the RNLI, with lifeboats rescuing 1,215 people, the highest figure for five years. Commenting on the type of casualties to which lifeboats are called, he said:

*'Although there has been an increase in the number of rescues from pleasure craft in recent years, the lifeboat service is as vital as always to merchant and fishing fleets. Three outstanding services, to a dredger, a trawler and a radio vessel, have earned silver medals for bravery for the coxswains from Troon, Stornoway and Sheerness and in these rescues a total of 38 people were saved.'*

In support of the lifeboatmen, nearly one million pounds was raised for each month of 1980, almost £12 million in all. A full report of the AGM and annual presentation of awards appears on page 192.

*Ex-RNLI lifeboat ON860 in the hold of MV Andes on her way to Chile to take up station at Valparaiso.*



*When HM The Queen visited Shetland in May to open Sullom Voe Oil Terminal, accompanied by HM King Olav of Norway and HRH The Duke of Edinburgh, the Royal party also took a walk in Lerwick, stopping to talk with crew members aboard the Arun lifeboat Soldian. (Right) King Olav (l.) looking at Soldian while the Queen talks with Coxswain/Mechanic Hewitt Clark. With the Queen are (back to camera) Dr Ramsay Napier, chairman of Lerwick branch, and (r.) Mr L. Aitken, chairman of Lerwick Harbour Trust.*

*photograph by courtesy of Dennis Courtts*



### International co-operation

Delegates from West Germany, The Netherlands, Norway, Sweden and the United States of America attended the annual presentation of awards on May 12. Indeed, during the first half of this year the RNLI's rôle as permanent secretariat to the International Lifeboat Conference has been much in evidence, with visits from a number of ILC members.

An Atlantic 21 training course was held in February at Cowes for crew members from a newly formed voluntary lifeboat service in Portugal, and a delegation from Iceland's voluntary lifeboat society also expressed considerable interest in the Atlantic 21. A party of Algerian officials studying search and rescue were much impressed when RNLI staff at Poole conducted a tour of the headquarters and depot entirely in French.

In March a 51ft Barnett class lifeboat, ON860, sold to the voluntary Chilean lifeboat society, the Cuerpo de Voluntarios de los Botes Salvavidas de Valparaiso, was shipped out from Birkenhead; when she goes on station at Valparaiso she will replace another ex-RNLI lifeboat which was sold to Chile in the early 1960s.

The RNLI is now helping the Swedish Lifeboat Society, another voluntary body, to plan the 1983 International

Lifeboat Conference which will be held in Gothenburg.

### Downing Street reception

RNLI representatives and their wives attended a reception at 10 Downing Street on March 30 given by Mrs Margaret Thatcher, the Prime Minister, to mark the hundredth anniversary of the Royal National Mission to Deep Sea Fishermen. Michael Vernon, a deputy chairman of the Institution, and Rear Admiral W. J. Graham, director, were accompanied by Coxswain Frank Bloom of Walton and Frinton, Helmsmen Paul Gilson of Southend-on-Sea, Mr J. J. Adams, station honorary secretary of Hastings, and Mr and Mrs Distill, honorary secretary and a committee member respectively of Borehamwood and Elstree branch.

### Aldeburgh lifeboat appeal

An appeal in Aldeburgh for funds towards the cost of a new Rother class lifeboat has raised £205,471, a cheque for which amount was handed over to Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, at Aldeburgh on May 15. The boat is to be named *James Cable* after the former Aldeburgh coxswain who served from 1888 to 1917 and who was awarded three silver medals for gallantry.

James Cable was the grandson of



Aldeburgh appeal to fund a 37ft 6in Rother class lifeboat was launched two years ago by the then Mayor, Councillor J. M. Studd. On May 15 this year Aldeburgh's present Mayor, Mrs Barbara Brook presented to Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, a cheque for the magnificent sum of £205,471.

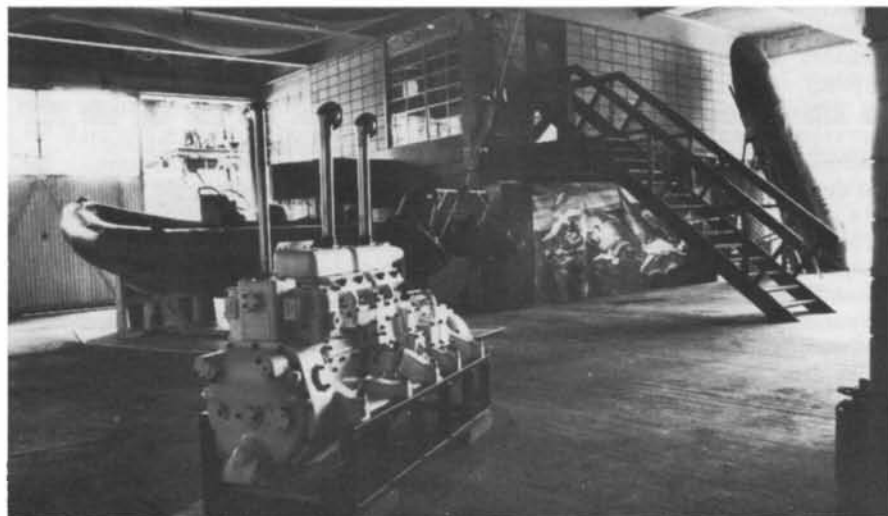
photograph by courtesy of  
'East Anglian Daily Times'

Thomas Cable, one of the lifeboatmen lost from Aldeburgh lifeboat when she capsized in 1859 and the son of another Thomas, drowned when swimming with a line to a Swedish brig aground on Orford Ness in 1855. James Cable's grand-daughter, Miss Bertha Cable, was present at the reception at Aldeburgh's Moot Hall for the presentation of the cheque for the new lifeboat; yet another example of the continuity of family tradition.

Sir Peter Compston presented framed certificates of thanks to each

The National Lifeboat Museum at Princes Wharf, Wapping Road, Bristol, is being opened at weekends this summer with a temporary exhibition occupying a quarter of the available area. Among the exhibits are a Weyburn engine, an Atlantic 21 rigid inflatable lifeboat and (r) a former 'Blue Peter' D class inflatable lifeboat. Visitors will be able to go down to the workshop where restoration work has already begun on BASP, a 45ft Watson cabin motor lifeboat built in 1924; also in the workshop are Lizzie Porter, an old pulling and sailing lifeboat, and a horse drawn launching carriage. The museum will be manned by volunteers and it is hoped to open from 11 to 5 every summer Saturday and Sunday. Admission is free but there are boxes for donations for the museum. Over the spring bank holiday weekend, almost 3,000 people visited the exhibition and £240 was taken in donations. The steps, right, lead up to the RNLI's South West District office.

photograph by courtesy of the National Lifeboat Museum



member of the appeal committee: Mr F. Wickham, Lady Harmer, Vice-Admiral Sir Charles Mills, John Studd, Alan Edwards, Mrs A. Macdowell and Mr K. C. Brown. The money was raised in a great many different ways including a number of bequests. One public house near Hitchin sent £1,200 and about £4,000 came from unwanted foreign coins handed in to East Anglian branches of Barclays Bank following a request on Anglia TV's 'Round Robin' programme; a special framed certificate was given to Christine Webber, the programme's presenter.

#### New Freemason lifeboat

The Freemasons United Grand Lodge of England has given £300,000 to the RNLI to pay for a new 52ft Arun class lifeboat to be named *Duchess of Kent*.

The lifeboat is at present building at Littlehampton and her official naming is expected to take place in 1982. *Duchess of Kent* will be placed in the relief fleet of the RNLI and so will be seen at different stations around the coast in her rôle as replacement to lifeboats away on refit.

#### Maritime England

The English Tourist Board is mounting a special promotion in 1982 with the theme of 'Maritime England'. It is helping to publicise events with a maritime theme throughout England, both on the coast and inland. The RNLI will be holding open days at Poole headquarters and depot in July 1982 and any branches and guilds with special 'Maritime England' activities planned which they would like publicised should inform the appeals secretary at head office.



*Lifeboat - in Danger's Hour* by Patrick Howarth and published by Hamlyn's was 'launched' at Eastbourne last April, when the author (r.) presented a copy to Coxswain/Mechanic Ronald Wheeler. Chosen by the Booksellers Association as their first book of the season for 1981, within two weeks it was second in the bestsellers list and a fortnight later had taken over as number one. Copies are now available from booksellers, price £6.95. The RNLI receives a royalty on every copy sold.



BBC Wales are filming a new drama based on the novel *Ennals Point* by Alun Richards. The novel is about life in a fictitious lifeboat village and the six part television series is being filmed at The Mumbles. Philip Madoc (above), who recently played the leading role in the BBC's series about Lloyd George, stars as lifeboat coxswain Jack Tustin. The programmes will be shown on BBC2 early in 1982.

photograph by courtesy of  
'South Wales Evening Post'

#### With regret . . .

It is with deep regret that we have to record the death on April 30 of Commodore Peter Kavanagh, NS, a member of the Committee of Management since 1974. Commodore Kavanagh had recently retired as head of the Irish Navy. He joined that service in 1947 following ten years at sea in the Merchant Navy. During the war three ships in which he was serving were sunk by enemy action, two within the space of eight days.

Also the death on May 2 of Jack Duvivier, Senior Partner of Lewis and Duvivier, Consulting Engineers to the RNLI. From first joining the firm, then Lewis and Lewis, in the early 1930s Mr Duvivier was deeply interested and involved in the work of the Institution. As well as undertaking numerous upkeep and maintenance inspections throughout the UK and Ireland, he was personally concerned in the construction of station works at Shoreham, Sheringham, Tynemouth, Holyhead, Lizard-Cadgwith and Padstow.

# LIFEBOAT SERVICES

## Eastern Division

### Atlantic 21 escort

IN HIS CAPACITY as harbour master, Helmsman Roger Trigg of Southwold lifeboat station heard at 1625 on Friday January 16 that MFV *Concord*, a 35ft 6in ex-Liverpool class lifeboat, had broken down three-quarters of a mile east of Southwold Harbour piers and was dragging her anchor in heavy seas. There were three men on board.

Roger Trigg immediately informed HM Coastguard of the situation and also the vessel's owner, Skipper Anthony Chambers, who decided to launch MFV *Broadside* to go to the help of *Concord*. Maroons were then fired and Southwold's Atlantic 21 rigid inflatable lifeboat launched at 1638 manned by Helmsman Trigg with, because of the very rough weather, three other crew members, Jonathan Adnams, Nicholas Westwood and Steven Taylor.

The afternoon was heavily overcast with continuous snow and sleet and a force 8 gale was blowing from the south south east. The sea was rough with a

heavy north-easterly swell. It was 1½ hours before high water.

On her way down harbour the Atlantic 21 passed MFV *Broadside* and then, as the lifeboat approached the bar, one of her crew was stationed in her bows to keep her head down. She was filled several times by heavy breaking seas as she crossed the bar but once clear and in waves of a more regular pattern she stood by until *Broadside* had cleared the harbour entrance. Passage was made to the casualty and Crew Member Adnams put aboard to assess the situation. It was found that *Concord's* engine trouble was caused by a fuel blockage.

It was not possible for *Broadside* to approach *Concord* in the very rough seas, so the Atlantic 21 took a towline from the casualty to the other motor fishing boat. She also transferred Crew Member Adnams to *Broadside* to help with the tow. *Concord* then cut her anchor warp and the tow started back to Southwold Harbour escorted by the lifeboat.

Just as the two fishing boats were approaching the harbour entrance they were hit by a large breaking sea which parted the tow and washed right through *Broadside's* wheelhouse, putting her radios out of action. The parted tow rope whipped back aboard *Broadside* striking Jonathan Adnams on the forehead and stunning him momentarily. The wind and tide immediately carried *Concord* on to the Hale, a patch of shallows north of the harbour piers. Now in breaking surf and lying broadside to the seas, her bows north, *Concord* was hitting bottom in the troughs, and the seas were estimated to be 10 to 15 feet high. Her crew asked to be taken off and Helmsman Trigg took the

Atlantic 21 in towards her. He made an approach from the south and west but as the lifeboat came in close to *Concord's* lee side a large breaking sea crashed on to the deck of the casualty, washing her crew down and pushing the lifeboat away. However, one of *Concord's* crew had already managed to throw a line and this was quickly made fast on the lifeboat's after starboard cleat as she veered away in a second large breaking sea.

The first sea had thrown the two Atlantic 21 crew members into the roll bar at the lifeboat's stern and as they tried to regain their positions amidships the second sea knocked them aft again. Then, while the Atlantic was at an angle of 70 degrees she was hit and completely enveloped by yet another breaker. As she emerged her crew found that they were clearing the bank with *Concord*, attached by the line, following behind them. From *Broadside* all that could be seen by Skipper Chambers and Crew Member Adnams was the Atlantic standing almost vertical as she headed out of the surf with the outline of *Concord* behind her.

Once the lifeboat and fishing boat were clear of the bank *Broadside* took over the tow again and headed out to sea. It was then decided that it was too hazardous to try to take *Concord* in to Southwold and that instead the tow with its lifeboat escort should make for Lowestoft.

By now the south-south-easterly gale had risen to force 9 with heavy sleet and rain continuing unabated. There was still a heavy north-easterly swell but for the three boats heading north for Lowestoft there were rough following seas. Frequently as *Concord* surfed forward the towline slackened only to

Dover lifeboat, the 50ft Thames class Rotary Service, leaving harbour on Wednesday September 10, 1980, in a south-westerly gale to go to the help of an approaching West German yacht, *Aquis Guana*. The yacht, with a crew of nine, was on passage from Ostend to Plymouth when, in the rough seas, she took some water on board which flooded her engine room and put her electrical equipment, including her steering, out of action. Rotary Service was alongside *Aquis Guana* within five minutes, put a line aboard and towed her in to a safe anchorage.

photograph by courtesy of B. Knewitz





tauten again sharply as, the wave passing, she dropped back. Four times, as the strain came back on, the tow parted; each time the lifeboat pulled in, picked up the parted line and took the strain until *Broadside* could come round and resume the tow. On the fourth occasion Skipper Chambers was transferred from *Broadside* to *Concord*, changing places with one of the casualty's crew so that he could try to repair the engine.

Soon afterwards the tow parted yet again and as the Atlantic 21 and *Broadside* closed to pass over the tow a large sea twisted the lifeboat up on to the fishing boat's deck, damaging the bow section of her sponson on one of *Broadside's* stanchions. The bow section deflated, but the Atlantic's sea-keeping qualities were not impaired.

At 1854 *Concord's* engine was restarted and the two fishing boats with the lifeboat in company arrived off Lowestoft just an hour later. By now the ebb was flowing giving a nasty sea at the harbour entrance, so the lifeboat first escorted in *Concord* and then came back out again to see *Broadside* safely in. All three boats were moored in Hamilton Dock at 2010.

After coffee and sandwiches, the wind having veered and decreased, the Atlantic 21 left Southwold at 2045 manned by Helmsman Trigg and Crew Member Adnams; the other two crew members returned by road. The lifeboat arrived off Southwold at 2135 and was back at her station by 2140.

For this service the bronze medal was awarded to Helmsman Roger E. Trigg and the thanks of the Institution inscribed on vellum were accorded to Crew Member Jonathan P. A. Adnams and Anthony Chambers, skipper of MFV *Broadside*. Medal service certificates were presented to Crew Members Nicholas Westwood and Steven G. Taylor.

## South Eastern Division

### Four rescued

HEARING, soon after 1300 on Sunday December 14, 1980, that a yacht firing red flares had been reported off East-toke Head, Hayling Island, Crew Member Frank Dunster together with Trevor Pearce, a shore helper and first aider, and James Berry, another shore helper, went immediately to **Hayling Island** lifeboathouse to make ready for launching. The station's duty deputy launching authority's telephone line was engaged, so Icarus maroons were fired to alert him and other crew members.

Almost immediately the DLA arrived at the boathouse and, telephoning Hayling Coastguard, learned that the yacht, which had broken her rudder, was fast being driven on to a lee shore by the south-westerly force 8

gale. An RN helicopter from HMS *Daedalus* had been diverted to the scene but could not lift off the crew of four from the yacht because of the motion of her mast and rigging as she was carried by the rough seas. A few minutes later, in confirmation, the helicopter arrived over the lifeboat station and indicated that she would guide the lifeboat to the yacht.

The first person to arrive to the sound of maroons was Graham Wickham, a young shore helper who had considerable small boat experience including crewing experience with Hayling Island Sailing Club rescue boat. Realising the urgency of the situation, the DLA decided to launch the lifeboat without delay with Frank Dunster, normally a crew member, acting as helmsman and Frank Pearce and Graham Wickham as crew.

Hayling Island's Atlantic 21 rigid inflatable lifeboat launched into Chichester Harbour at Sandy Point at 1320. The tide was flooding, high water being at 1600. A force 8 gale was blowing from the south west, building up seas some five to six feet high which the lifeboat met as she headed south by west out to the bar at almost full speed.

Once on the bar and around Chichester Bar Beacon large sweeping seas were met, some estimated to be more than 15 feet high. Speed was reduced to 7 to 9 knots and, in driving spray and heavy rain, visibility was poor.

Rounding the beacon the lifeboat turned on to a north-westerly heading to make towards the hovering helicopter which was thought to be above the casualty, and now constant use of throttles and helm were necessary to minimise the danger from the large beam seas. As the lifeboat neared her, the helicopter moved off half a mile or more to the south west. The lifeboat followed, heading into the heavy seas at slow speed, and the yacht was sighted about 400 yards away.

Immediately after spotting the yacht the Atlantic 21, caught by a very large rogue sea, was completely engulfed and almost capsized—the auxiliary coastguard in charge at Hayling Island, watching through binoculars, thought the lifeboat must have capsized and was amazed to see her come through the sea upright. She then fell very heavily into a trough; both engines stalled but they were restarted immediately.

Helmsman Dunster first made sure that his crew were safe and then asked Trevor Pearce to check around the boat. It was found that both port and starboard quoit lines had come loose in the near capsize; they were recovered and made fast inboard.

The Atlantic 21 was then brought in close to the 7-metre yacht, *Fitz's Flyer*, whose crew had put out an anchor and were making the anchor warp fast around the mast. Once the warp was fast, Helmsman Dunster began a run in along the yacht's port and lee side, but,

when only a few feet off, the lifeboat took a large sea aboard. She once again fell into a trough, and the engines stalled a second time. Frank Dunster restarted both engines immediately and went full astern to avoid collision with the yacht. A second run in was made, again without success because a sea picked the lifeboat up and laid her athwartships a few feet off the casualty's transom.

A third run in alongside the yacht's port and lee side enabled Crew Members Pearce and Wickham to grab two of her crew of four. It took four more attempts to take off the third member of the yacht's crew, who had an artificial leg, into the lifeboat; on the last attempt the man jumped and landed heavily on Crew Member Pearce, injuring his knee.

A final run in alongside was made at 1338 to pick up the last member of the crew, the yacht's skipper, and once he was safely aboard the lifeboat turned towards home.

Remembering how rough and dangerous the seas around Chichester Bar and Beacon had been on the outward trip, Helmsman Dunster first headed about east south east into less rough water. When the orange 'Chi' racing mark was abeam he turned the lifeboat stern to sea for the run across the bar into Chichester Harbour. Speed was reduced, the lifeboat now being 'seven up', and it was not until 1351 that the Atlantic 21 was safe alongside Hayling Island Sailing Club and the yachtsmen landed.

The lifeboat was recovered, refuelled and made ready for service again at 1410, and Trevor Pearce was taken to hospital for treatment to his injured knee.

The yacht's anchor held just off the shore and she was later recovered by a fishing trawler and towed to Langstone Harbour.

For this service the bronze medal was awarded to Helmsman Frank S. Dunster and the thanks of the Institution inscribed on vellum were accorded to Crew Members Trevor M. Pearce and Graham A. Wickham.

## South Eastern Division

### Over marshes

AT ABOUT 1630 on Wednesday December 17, 1980, Alan Coster, assistant harbour master at **Lymington** and a member of the lifeboat crew, received a telephone call from the Sealink offices, Lymington, with information relayed from a ferry outward bound for the Isle of Wight that a fishing boat was flashing her wheelhouse lights on and off at the entrance to the Lymington River.

Alan Coster, together with his assistant Simon Chalk, also a lifeboat crew member, immediately set out in the 18ft harbour launch to investigate. There was a near gale, force 7, gusting to gale





*Lymington: For the rescue of two men from the fishing boat Al Mor, driven ashore on marshland in near gale force winds on December 17, 1980, Helmsman Alan Coster (c.) was awarded the bronze medal and Crew Members Peter Harvey (l.) and Simon Chalk (r.) were presented with medal service certificates.*

photograph by courtesy of 'Southern Evening Echo'

force 8, blowing from the south; it was dusk on a winter evening and pouring rain restricted visibility.

Rough seas were met as the harbour launch neared the river mouth and before she reached hailing distance of the casualty, the 32ft ex-ship's lifeboat *Al Mor* now converted for oyster fishing. *Al Mor* was being driven on to a lee shore and Alan Coster managed by shouting to convey to the two men on board that the harbour launch could be of little help so that they should fire flares to summon the lifeboat. As, however, no flares were carried aboard the casualty and because the harbour launch, which had shipped a heavy sea and was herself in danger of being swamped, carried no radio, Alan Coster decided to make best possible speed back to Lymington to alert the lifeboat.

Mooring alongside Royal Lymington Yacht Club pontoon at about 1655, Alan Coster and Simon Chalk ran to the lifeboathouse and telephoned to the station honorary secretary, who authorised the immediate firing of maroons.

First to arrive at the sound of the maroons, to make the third member of the crew, was Peter Harvey, himself an ex-fisherman, and, with the help of Douglas Baverstock, John Pope and Roger Bayzand, Lymington's Atlantic 21 rigid inflatable lifeboat was launched at 1710. Manned by Helmsman Alan Coster and Crew Members Simon Chalk and Peter Harvey, she set off down river at full speed.

Nearing the Cocked Hat Beacon rough seas some five or six feet high were encountered in the near gale force winds from the south. It was about 3½ hours before high water and the tide, flooding hard, was being driven along by the wind. Heavy rain continued to make visibility poor, and speed had to be reduced.

No lights could now be seen from the casualty so, as the lifeboat made her way down Long Reach at half speed, parachute flares were fired to illuminate the area. By their light *Al Mor* was spotted just north of No 3 Beacon. As Helmsman Coster approached the casualty more parachute flares were fired and it could be seen that seas were breaking right over the fishing boat,

now sinking and settling lower in the water. It was also seen that the casualty had her oyster trawling booms and gear streamed out to windward for about 80 to 90 feet as makeshift sea anchors and that sedge and mudbanks not yet covered by the rising tide were close under her lee.

Helmsman Coster lay off some 20 yards up to weather to take stock of the situation. After consultation with the crew he tried to manoeuvre the Atlantic 21 close enough to the stricken fishing boat to pluck off her crew. When some ten feet from *Al Mor*, however, a large sea picked up the lifeboat and spun her around and she fell into a trough, momentarily touching bottom; both engines stalled but restarted at the first push of the buttons. Helmsman Coster made another attempt to get alongside the fishing boat but with the six to seven foot seas, with little water and with sea room restricted by the obstructing oyster dredges, this attempt was no more successful than the first.

Realising that it was impossible to take the Atlantic 21 alongside the casualty without great risk of damage to the lifeboat and injury to her crew, Helmsman Coster stood off again some 20 yards while an alternative plan of action was worked out. As the fishing boat was sinking fast, it was agreed that one of the lifeboat crew should swim to *Al Mor* to lead the fishermen over the marshes while the lifeboat headed up river to a rendezvous at Pylewell, where the survivors could be safely embarked in comparative shelter.

Crew Member Harvey volunteered for the swim but he was only wearing normal oilskins, so Helmsman Coster, clad in a dry suit, decided that he should go himself. He positioned the Atlantic 21 exactly as he wanted her, put her engines into neutral and slid out of the helmsman's seat and over the side while Crew Member Harvey took the helm. Then, while the lifeboat and the Sealink ferry illuminated the area with their searchlights, keeping him in sight, Alan Coster, carried towards the shore by the wind and rough seas, swam the 20 yards or so to the trawler.

As Alan Coster touched bottom on the soft mud the fishing boat sank, her

two crew jumping over her lee side on to the sedge. Alan Coster reached the shore about 20 feet from them and explained to them that the lifeboat could not reach them safely but that they would rendezvous with her at Pylewell, some half a mile away.

With his long knowledge of the marshes, Alan Coster led, and at times helped, the two survivors across the half mile of sedge and gullies; both men, though young, were suffering from exposure. It took about 25 minutes to negotiate the marsh: at one moment the three men would be walking on mud and sedge, and the next they would be plunged into five or six foot deep icy water in the many gullies.

By this time the Atlantic 21 had reached Pylewell and Crew Members Harvey and Chalk had lifted her engines and pushed her ashore so that the engines would not foul themselves on the many moorings in the area. They illuminated the way for the three men crossing the marsh with the lifeboat's searchlight and helped them on board when they arrived at the boat. Then they relaunched the Atlantic 21 and best possible speed was made back up river. When the lifeboat station was reached, at 1850, the two fishermen were taken to hospital.

For this service the bronze medal was awarded to Helmsman Alan P. Coster and medal service certificates were presented to Crew Members Peter E. T. Harvey and Simon G. Chalk.

## Ireland Division

### Injured seaman

THE HONORARY SECRETARY of Dun Laoghaire lifeboat station was asked at 1600 on Tuesday October 14, 1980, if an injured seaman could be taken off the Norwegian bulk carrier *Blix*. A rendezvous was arranged for midnight in Dublin Bay.

The crew and the honorary medical adviser, Dr Niall Webb, assembled at 2330 and a quarter of an hour later Dun Laoghaire's 44ft Waveney lifeboat *John F. Kennedy* launched on service under the command of Coxswain/Mechanic Eric Offer.

The night was overcast and blustery with a strong breeze, force 6, blowing from the east. The sea was rough and a heavy easterly swell was running in Dublin Bay. It was one hour after low water.

The lifeboat headed for the rendezvous position four miles east of Dun Laoghaire Harbour and Coxswain Offer kept in radio communication with Dublin Port Radio to receive the carrier's amended ETAS. *Blix* finally anchored off Burford Bank, close to Burford Buoy, shortly before 0200 on Wednesday October 15 and lay head to wind.

With a fresh to strong breeze now

blowing from east north east and heavy swell, estimated to reach 19 to 20 feet at times, manoeuvring alongside proved very difficult. After a careful assessment of the conditions Coxswain Offer asked that a pilot ladder be lowered over *Blix's* starboard quarter and briefed his crew and Dr Webb on the transfer. The lifeboat was then brought alongside and Dr Webb jumped from the bow on to the pilot ladder. It was a long climb of more than 30 feet to *Blix's* deck, made more arduous for Dr Webb by the fact that he was himself recovering from a leg injury.

The injured seaman, suffering from a fractured leg and rib, was tended by Dr Webb and then secured in a Neil Robertson stretcher. At 0235 he was transferred to the lifeboat and, under the supervision of Second Coxswain Joseph Lawless, taken down into the after cabin.

The lifeboat returned for Dr Webb, but conditions were extremely difficult. After several unsuccessful attempts to take him off the doctor had to jump on to the lifeboat on the instructions of the second coxswain.

At 0245 the lifeboat started back for Dun Laoghaire and an ambulance met her on her return at 0305. The injured seaman was taken to St Vincent's Hospital and the lifeboat was refuelled and back on her moorings by 0325.

For this service a special doctor's vellum was accorded to Dr Niall L. Webb, honorary medical adviser, Dun Laoghaire, and a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Coxswain Eric Offer and his crew.

## Eastern Division

### Washed off pier

THE DUTY WATCHKEEPER on Ramsgate East Pier was told at 0305 on Saturday November 29, 1980, that an angler had been washed off the pier by a heavy sea. The Trinity House 40ft pilot launch *Versatile* was at that time off duty in Ramsgate Harbour because of the very rough weather, but her crew, Trinity House Coxswain Malcolm Llewellyn and Launch Seaman Bryan Morgan, were on board checking her moorings. The duty watchkeeper alerted them and they immediately cast off to go to the help of the angler.

The night was cloudy, but fine and clear with fair visibility in driven spray. There was a strong north to north-easterly gale, force 9, gusting to storm force 10, with a heavy north-easterly swell and short, steep, rough and confused seas. It was one hour before high water.

On clearing the pierheads Coxswain Llewellyn could see the angler in the water illuminated by a searchlight from the pier lookout; he was about 50 metres south of East Pier in the rough, confused sea and swell. The coxswain



*St Ives lifeboat, the 37ft Oakley Frank Penfold Marshall, returning at 0700 on October 17, 1980 from escorting the French trawler *Floralie* in gale force winds. A big breaking wave can just be seen coming up astern.*

circled by West Pier and approached the man in the water head to wind; it could be seen that he was wearing a lifebelt thrown to him from the pier, but that the blown spray and seas were frequently washing right over him. *Versatile* was stopped and Launch Seaman Morgan threw the man a line from the forecandle head intending to drag him to the stern where there was a boarding ladder. The casualty, however, pulled in all the slack line leaving only the bare end on board. Coxswain Llewellyn left the wheelhouse to help Launch Seaman Morgan, and *Versatile* immediately paid off, beam to seas.

The two crew were unable to lift the angler with all his heavy clothing aboard amidships where the seas were now holding him, so it was decided to try and tow him back into harbour.

Launch Seaman Morgan went forward to the bows and jammed the rope under a tyre fender and then Coxswain Llewellyn started working the boat stern first towards the harbour. As the tow started, the angler was being pulled under the water. It was obvious that in his weakened state he would soon let go, so Launch Seaman Morgan wrapped his legs around a stanchion, leaned right over the bow and grabbed the loop of the lifebuoy, holding on to it firmly although he was continuously being washed by the seas.

*Versatile* re-entered Ramsgate Harbour stern first at 0332 and was alongside the landing stage a minute or two later. Ramsgate lifeboatmen, policemen and ambulancemen were there to help the angler from the water and he was taken to hospital.

For this service the thanks of the Institution inscribed on vellum have been accorded to Trinity House Coxswain Malcolm H. R. Llewellyn and Launch Seaman Bryan L. E. Morgan.

## South Western Division

### French trawler

THE FRENCH TRAWLER *Floralie*, 30 miles off Trevose Head on a bearing of 287°, reported in the early hours of Friday October 17, 1980, that she had a serious leak and needed immediate assistance. HMS *Pollington*, 40 miles north of Land's End and within about ten minutes steaming of *Floralie*, set course for the casualty and at 0200 Padstow lifeboat, the 48ft 6in Oakley James and Catherine Macfarlane, was launched to help, the nearest port of refuge being Padstow; she was under the command of Coxswain Trevor England.

HMS *Pollington* rendezvoused with *Floralie* at 0127, but the trawler's skipper indicated that he would not abandon his vessel and intended to steam to Newlyn. With a force 8 gale blowing from north north west and seas up to 15 to 18 feet high, it was impossible to transfer men or pumps from the warship to the fishing boat. *Pollington* agreed to escort *Floralie* to Newlyn but asked for lifeboat help so that the fishing boat's crew could be taken off should she be in danger of sinking.

At 0231 Land's End Coastguard asked that St Ives lifeboat should be launched to escort the fishing boat, and when it became obvious that, with *Floralie* and *Pollington* steaming south at 8 knots for Newlyn, Padstow lifeboat would be involved in a stern chase and would probably not be able to catch up with the casualty, she was recalled. She was back on station and once again ready for service at 0600.

In view of the severe conditions at St Ives the honorary secretary and Coxswain Thomas Cocking made a very careful inspection of all the launching

gear, boat, carriage and tractor and all personal equipment of the crew before launching began.

The gale had now gone round to the north east. With only one hour to low water St Ives' lifeboat, the 37ft Oakley *Frank Penfold Marshall*, was drawn from her boathouse by tractor. Having crossed the harbour bottom, the boat was turned towards the sea and pushed across the beach, out beyond the pier and to the sea. There is a shallow bank clear of St Ives Harbour running south east, in line with the shore. At this stage of tide it is necessary to push the boat and carriage out to this bank so that the boat is launched over it into deep water. The sea was very rough with a heavy onshore swell.

As soon as the boat, carriage and tractor entered the water the crew and launchers alike were soaked with flying spray. While pushing the lifeboat through the relatively deep water, with a depth of about four feet, Head Launcher Jimmy Benney and Tractor Driver John Tanner had to withstand seas breaking over them, several of which could have washed them out of the tractor. By the time they reached the launching position, both men were soaked to the skin and extremely cold.

Carefully choosing the best wave formation, Coxswain Cocking gave the order to launch, the retaining chains to the carriage were released, the engine engaged ahead and the tractor backed towards the shore, thereby drawing the boat off the carriage. Despite all preparations, the unforeseen happened; one track on the tractor locked, the tractor slewed to starboard while the carriage and boat slewed to port.

The boat did not launch. Released from her carriage, she was lifted by a wave and set back on to her carriage out of line, landing with her keel between the carriage keelway and the bilge support. With great presence of mind, Coxswain Cocking put his engines to neutral, knowing that the propellers would be touching the wooden bilge keel supports. And with even greater presence of mind, Head Launcher Benney and Tractor Driver Tanner, although they would have been in great danger had the lifeboat been washed on top of the tractor, engaged ahead gear, straightened up the tractor and carriage and managed to hold everything straight while the lifeboat launched into the next trough.

At 0301 St Ives lifeboat set out on service and she rendezvoused with *Floralie* and *Pollington* at 0409, some eight miles north west by west of Pendeen Light and escorted them around Cape Cornwall.

At 0430, **Sennen Cove** lifeboat, the 37ft 6in Rother *Diana White*, which had launched under the command of Coxswain Maurice Hutchens at 0305, came up with the three vessels and, while St Ives lifeboat returned to station, together with the warship, she took over the escort of the trawler round

Gwennap Head and well into the lee of the land.

*Floralie*, with *HMS Pollington* still in company, entered Newlyn Harbour at 0743, where pumps were used to pump her out. *Diana White* returned to Sennen Cove at 0720 and was rehoused and ready for service at 0800, and *Frank Penfold Marshall* returned to St Ives at 0715 and was rehoused and ready for service an hour later.

For this service, framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Head Launcher Jimmy Benney and Tractor Driver John L. Tanner of St Ives, and a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Coxswain Thomas Cocking.

## North Eastern Division

### Over mud

WHILE PAYING a routine visit to Spurn Coastguard lookout on Saturday December 6, 1980, Superintendent Coxswain Brian Bevan of **Humber** lifeboat station was told, at 1912, that Hull Radio had reported two red flares sighted in the Foul Holme Sands area near Immingham; the tug *Lady Debbie* was investigating. After consultation with the duty coastguard officer, the coxswain decided to await a further report from *Lady Debbie* before launching.

A strong breeze, force 6, was blowing from the north west with frequent heavy snow showers and the temperature was below freezing point. It was two hours after high water.

At about 2000 *Lady Debbie* confirmed that a small boat was aground on Foul Holme Sands, but the tug could not get within three-quarters of a mile of the casualty because there was not enough depth of water. Coxswain Bevan decided to launch the lifeboat and at 2019 the 52ft Arun relief lifeboat *Edith Emilie*, on temporary duty at Spurn Point, slipped her moorings and headed west towards the casualty.

The lifeboat arrived at the scene at 2122 and a search was begun along the edge of the mud bank. The grounded boat, the converted ship's lifeboat *Nicholas*, was picked out by searchlight at 2130 when, through binoculars, the waving arms of her crew could be seen.

The wind was still from the north west, force 6. It was snowing and the tide had now been ebbing for 4½ hours. The sea was choppy and the lifeboat had to stand off in about ten foot of water at a distance of 400 yards.

The Y class inflatable dinghy carried by the Arun was lowered and, armed with a high-powered torch and a portable VHF radio, Crew Member Peter Jordan embarked as helmsman with Crew Member Dennis Bailey, Jnr, as his crew. It was still snowing as the two

crew members set out at 2142 and spray was being blown off the choppy sea. They approached as close as they could under outboard engine before hauling the inflatable dinghy a further 100 yards through the water on to the mud. They then walked the last 100 yards to the stranded boat through mud so thick and oozy that with each step taken they sank in a foot or more.

On reaching the casualty they found that she had an anchor cable around her propeller. After discussion by radio with Coxswain Bevan, it was decided to lay out another anchor to secure the boat on the rising tide and then to bring her two crew, both suffering from cold, back to the lifeboat. The owner, a man over 12 stone in weight, had an artificial leg, so that the only way to get him back over the mud to the inflatable dinghy was to carry him.

Dennis Bailey took the disabled man on his back with Peter Jordan steadying him and shining the torch ahead. Each step was made most difficult by the action of the soft mud and, by the time the inflatable dinghy was reached and the disabled man embarked, the two lifeboatmen were exhausted. However, the dinghy was re-launched and Peter Jordan restarted the engine while Dennis Bailey, almost up to his waist in mud and water, held the boat steady head to sea.

Back safely alongside the lifeboat, the helicopter strop kept on board and the electric winch were used to lift the disabled man from the dinghy, and then Crew Member Jordan returned to the mud bank to recover the second survivor and Crew Member Bailey. Both were picked up and all three men returned to the lifeboat wet through up to the waist, covered in mud and very cold. The inflatable dinghy was safely recovered at 2255. Then, using his local knowledge, Coxswain Bevan with expert judgement and precise navigation cleared the shoal area; there were dried out mud banks on both sides of the lifeboat and in places the water shallowed to only five feet.

The two men were landed at Spurn Point at 0125 and at 0138 the lifeboat was back on her moorings, refuelled and ready for service.

For this service the thanks of the Institution inscribed on vellum were accorded to Crew Members Peter Jordan and Dennis Bailey, Jnr. A letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Superintendent Coxswain Brian Bevan and his crew.

## North Eastern Division

### Two capsizes

A SMALL COBLE, *John Dory*, with four anglers on board was reported capsized close inshore off Cullercoats, 1½ miles north of Tyne Piers, on Sunday morning February 22. The message came to



Tyne Coastguard from the coble *Flying Spray* at 1013. A Sea King helicopter from RAF Boulmer already in flight on a training exercise off Beadnell was diverted to the scene of the casualty at 1015. Three minutes later the honorary secretary of Tynemouth lifeboat station was informed of the capsize and he replied that the D class inflatable lifeboat would launch.

It was one hour before low water with a moderate to fresh breeze, force 4 to 5, blowing from the south east and a moderate to heavy swell breaking as surf in places along the shore. There were occasional snow flurries.

At 1027 the inflatable lifeboat, manned by Helmsman Stuart Brown and Crew Members James Griffiths and Graeme Boyd, was reported under way. On clearing Tyne Piers she was forced to moderate her speed in the heavy going and continue on her way with caution. At 1033 Tyne Coastguard mobile passed a message advising her not to go in too close because very heavy seas were breaking and the helicopter had arrived.

By the time the inflatable lifeboat reached the scene of the capsize, at 1040, the helicopter had already winched up two men and a third was scrambling ashore. Nothing could be seen from the air of the fourth fisherman and at 1042 the helicopter reported that both the men she had picked up were in a critical state and needed to be flown to hospital immediately.

As the helicopter would be away from the scene, taking the survivors ashore, Tynemouth honorary secretary informed the Coastguard that the 52ft Arun lifeboat *George and Olive Turner* would launch in support of the D class inflatable lifeboat.

In the meantime the crew of the inflatable lifeboat decided that they were the only chance for the remaining man in the water and that they should go in towards the wreckage and search as best they could in the surf and among the rocks. Aware of the dangers, they inflated their lifejackets fully before making a first run in as close to the wreckage as possible. It quickly became clear just how difficult and dangerous searching in those waters was going to be: apart from the hazards presented by debris and ropes from the capsized boat, when in the bottom of a trough the crew could see the kelp and rocks under the surface. They took the lifeboat out into deeper water and then, with more knowledge of the lie of the land, made two more runs in, searching parallel with the rock ends.

Having received confirmation from the Coastguard that there was still one man missing, it was decided to make another run in. Just as the crew were turning the inflatable lifeboat ready for the run she was struck by an extra large wave, about 10 foot high, which was breaking along its length. It caught the lifeboat on her starboard quarter pivoting her on her port shoulder and capsiz-

ing her. Helmsman Brown was washed away clear of the lifeboat, Crew Member Boyd was trapped under the hull and Crew Member Griffiths was close alongside the boat.

James Griffiths was aware that Graeme Boyd was underneath the hull but was not able either to lift the boat or get under the sponson because of his inflated lifejacket. Graeme Boyd could not get out, at first, for the same reason. However, air was trapped in the fore-end of the boat under the canopy and, although he was being thrown against the anchor and the still 'talking' radio, there was enough air for him to regain his strength so that, choosing the right moment in rhythm with the boat's movement, he was able to force himself under the sponson.

Another large wave then struck the inflatable lifeboat and separated the two men. Graeme Boyd was washed away while James Griffiths, who had tried unsuccessfully to hang on to him, managed to climb on to the upturned hull and was washed on to the rocks; he managed to scramble ashore, keeping a firm hold on the inflatable lifeboat.

The helicopter had landed the anglers from *John Dory* and was on her way back when she heard on the radio that the inflatable lifeboat had capsized. As soon as she arrived she winched up Graeme Boyd and Stuart Brown and landed them on the rocks before continuing the search for the missing fisherman; he was eventually found but unfortunately had been trapped under water and was already dead. The three lifeboatmen were later taken to hospital for a check up and observation.

The 52ft Arun lifeboat had slipped her moorings in the River Tyne at 1055. By the time she arrived off Cullercoats at 1109 all the crew from the smaller lifeboat were safely ashore, but the Arun, unable to come close inshore herself to help search, stood by until the body of the missing angler had been landed on the beach at about 1120. She was back on her moorings ready for service at 1150.

Crew members from Cullercoats, a summer only D class lifeboat station, helped crew members who had come overland from Tynemouth to recover their boat. She was taken back by road to Tynemouth where a 40hp outboard engine waiting to be used on the station's new boarding boat was available. The inflatable lifeboat was checked and taken out on exercise before being placed on service again at 1700.

Meanwhile arrangements had been made through the duty staff officer at Poole headquarters for replacements to be sent to Tynemouth the next day. When they arrived the divisional inspector of lifeboat for the North East, Lt Alan Tate, was at the lifeboat station. Defective and missing items on the station's own boat were replaced and she was inspected and taken out on exercise to confirm that she could

remain on station. During this exercise the boat was called on service to a position half a mile north of the spot where the fishing coble had capsized on the previous day. Wind and sea were similar, and the boat and all her equipment worked perfectly: there was no need even to change the radio.

Sadly, one of the fishermen who had been rescued by helicopter did not recover, but died in hospital some days later.

For this service a letter signed by Rear Admiral W. J. Graham, director of the RNLI, expressing the Institution's appreciation to the crew of the Sea King helicopter, and in particular to Flight Sergeant Jock Menmuir, the winchman, was sent to the commanding officer of RAF Boulmer. Letters signed by Cdr Bruce Cairns, chief of operations, expressing the Institution's appreciation to crew members of Tynemouth and Cullercoats lifeboat stations were sent to the honorary secretaries, Mr K. Middlemiss and Mr R. J. Taylor.

## South Western Division

### Belgian trawler

LAND'S END COASTGUARD informed the honorary secretary of Penlee lifeboat station at 0200 on Wednesday March 19, 1980, that the Belgian trawler *Normauwil* was stranded near the north arm of Newlyn Harbour, a mile north north west of the station. She had a crew of seven. Maroons were fired at 0205 and at 0212 Penlee's 47ft Watson lifeboat *Solomon Browne* was launched from her slipway under the command of Coxswain William Richards.

A strong breeze, force 6, was blowing from the south east. The sea was rough with a moderate to heavy swell and visibility was only fair.

Course was set north north west and the lifeboat came upon the casualty at 0220. *Normauwil*, a beam trawler of about 90ft in length and fully laden with 100 tons of fish, had attempted to leave Newlyn Harbour at low water on a spring tide. She had struck bottom and, each time she lifted on a crest, the south-easterly swell had carried her shorewards on to the rocks immediately east of Newlyn East Pier. She was being swept by the heavy seas.

Coxswain Richards brought his lifeboat head to sea, dropped his anchor in about three fathoms of water and paid out his cable to veer down towards *Normauwil* stern first. As the crew of the trawler did not appear to want to abandon their vessel, and as it would have been extremely hazardous to try to transfer them to the lifeboat, *Solomon Browne* passed a line across hoping at least to hold the fishing boat stern up to the wind and sea until the tide flooded.

The line parted, but a second attempt was made and this time a wire was sec-



ured to the quarter posts of the lifeboat. During this time seas were sweeping the foredeck of *Solomon Browne*.

With the tide starting to flood and with *Normauwil's* engine going astern, *Solomon Browne's* engine going ahead and the lifeboat also heaving in on her anchor, the fishing boat moved a few feet seawards each time she lifted on a crest of the swell. The lifeboat was pitching heavily and on one particularly heavy swell the taut wire from the trawler pulled away the drogue fairlead and smashed the bulwark of the lifeboat. When the trawler came clear of the rocks, she surged astern and passed the lifeboat, which slipped the wire.

*Normauwil*, confident that no damage had been done, did not return to Newlyn Harbour but immediately sailed for Belgium. *Solomon Browne* moored in Newlyn Harbour at 0325, ready for service. She was unable to return to her own boathouse until 1000 on Friday March 21 because of the continuing onshore swell.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Coxswain William T. Richards.

## Eastern Division

### Two maydays

FOLLOWING A MAYDAY from the yacht *Penita* received by Dover Coastguard on Friday August 29, 1980, *Ramsgate* lifeboat, the 44ft Waveney *Ralph and Joy Swann*, launched at 2330 under the command of Second Coxswain Derek Pegden, the coxswain being on leave. The ferries *Lion* and *Free Enterprise* were alerted and a helicopter also joined the search.

It was a cloudy night with a near gale, force 7, blowing from the south west and the seas were rough. It was three hours after high water.

*Penita*, which had suffered a broken mast while on passage from Nieuport

*Guiding Hand* on fire north east of Ramsgate.

to Dover with five people on board, was not found in her first reported position. She was, however, in radio contact with the two ferries and after she had fired a flare to give a cross bearing, she was found five miles away.

The lifeboat was alongside at 0120 and two lifeboatmen boarded the yacht to help her exhausted crew. With Crew Member Michael Pett in charge, they cut away the broken mast and rigging, secured a tow and tended the yacht on the long passage back to Ramsgate. Harbour was reached at 0625 and the lifeboat was once again ready for service at 0650.

At 1233 on Tuesday November 18, a mayday was received by Dover Coastguard from the trawler *Guiding Hand*, on fire six miles north east of Ramsgate. Her four crew were fighting the fire. A helicopter was scrambled from RAF Manston, the Trinity House pilot boat *Vedette*, already at sea, and two other vessels, *Marshlea* and *Sand Skua*, made for the trawler to stand by and Ramsgate lifeboat, *Ralph and Joy Swann* launched at 1246 under the command of Coxswain Ronald Cannon.

The weather was fine with very good visibility, but a near gale, force 7, was blowing from west north west. It was four hours after high water and the sea was moderate.

By the time the lifeboat reached the casualty at 1317 her crew of four had been airlifted to Manston, but *Guiding Hand* was ablaze in her engine room and wheelhouse and she was still under full trawling speed with her trawl out. Four lifeboatmen, A. Bray, Dennis Cooper, Timothy Hurst and William Davies, were put on board to fight the fire and get way off the vessel, which was found to be on a collision course with North Goodwin Lightvessel.

While Crew Member Cooper hosed down the wheelhouse, Crew Member Davies, a marine engineer, broke the window, reduced the revs and, although he could not stop the engine, took it out of gear. Crew Members

Bray and Hurst, both ex-trawlermen, cut and buoyed off the trawl.

Then, with the heat increasing, Coxswain Cannon took off the four lifeboatmen and, with *Guiding Hand* under long tow, set course for more sheltered waters where further efforts to damp down the fire on deck could be made and gas cylinders moved forward out of danger.

Meanwhile, Kent firemen had been called to Ramsgate East Pier. When it was safe to do so, at 1515, the lifeboat towed *Guiding Hand* alongside the pier where the Fire Brigade took over. It was half an hour before the trawler's engine could be stopped and it was after 2200 when the fire was finally put out.

The lifeboat was back on her moorings and ready for service at 1605.

A letter signed by Cdr Bruce Cairns, chief of operations, was sent to Captain T. R. Phinn, Ramsgate station honorary secretary, expressing appreciation to all the lifeboatmen who had taken part in these two services, and in particular, for the first service, to Crew Member Michael Pett, and for the second, to Crew Members A. Bray, Dennis Cooper, Timothy Hurst and William Davies.

## South Western Division

### Small tanker

AT 2135 ON Friday January 9 Hartland Coastguard asked *Clovelly* lifeboat to stand by ready to launch to go to the help of a small tanker, *mv Pass of Dirriemore*, laden with chemicals. She was disabled with mechanical failure midway between Hartland Point and Lundy Island and drifting south. There were 12 people on board.

The request to launch came at 2207 and by 2218 *Clovelly* lifeboat, the 71ft *Clyde City of Bristol*, had slipped her moorings and, under the command of Staff Coxswain Roger Smith, set course to intercept the tanker, now nearly five miles west north west of Hartland Point.

It was a squally night with a gale, force 8, gusting to strong gale, force 9, blowing from north north west. The seas were rough.

When *City of Bristol* reached *Pass of Dirriemore* the tanker was about five miles west of Hartland and Coxswain Smith checked the set and rate of her drift; she was being carried at 2 knots parallel to the coastline. Arrangements were made for a tug to come from Milford Haven as soon as possible; her expected time of arrival was 0530.

By 0045 on January 10 the tanker was about 6½ miles south west by west of Hartland Point, but as the strength of the tide decreased the wind began to have relatively greater effect, driving the disabled vessel towards the coastline. At 0145 her master was told that he had about an hour and a half before

*continued on page 213*



# ANNUAL GENERAL MEETING

## and presentation of awards

ROYAL FESTIVAL HALL, LONDON, TUESDAY MAY 12

### 1980: 1,215 people rescued; nearly £12 million raised

TUESDAY MAY 12 was the day of the RNLI's 1981 annual general meeting of the governors and annual presentation of awards and, as usual in recent years, the setting was the Royal Festival Hall on the South Bank of the Thames. These are the meetings at which the Institution reviews its activities for the past year and takes pleasure in recognising the gallantry of its lifeboatmen and the dedication of its fund raisers. They also provide the one opportunity in the year for lifeboat people from all parts of Great Britain and Ireland, both round the coast and inland, to meet together. Discussion is certainly not confined to one formal meeting: it continues on the embankment, on the balconies, in the foyers and in the restaurants at any spare moments throughout what is always a valuable, interesting and above all a very happy day.

It was particularly gratifying to the Committee of Management that attendance at the morning meeting of the governors was higher this year than ever before. So many governors wished to be present, in fact, that the Purcell Room originally booked was not large enough to hold everyone and the Institution was most grateful that the Festival Hall authorities were able to make the main auditorium available for the meeting at extremely short notice and at no extra cost.

\* \* \*

Welcoming the governors to the annual general meeting, which started at 11.30 am, the Duke of Atholl, chairman of the Committee of Management, told them what a pleasure it was to see such a good attendance:

*'Thank you for coming and thank you all for giving such a practical demonstration of the active and personal interest taken by our governors in the well-being of the lifeboat service.'*

The minutes of the previous year's meeting, held on Thursday May 22, 1980, were agreed and signed. Then, before reporting on the Committee of Management's stewardship of the Institution during 1980, the Duke of Atholl welcomed Mr Michael Vernon, who had joined Vice-Admiral Sir Peter Compston as a Deputy Chairman, and he also welcomed three new members co-opted to the Committee of Management: Mr J. N. C. James, a chartered surveyor, Mr Christopher Lucy and Commandant S. V. A. McBride. The Chairman continued:

*'Without question, 1980 was a year of*

*great achievement for the RNLI. The number of calls made upon our lifeboats and the number of lives saved were both higher than for several years. In all, 1,215 people were rescued from the sea. Now it is very easy to stand here and give that figure. The words are spoken in a moment, but they represent nearly 3,000 rescue missions and many, many hours of unrelenting endeavour, often in extreme cold, extreme discomfort and immediate danger. This afternoon, medals for gallantry will be presented to nine lifeboatmen for outstanding services. But, as always, in 1980 all the RNLI's coxswains and crews did whatever was asked of them and their dedication and skill cannot be praised too highly.'*

Nearly £12 million had been needed in 1980 to support the work of the lifeboat crews:

*'In a time of deep recession the RNLI looked to its fund raisers once again to step up their efforts and raise almost one million pounds a month. And they did it. That this target was reached is a magnificent tribute to our voluntary system and it enabled the Institution to continue to provide our usual lifeboat cover round the coasts of Britain and Ireland.'*

*'To maintain such cover involves operating a station fleet of 258 lifeboats backed up by a relief fleet of some 78 boats; 336 in all. They vary in size and complexity and, of course, in capability, but from the 16ft D class inflatable to the 70ft steel Clyde class, each lifeboat not only has her own individual lifesaving rôle to play, but, complementing the boats at her flanking stations, must fit into the overall pattern of operational cover. In the disposition of the fleet, all sections of the coastline come under regular review, careful study being given to the needs of each locality and of the area as a whole. In this way it is possible to allocate to every station the type of lifeboat most appropriate to its requirement; the boat which can do the necessary work with the greatest efficiency and with the greatest economy. Thus, the hard work of the fund raisers, the generosity of the public and the good husbandry of those who guide the policy of the Institution go hand in hand in providing the lifeboatmen with the right tools for the job.'*

The income of the Institution in 1980 had amounted to £11,886,652, made up of innumerable contributions ranging from a few pounds painstakingly earned by small children to most generous gifts from individual people and from associations and foundations to help with new boat construction. The Institution's branches and guilds, said the Duke, continued to provide the solid bedrock of support, each year introducing new and imaginative ideas

to add to the traditional fund-raising pattern. . . .

*'Each year, from what I see, they seem to achieve the almost impossible feat of working harder, with more enthusiasm and with ever more enjoyment.'*

A large proportion of income, the Chairman continued, comes from legacies, an expression of practical goodwill towards the lifeboat service engendered by deep admiration for the work of the RNLI's crews and respect for the dedicated efforts of station personnel and branch and guild members. . . .

*'Let me give you just one example. Some time ago, ex-Coxswain Richard Evans of Moelfre, well known to so many of us here, was interviewed by Michael Parkinson on one of his regular television programmes. As a direct result from that one appearance a number of donations and at least one substantial legacy have already been received.'*

Funds, the Chairman continued, had come in from many sources: the RNLI's quarterly national lotteries had brought in some £100,000, the turnover from the sale of souvenirs, gifts and Christmas cards had exceeded one million pounds for the first time, and the income from Shoreline subscriptions and donations exceeded half a million pounds. Shoreline membership, he continued, now stood at more than 75,000. From the time of the foundation of the scheme in 1969 the subscription had remained at £3. Now, however, in view of the inflation of the intervening years, it had been decided that this amount should be increased from next November to £5 for individual members and £7.50 for family membership:

*'I think it will be generally agreed that these are very reasonable amounts and I would most earnestly ask all of you to do whatever you can to encourage an increase in Shoreline membership, which gives the Institution an assured source of income.'*

The Duke went on to speak of the greater potential advantages from covenanting which had been made possible for the RNLI, as for other charities, by the Finance Act of 1980, and he urged all lifeboat supporters seriously to consider covenanting their subscriptions, if they had not already done so; Poole headquarters would be happy to supply full details. On the other side of the coin, 1980 was the first full year in which the effects of the increase in the rates of VAT had been felt, giving the RNLI a total VAT bill of

almost £300,000 for one year, in spite of zero rating on the building and maintenance of lifeboats. . . .

*'The Institution will continue to make representations, individually and collectively with other charities, to the relevant authorities to minimise the effect of VAT so that our supporters can be assured that the money they donate will be spent on our vital lifesaving service.'*

At the end of 1980, by careful control over the Institution's finances, a small surplus of income over expenditure, amounting to some £377,000 had been achieved, and the Institution's free reserves represented 17 weeks expenditure at 1980 levels or 14 weeks at projected 1981 levels. Although better than last year, these were nevertheless slim working margins:

*'This leaves no room for complacency for the job of the RNLI is not only to operate the present lifeboat fleet, but also to make provision for the future. While we maintained our boatbuilding programme in 1980, it is planned to accelerate this programme in 1981 with the introduction of more lifeboats to modern designs.'*

*'One of the greatest advantages offered to lifeboat crews by the advances of marine technology is increased speed. At one end of the scale, in our present fleet, we have our small high speed D class inflatables and Atlantic 21 rigid inflatables which, incidentally, between them now carry out rather more than half the RNLI's rescues. At the other end of the scale are the fast afloat Arun, Thames and Waveney class lifeboats, more than 40 of which are now on service or being built. . . .*

*'Speed is also one of the attributes of the three new types of lifeboat at present under development: the rigid inflatable RNLI Medina, the Brede and the Fast Slipway boat.'*

The building of the two Fast Slipway boat prototypes had begun in 1980, while evaluation trials of the Medina and Brede were still continuing.

*'We have learned a great deal about these two boats in the past twelve months and progress has been made, but development of high performance boats of this kind, intended for lifesaving work in the most extreme weather, is inevitably slow. There can be, I am sure you will agree, no short cuts; but a second boat of each class is now being built incorporating lessons already learnt. . . . Like the*

*Medina and the Brede, the Fast Slipway lifeboat will be breaking new technical ground in the interest of improving the lifeboat service and a lengthy period of evaluation and development must be expected to follow her launch.'*

The Duke spoke of another important aspect of the Institution's technical work, the adaption of equipment in self-righting lifeboats to make sure that, should they ever be capsized at sea, once they had righted they could return safely to their stations, or even continue on service; this was an improvement on the equipment originally envisaged in 1971 and 1972 when self-righting alone was the sole concern. The Duke also reported that, as it was obviously desirable that when the time came for a station lifeboat to go into a boatyard for survey or refit she should be replaced temporarily, if possible, by a similar type boat, both Arun and Waveney class lifeboats were now being built for the relief fleet.

To the obvious approval and pleasure of the governors present, the Duke of Atholl then announced that from January 1, 1982, a long service badge was to be introduced for crew members and shore helpers who had given active service for 20 years or more. It would not be possible to make retrospective awards of this badge, but it was hoped that it would become established as a welcome recognition of devoted service.

Such devotion pervades the service, said the Duke. It had been with great sadness that he had learned earlier in the year of the death of Admiral Sir Angus Cunningham Graham, who had served on the Committee of Management and the Scottish Lifeboat Council for a quarter of a century, and also, more lately, of the death of one of the Institution's Irish committee members, Commodore Peter Kavanagh, who had recently retired as head of the Irish Navy.

*'The way in which they devoted their considerable energies to the RNLI is mirrored throughout Britain and Ireland by thousands of other people who spend countless hours working voluntarily to support the Institution.'*

*'Our target must be to spread this support, which comes in so many different*

*ways. May I leave one particular aim with you for 1981? That we should seek to increase our covenanted subscribers through Shoreline membership and thus raise our solid base of regular annual income.'*

The Chairman concluded:

*'Any company chairman, reporting to his shareholders on his firm's performance for 1980, would be proud to reflect on the results I have announced today. . . . The RNLI faces the challenge of increasing its income to over £14 million in 1981, and even in these difficult times I am confident that this can, and will, be done.'*

When questions were invited, Captain P. K. C. Harris asked how much it cost to send out notices of the AGM to governors, and whether there might not be an alternative way of making this information known. Answering the question, prior notice of which had been given, the Chairman replied that, with 9,100 governors, it cost £1,046.50 to circulate advice of the AGM by second class post. To effect a measure of economy, therefore, an advance notice of next year's meeting would be printed in the autumn issue of THE LIFEBOAT, circulated to all governors; an application form for tickets would be sent out with the winter issue of the journal. The Duke of Atholl suggested that governors should note that the 1982 AGM would be held at the Royal Festival Hall on Tuesday May 11.

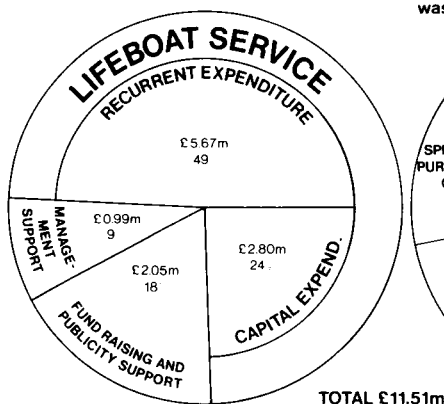
Mr P. R. Threlfall, chairman of Wellington branch, asked why the Shoreline members' subscription had been increased without the matter being put before the governors, since before the governors' subscriptions had been raised the increase had been debated at the AGM. To this question the Chairman replied that the governors' subscriptions were laid down in the byelaws of the Institution, which could only be altered with the approval of the governors; there was nothing about Shoreline membership in the byelaws, however, and a change in the subscription was the concern of the Committee of Management.

There being no further questions the Report and Accounts for the Institution for the year 1980 were then agreed by the governors.

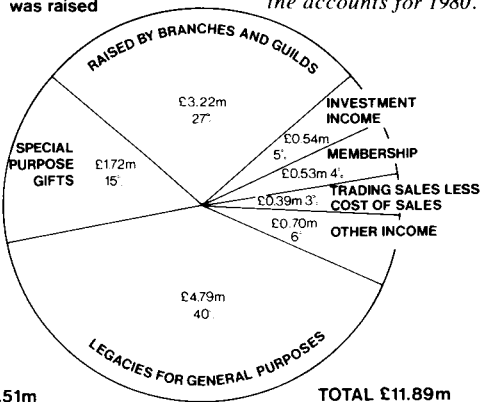
Elections followed of the President, HRH The Duke of Kent; the Vice-Presidents, the Treasurer, the Duke of Northumberland, and the Deputy Treasurer, Mr David Acland; and members and ex-officio members of the Committee of Management. These elections were all agreed unanimously with a show of hands. Price, Waterhouse and Company were then elected auditors for the coming year.

Before the meeting ended the Duke of Atholl announced that John Atterton, Deputy Director of the Institution, would be retiring at the end of the year. He had been connected with the RNLI for 45 years in all capacities, starting as

What it cost in 1980



How the money was raised



A visual summary of the accounts for 1980.

office boy and graduating to Deputy Director; a remarkable record. The Duke's good wishes for a long and happy retirement were met by a warm response of applause from everybody present.

There being no other business, the Chairman declared the meeting closed.

\* \* \*

A vast concourse of lifeboat people filled the auditorium of the Royal Festival Hall for the afternoon presentation of awards meeting, during which three silver and six bronze medals for gallantry were presented to lifeboatmen, while honorary life governorships, bars to the gold badge or the gold badge were presented to voluntary workers who had over many years devoted their lives to the furtherance of the lifeboat service. This is the crown of the year, when the Institution can pause to take stock and to recognise with great pleasure those whose contributions in its service have been outstanding. The Duke of Atholl, Chairman of the RNLI, welcomed everyone with the heartening words:

*'In a world full of troubles, it is most gratifying to be able to report yet another year of great success for the Institution. From the time of its foundation the RNLI has been magnificently sustained by the enthusiasm, loyalty, dedication and skill of the whole family of lifeboat people. It is a tradition of great worth, and is as alive and strong today as every it was in the past. . . .*

*'During 1980 our lifeboat crews and fund raisers did all that was asked of them and, as a result, 1,215 lives were rescued from the sea, the highest number for five years. Our fleet of over 300 station and relief lifeboats is in good shape, our crews are in good heart and we are entering 1981 with a small financial surplus having raised, for the first time, practically a million pounds a month. All the figures are before you in the Annual Report, but we might pause to reflect that 2,844 services meant that our lifeboats were at sea for more than 5,000 hours and that one third of the services were carried out in the hours of darkness.'*

Although there had been an increase in the number of rescues from pleasure craft in recent years, the lifeboat service, the Duke pointed out, was as vital as always to merchant and fishing fleets; the three silver medals which would be presented later in the afternoon to the coxswains of Troon, Stornoway and Sheerness were for services to a dredger, a trawler and a radio ship, and in these rescues 38 people had been saved:

*'Indeed, at Sheerness even the ship's canary was taken off, though we have not included this in the total of lives rescued for the year.'*

No lifeboatman had, happily, lost his life on service during 1980 but, the Duke continued, the Lifeboat Memorial Book which was on display in the Festival Hall foyer was a salutary reminder of those who in the past had given their lives trying to save others

and also that the seas the lifeboatmen face do not change:

*'We must continually strive to provide the finest boats and equipment available. Last year I said that the 1980s would be the decade of speed and this is one of the prime requisites of the three new types of boat at present undergoing development. For the casualty, the early arrival of the lifeboat can be a matter of life or death. For the lifeboat's crew, a quick passage in a sheltered cabin means that they will arrive efficient, warm, dry and less tired than they might otherwise have been.'*

Developing a high performance boat of a new design to the point where she can be established as an operational lifeboat on station took time. The RNLI Medina and Brede were still on trials to make sure that they were thoroughly evaluated and the prototype Fast Slipway boats now building would also take some time to be fully tried and tested. But, continued the Duke . . .

*'This is a process that we have been through in recent years with the Arun and the Atlantic 21, and in both these classes the full and careful development undertaken has resulted in a highly successful lifeboat.'*

The Duke then spoke of the support given to the boatbuilding programme by the generous gifts from both individuals and from bodies such as the Civil Service and Post Office Lifeboat Fund and the Freemasons of England, and of the increase there had been in income from legacies, from the results of the hard work of branches and guilds and from the growing Shoreline membership.

He then went on to speak of two events in 1980 which had brought the work of the lifeboat service to the notice of large numbers of the general public, thus attracting new support; the television appearance of Coxswain Brian Bevan of Humber on 'This is Your Life', watched by 18 million viewers, and the RNLI charity race day at Ascot in September, which made a profit of more than £65,000.

The Duke then turned to the work of the RNLI as the Secretariat of the International Lifeboat Conference and to the free exchange of lifeboat knowledge which continues throughout the world. . . .

*'We are privileged and very pleased to have with us this afternoon representatives from lifeboat societies in West Germany, Holland, Norway, Sweden and the United States of America. . . .'*

In recent months crews from Portugal had come to the RNLI Cowes base for a training course on Atlantic 21s; an ex-RNLI lifeboat had been sold to Chile; and delegations had come to visit the Institution from as far away as India and Algeria. The RNLI was also helping to plan the next International Lifeboat Conference which would be held in Sweden in June 1983.

Sea rescue, the Duke continued, was a matter of national and international co-operation and there were many

other voluntary lifeboat societies overseas which, like the RNLI, co-operated on equal terms with the official authorities and government services of their countries concerned with search and rescue at sea. Speaking of all the services with which the RNLI worked he said:

*'But at the heart of the organisation in Great Britain, the co-ordinating body is Her Majesty's Coastguard. The vast majority of lifeboat calls come through the Coastguard, a sister service with which we work closely at both national and local levels.'*

It was, therefore, said the Duke, a particular pleasure that the guest speaker for the afternoon was Lt-Cdr J. T. Fetherston-Dilke, the Chief Coastguard. Commander Tim Fetherston-Dilke was given a very warm welcome by everyone present before the Duke of Atholl, his opening speech concluded, presented the awards for gallantry.

**Coxswain/Mechanic Richard Hawkins, Great Yarmouth and Gorleston: bronze medal**

On December 22, 1979, the 44ft Waveney lifeboat *Khami* rescued the crew of two of the fishing vessel *St Margarite* aground on Scroby Sands in a strong north-easterly breeze, force 6. On hearing that the casualty was in danger of breaking up in heavy seas, Coxswain Hawkins headed towards her directly across the sandbanks. Two approaches to the casualty had to be made, one man being taken safely on board on the second attempt. The other man jumped but missed the lifeboat; he was hauled on board by the crew as Coxswain Hawkins manoeuvred *Khami* to prevent him being crushed between the two boats. The lifeboat returned on the rising tide and took the casualty in tow to Gorleston Harbour, but she later sank at moorings.

**Helmsman Robert Reynolds, Cardigan: bronze medal**

On August 15, 1980, Cardigan's 16ft D class inflatable lifeboat launched to the aid of a motor cruiser in serious difficulties on Cardigan Bar, with four people and a dog on board. Heavy breaking seas reduced visibility. On the first approach Helmsman Reynolds skilfully manoeuvred the lifeboat so that a young boy and the dog could be taken on board. The boat's owner was taken off on the next run in and then the lifeboat made for the shore and landed these two survivors before returning to the casualty. To rescue the two remaining survivors the helmsman drove the lifeboat hard on to the casualty's deck and his crew members hauled the two people on board. The lifeboat then cleared the bar to seaward before returning to the beach through even more treacherous seas.

**Helmsman Graham White, Withernsea: bronze medal**

On August 30, 1980, a three-man div-





The medallists: (l. to r.) Coxswain/Mechanic Malcolm Macdonald, Stornoway; Coxswain/Mechanic Ian Johnson, Troon; Coxswain/Mechanic Charles Bowry, Sheerness; Helmsman Roger Trigg, Southwold; Helmsman Alan Coster, Lymington; Helmsman Frank Dunster, Hayling Island; Helmsman Graham White, Withernsea; Helmsman Robert Reynolds, Cardigan; and Coxswain/Mechanic Richard Hawkins, Great Yarmouth and Gorleston.

ing party was reported overdue and Withernsea's 16ft D class inflatable lifeboat launched to their assistance. There was a north-westerly near gale, gusting to gale force 8. Helmsman White headed for a well known wreck area making best possible speed in following breaking seas. The diving boat was soon sighted. In deteriorating weather the helmsman realised that the surf on the beach would be increasing making the return more difficult. Shouting instructions to the men that they should leave their boat and jump immediately into the lifeboat as she came alongside, the helmsman manoeuvred the inflatable around the boat's stern and came alongside head to sea. All three men jumped into the lifeboat within seconds. The weather was now north-westerly force 8 with 10ft breaking seas. The additional weight in the boat made handling difficult, and by now the sea conditions at the beach were extremely dangerous. With considerable skill, Helmsman White timed his approach and drove the lifeboat through the surf but was carried by heavy breaking seas into a nearby breakwater. Shore helpers rushed into the water and hauled boat and men to safety.

**Helmsman Frank Dunster, Hayling Island: bronze medal**

On December 14, 1980, Hayling Island's Atlantic 21 class lifeboat launched to the aid of *Fitz's Flyer*, a yacht in danger of being driven on to a lee shore by south-westerly gale force winds. Around Chichester Bar Beacon waves were up to 15ft high and visibility was poor in driving spray and pouring rain. With heavy seas forcing the two boats apart, it was necessary to approach the casualty eight times before all four of her crew were safely aboard the lifeboat. On two occasions the lifeboat's twin engines stalled as she fell into deep troughs but were restarted immediately by the crew.

With seven people on board the return journey to Hayling Island was made at considerably reduced speed. Helmsman Dunster and one crew member later had hospital treatment for injuries sustained during the service.

**Helmsman Alan Coster, Lymington: bronze medal**

On December 17, 1980, the Yarmouth bound ferry relayed a message to Lymington Harbour Office that a fishing vessel *Al Mor* was in difficulties at the river mouth. The assistant harbour master, Alan Coster, and a colleague went to investigate in the harbour launch. They found the casualty in an inaccessible shoal area being driven on to a lee shore, but were unable to help. Both men being members of the lifeboat crew, they returned to the lifeboat station. The Atlantic 21 class lifeboat was soon launched under the command of Helmsman Coster and made full speed to the river entrance where a southerly gale force wind was causing rough seas in the shallow waters. Illumination flares showed the casualty to be settling lower in the water with seas breaking over her. It was impossible to approach her, so Helmsman Coster gave command of the lifeboat to one of his crew and slipped overboard to swim the 20 yards to *Al Mor*. As he reached the bank the casualty sank and the survivors jumped on to the mud. He led the two men through the half mile of marshes, mud and gullies to rendezvous with the Atlantic 21 at Pylewell, from where they were taken safely ashore.

**Helmsman Roger Trigg, Southwold: bronze medal**

On January 16, 1981, Southwold harbour master, Roger Trigg, a member of the lifeboat crew, was advised that a local fishing vessel, *Concord*, had broken down east of the harbour entrance and was dragging her anchor in heavy seas. He immediately

advised the Coastguard and the vessel's owner. Southwold's Atlantic 21 lifeboat was launched with Helmsman Trigg in command and three crew members on board. A gale was blowing from south south east and the heavy north-easterly swell caused very dangerous, confused and breaking seas over the harbour bar. The fishing boat's owner launched MFV *Broadside* to assist and after a lifeboat crew member had been put aboard *Concord*, *Broadside* took the casualty in tow with the lifeboat escorting. Nearing the harbour entrance the tow parted injuring the lifeboatman on board *Concord*, which was rapidly driven aground on an offlying bank. Helmsman Trigg drove the lifeboat through the heavy 12ft seas to try to take off survivors. The tow was, however, re-passed and the helmsman drove slowly clear in confused and heavy seas with the casualty made fast astern. Once clear of the shoal area, the lifeboat transferred the tow back to *Broadside* and escorted the two boats to Lowestoft. In the gale conditions and heavy seas the tow parted four times, the lifeboat re-passing the line on each occasion.

**Coxswain/Mechanic Charles Bowry, Sheerness: silver medal**

On March 19, 1980, the radio ship *Mi Amigo* was reported to be dragging anchor in the vicinity of Long Sand Beacon. The 44ft Waveney lifeboat *Helen Turnbull* launched immediately and in an easterly strong gale, force 9, headed down the Thames Estuary against the flood tide. Driving spray and heavy seas made it necessary to reduce speed. The lifeboat crossed into Black Deep and the casualty was sighted, aground on Long Sand shoal. It was decided that the lifeboat should stand by until the vessel refloated on the rising tide. Three hours later *Mi Amigo* refloated but could not start her pumps and she was rolling and pitching violently, shipping heavy seas overall. Coxswain Bowry brought the lifeboat towards the casualty. Thirteen approaches had to be made before all four survivors were safely taken off, and soon after the lifeboat had pulled away, *Mi Amigo* sank.

**Coxswain/Mechanic Ian Johnson, Troon: silver medal**

On September 12, 1980, the Dutch dredger *Holland I* was in danger of parting her moorings off Irvine Harbour in a westerly gale. *Connel Elizabeth Cargill*, Troon's 44ft Waveney lifeboat, launched to her aid. Visibility was poor and, with the weather deteriorating, heavy seas laid the lifeboat on her beam ends several times during the passage. On reaching the dredger Coxswain Johnson told his foredeck crew to secure themselves by lifelines and then he approached the casualty. The wind was now storm force 10. Closing the casualty, carefully

avoiding anchor cables, one survivor was taken off despite the fact that the lifeboat struck the dredger's superstructure heavily. Four more approaches were made, one man being taken off each time. After an uncomfortable return journey, heavy confused seas made the harbour entrance extremely hazardous.

#### **Coxswain/Mechanic Malcolm Macdonald, Stornoway: silver medal**

On September 29, 1980, Stornoway's 48ft 6in Solent lifeboat, *Hugh William Viscount Gough* launched on service to the motor fishing vessel, *Junella*, aground on rocks north of the Isle of Skye. A southerly gale was blowing with very poor visibility and the lifeboat encountered very heavy seas during the three-hour passage. The casualty was hard on the rocks with her bow high above water, but with heavy breaking seas swirling round her stern. Her sister ship stood by and illuminated the area. Coxswain Macdonald manoeuvred the lifeboat to *Junella's* starboard quarter and held her bow against the pilot ladder for over 40 minutes while her 29 crew clambered down the ladder and leapt on to the lifeboat's foredeck. A Sea King helicopter arrived and helped with illumination. When all 29 survivors were on board the long passage back to Stornoway was begun, with Coxswain Macdonald continually at the wheel of his heavily laden boat.

After the presentations for gallantry, Commander Fetherston-Dilke rose to move the resolution:

*'Your Grace, My Lords, Ladies and Gentlemen. In inviting me to move the resolution before you on the order paper this afternoon, you confer on the service which I represent, a mark of friendship which will be very warmly appreciated by all who serve in Her Majesty's Coastguard.'*

*'For me personally, it is not only a privilege, but it actually represents promotion. It is a very long step from a village in Suffolk up to the Festival Hall. In that village in Suffolk, the ladies' lifeboat guild, who kindly provided my last RNLi audience, very sensibly determined the length to which their speakers continued by an orchestration of tea cups from behind the scenes just at the moment when their interest flagged. I don't believe that happens in the Festival Hall. If, by any chance, any of that audience are here this afternoon, I seek their indulgence.'*

*'I believe it would be appropriate though, to go back to the theme of my talk in that village, which was to emphasise that it must be unique for two services, one state and one voluntary, and both established in the first quarter of the nineteenth century, to achieve and maintain over a period which now approaches 160 years, the degree of harmonious and successful co-operation which we enjoy today.'*



*Lt-Cdr Tim Fetherston-Dilke rose to move the resolution. photograph by courtesy of David Trotter*

*'Throughout its long history the Institution has maintained a single objective of preserving life and property at sea. By contrast the Coastguard, being an instrument of Government, has been required to perform a wide variety of rôles, including that of protecting the revenue, providing a reserve of manpower for the Royal Navy and also a shore signalling service, and there was a period in which Coastguards were given military drill for suppressing riots. We've stopped doing that. Up until 1923, lifesaving was, in fact, a secondary, though none the less active function of the Coastguard service. And as well as manning the Board of Trade lifesaving apparatus round the coast of the United Kingdom, at many stations Coastguards formed not only launchers of RNLi lifeboats, but also went as lifeboat crews. For the past 60 years, that is since the Admiralty handed the Coastguard Service over to the Board of Trade, both the Institution and the Coastguard have pursued a common aim. And in recent times each of us has had to develop new policies to meet the changing needs for rescue around the coast, and to take account of the advance of technology.'*

*'The public demand for rescue has mushroomed with the immense growth of private ownership of boats and our records, which follow the pattern of the RNLi's, show that over the past 12 years, there has been a nearly three-fold increase in the number of persons who have received assistance from the sea rescue services. This demand, as you know, led in the '60s to the creation of the Institution's inshore lifeboat fleet, and latterly to the provision of the fast offshore lifeboats, and for our own part we have had to redeploy the regular Coastguard resources to better effect in order to provide the co-ordination capability which is now needed. This has been made possible by the development, during the past five years, of a very comprehensive radio communication system covering our coastal waters, and also by expanding the rôle of our eight and a half thousand auxiliaries.'*

*'The public and mariners generally have also made a very significant contribution, and it is now becoming unusual that craft in difficulties in sight of the coast are not promptly reported to the Coastguard by observant people.'*

*Concentration of more of our small regular strength at the rescue centres has of course led to there being fewer coastguards actually on the coast between. And I accept that no one likes to lose either his village policeman or his local coastguard. He is, in fact, still there, but he is more likely these days to be an auxiliary coastguard, who often has the great advantage of being born and bred in the locality, and knows the coastline like the back of his hand, in the same way that lifeboat crews have an intimate knowledge of their inshore waters.'*

*'I suggest that in this country you can compare the search and rescue organisation to a national football team. The players belong to, and have pride in the traditions of their own clubs, but when they are called out on to the field, they are no longer individual lifeboatmen, coastguards, helicopter pilots, radio station operators or masters of vessels, but they are members of a team working together towards the same goals of saving life. This team work is vital and can only be ensured by the maintenance of the close bonds between the services.'*

*'I recall just one very simple example of this team work when the Coastguard of Southend-on-Sea, as dusk was falling, received a telephone call from a distraught mother whose errant daughter had put to sea in the Thames Estuary with a young man whose intentions gave rise to serious parental concern. The co-operation of Southend RNLi was immediately forthcoming, and within minutes, the persuasive personality of the ILB helmsman was sufficient to extract the damsel from her predicament and to leave a disconsolate young man to continue a lone sail on through the night. Well, that service may not have earned an award from the Institution, but it certainly should have added to the membership of Shoreline.'*

*'Your Grace, may I conclude by expressing, on behalf of the Coastguard service our admiration and gratitude for the courage of the lifeboat crew members whose actions have been recognised here today.'*

*'I now have great pleasure in moving the resolution that this meeting, fully recognising the important services of the Royal National Lifeboat Institution in its national work of lifesaving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's lifeboats, and its deep obligation to the local committees, honorary secretaries and honorary treasures of all station branches; to all other voluntary committees and supporters and to the honorary officers and thousands of voluntary members of the financial branches and the ladies' lifeboat guilds in the work of raising funds to maintain the service.'*

After Lt-Cdr Fetherston-Dilke had finished speaking the Duke of Atholl made the presentations to voluntary workers. Since the last annual presentation of awards meeting the Committee of Management had awarded two honorary life governorships, four bars to the gold badge and 17 gold badges to voluntary workers for long and distinguished service. All but one of the reci-

*Continued on page 215*



## The naming of the 52ft Arun relief lifeboat

### *Sir Max Aitken*

WEST COWES, SATURDAY MAY 2



*Salute from friends: An RN helicopter from HMS Daedalus flies past streaming the RNLi flag.*

photographs by courtesy of Jeff Morris



*(Left) A welcome for everyone present from Major General Sir Robert Pigot, Bt, president of the Isle of Wight Lifeboat Board. Sir Max Aitken is seated on the extreme right.*

*(Below) After her naming by Lady Aitken, the 52ft Arun lifeboat Sir Max Aitken takes guests for a demonstration trip.*



### The Scottish Experience

A NEW PERMANENT EXHIBITION depicting the splendours of Scotland, which opened recently at the west end of Edinburgh's Princes Street, contains one bay devoted to lifeboat photographs augmented by one or two lifeboat models.

Among the main attractions of the Experience are an audio-visual spectacular tracing the development of Scotland's capital city from earliest times to the present day; a craft shop;

and a 40ft-long relief model of the whole of Scotland and the Hebrides with over 600 scale models and symbols of the country's major attractions. Scottish lifeboat stations will be included on the map and will light up at the press of a button.

The Scottish Experience is open daily from 10 am to 7 pm until the end of October and on a shorter programme throughout the winter. It will be a major attraction for visitors to Edinburgh.

Moored off the private jetty and dressed over all, the lifeboat attracted the attention of passengers aboard the hydrofoil and Red Funnel ferries on their way to and from the mainland and the rousing music by the Cowes Band, under its conductor Peter White, set the scene on a sunny, blustery day, for a happy and memorable occasion.

Lisa Brinton, young daughter of Michael Brinton, deputy superintendent of the RNLi's Cowes depot, presented Lady Aitken with a bouquet of flowers and then Major General Sir Robert Pigot, Bt, a member of the Committee of Management of the RNLi and president of the Isle of Wight Lifeboat Board, welcomed everyone to the ceremony and said it was particularly fitting that the ceremony should take place at Cowes where Sir Max had sailed so much over the years and with great success.

After John Atterton, deputy director of the RNLi, had described the lifeboat, the Right Honourable Lord Robens, a trustee of the Beaverbrook Foundation, handed the lifeboat over to the RNLi, drawing a parallel between the distinguished war record of Sir Max as a Spitfire pilot and the lifesaving rôle of lifeboats.

*'For his gallant war service, his work as chairman of Beaverbrook Press and his keen interest in sailing and the sea, it is fitting that this splendid lifeboat should bear his name.'*

The Duke of Atholl, chairman of the RNLi, accepting the lifeboat on behalf of the Institution, said she was an 'extremely generous gift' and thanked the Beaverbrook Foundation.

A short service of dedication followed, conducted by the Reverend Canon John Beam, Chaplain to Her Majesty The Queen, Vicar of St Mary, Cowes, and Priest-in-Charge of All Saints, Gurnard, assisted by the Reverend Brian Day, West Cowes Methodist Church, and the Reverend Canon James Walsh, Parish Priest of the Roman Catholic Church, Cowes. After the blessing, Lady Aitken pressed the button to shatter the bottle of champagne naming the lifeboat *Sir Max Aitken*. Three hearty cheers led by Staff Coxswain Edward Mallinson and his crew, seemed to be the cue for a helicopter from HMS *Daedalus* to fly past streaming an RNLi flag.

Lady Aitken and other guests were then invited aboard the new Arun lifeboat *Sir Max Aitken* by Lt-Cdr Michael Woodroffe, divisional inspector of lifeboats for the South East, for a demonstration trip.—H.D.

# Back in business . . .

HUNSTANTON, CLOSED 1931: REOPENED 1979

by Ray Kipling

Public Relations Officer RNLI

AT INTERVALS around our coasts stand solid, stone buildings with arched doorways facing the sea, many now with moss on their tiled roofs, weeds in the gutters and rust on the runners for the massive wooden doors. They are old lifeboathouses, no longer owned by the RNLI, disused since the rowing and sailing lifeboats they once housed were replaced by faster, more powerful motor lifeboats at adjacent stations. So dramatic was the effect of the motor that the number of stations shrank from 281, all operating pulling and sailing lifeboats, in 1910 to 194 in 1930, of which almost half had motor lifeboats.

In the early 1960s, the number of lifeboat stations began to grow again. The introduction of inflatable lifeboats to deal with incidents close to the shore meant that many places which once had a lifeboat saw one again after a period of some 50 to 100 years. One such station is Hunstanton, in Norfolk, on the north-east corner of the Wash. The station was closed in 1931 and in June 1979, just seven weeks after a public meeting to gauge local interest, it was declared operational again with a 16ft inflatable lifeboat.

The first lifeboat at Hunstanton was provided by the Norfolk Association for Saving the Lives of Shipwrecked Mariners (NASLSM), the first county lifesaving association, which was established by Lord Suffield in 1823. In that year the NASLSM decided to strengthen existing lifeboat coverage in Norfolk by stationing additional lifeboats at Yarmouth, Winterton, Blakeney, Burnham Overy or Brancaster and Hunstanton. The Hunstanton station was closed before 1849 and it was not until 1867 that the RNLI took over and built a boathouse which was replaced by the present boathouse in 1900. A year later the lifeboat capsized, fortunately without loss of life.

Launching was not without its problems, however, and in 1902 a horse died while launching the lifeboat and £70 compensation was paid. Ten years later a further £30 was paid as compensation for injuries to a horse, so Hunstanton lifeboatmen must have been relieved to carry out the RNLI's first launching trials with a tractor in 1920-21. Tractors soon proved themselves. So, of course, did motors in lifeboats and by 1931 the Hunstanton lifeboat was no longer needed.

The RNLI looked at the area again when inflatable lifeboats were introduced. There were now five sailing

clubs in the area, which was attracting large numbers of holidaymakers. The nearest stations, Wells and Skegness, both operated 37ft Oakley lifeboats and 16ft inflatables, but the distances from Hunstanton caused concern and incidents on that side of the Wash, with its narrow channels, sandbanks and difficult tides and currents, were increasing. Following a report in 1979 by Tom Nutman, the divisional inspector of lifeboats (East), the Committee of Management instructed him to establish a D class summer station at Hunstanton.

The inspector had to start from scratch. There already existed in Hunstanton an active fund-raising committee and an old lifeboathouse, which were to provide the starting points for the new station. An introduction from the committee led the inspector to Major John Day, a retired Army officer whose postings had included chief instructor of the Joint Services Sailing School and officer in charge of the Army Outward Bound School at Aberdovey, where he taught navigation to lifeboat crew members. An experienced yachtsman, Major Day was also an examiner for the Royal Yachting Association and Department of Trade ocean going certificate; an ideal candidate for honorary secretary of the station. Having just retired to Hunstanton and taken over the Le Strange Arms Hotel, he was prepared to devote the

considerable time and energy needed to organising the station and helping train the crew.

The inspector also visited the Town Clerk to inform him of the Institution's plans. Then he spoke to the tenant of the old lifeboathouse, whose grandfather had been a coxswain; not only did he agree to make the boathouse available during the summer but also offered the use of his tractor for launching the lifeboat.

The ingredients of the station were beginning to come together. Two vital parts were still missing; the crew and the committee. A public meeting was organised and advertised by posters and in the local paper. Eighty people turned out on May 8, 1979, to hear Tom Nutman explain that, with their help, Hunstanton was to have a lifeboat station once again. A committee was formed with the head of the local council as chairman, the bank manager as treasurer, a local doctor as honorary medical adviser and two policemen as members. Over 30 people volunteered to join the crew but none had any extensive sea experience.

Now began the task of selecting the crew, using as criteria fitness, keenness and ability to learn boat handling.

Before the lifeboat arrived at Hunstanton, the volunteers started learning basic small boat navigation, seamanship, lashings, knots and signals. Then on May 24 a D class inflatable lifeboat was sent from Poole and intensive sea-training, under the inspector, began immediately. The boat went to sea for two hours every night and four hours on Saturdays and Sundays.

At first everybody at the station was apprehensive about such a small and seemingly vulnerable craft. Older residents could remember the 35ft lifeboat which was pulled by ten oars and were sceptical about the 16ft inflatable powered by a single 40hp engine. Even the

*Yesterday . . . 'The Illustrated London News' records the first launch, in 1867, of Licensed Victualler, the first RNLI lifeboat to be stationed at Hunstanton. Boat, carriage and a 'commodious house' were paid for by the Licensed Victuallers.*







keenest of the volunteers were unsure of how the boat would perform in rough conditions. There was only one way to find out and, as training progressed, Major Day would arrange an exercise every time rough weather blew up.

There was already a fair amount of knowledge of the coast in the crew, as many had helped local inshore fishermen. None of the crew was a professional seaman; the list included a policeman, a mechanic, two plumbers, a teacher of tractor driving and a forestry estate worker. The man nearest to the sea was Alan Clarke, a bait digger who knew all the local sands and had a good general knowledge of the sea from trips with fishermen. He gradually emerged as a helmsman and, with Major Day, arranged to continue the intensive sea-training which the inspector had started. Not all the volunteers took kindly to the outboard engine and after two weeks, the training, medicals and some second thoughts whittled the crew down to 15. The inspector would visit Hunstanton every week to check progress and by the end of June was satisfied that the station could be declared fully operational. Training continued and the crew were so keen that they were on permanent stand-by every weekend. Extra exercises were provided when the lifeboat attended sailing meetings. The only disadvantage of the almost constant presence of the crew at the lifeboathouse was that their wives hardly ever saw them; but that in the end turned out to be no disadvantage for the Institution because the ladies came down to the boathouse to join their husbands and sell souvenirs.

Soon, of course, the lifeboat saw some real action. In the first season there were nine service calls, mainly related to pleasure craft and local fishing boats. As the crew built up their confidence in the inflatable, they found themselves performing rescues they would have previously thought impossible. The worst conditions they met completely filled the boat with water as they battled through 12ft seas on a search. This sort of experience bonded them together, for they had not known

*Today . . . Hunstanton's D class inflatable lifeboat, manned on exercise by Helmsman Alan Clarke and Crew Members (l.) Gerry Wase and (r.) Victor Dade.*

*Station honorary secretary Major John Day (r.) and Crew Member Stephen Scott check over the boat outside the boathouse built in 1900.*



each other before the lifeboat crew was formed. Confidence in the boat, in their colleagues and in themselves, built up in the first season until the lifeboat was withdrawn for the winter.

The lifeboatmen still had a lot to learn and spent the winter studying navigation of the Wash and its sandbanks, taking radio and first aid courses, which virtually the whole crew passed, and forging links with the local coastguards.

When the lifeboat was returned for the 1980 season, training sessions were continued every Sunday. Major Day's hotel became an unofficial lifeboat headquarters and often the girls at the hotel would be first at the boathouse when a call came, opening the doors and preparing for the launch. After another busy summer, with five lives rescued, the crew again went into

winter training, this time with swimming twice a week and visits to other lifeboat stations.

The lifeboat station was once again part of the community in Hunstanton. Every call out saw Mrs Barbara Smith, honorary secretary of the ladies' guild, at the boathouse with a collecting box. The crew and their wives ran a shop at the boathouse and raised over £900 in their first year. A retired couple turned out to make tea for the crew after each service. As well as being a focal point for the lifeboatmen, the lifeboat served as a stimulus to the whole village. This, in itself, is worthy, but its real justification can be simply explained. In its first two years the lifeboat proved to be more than just another dot on the RNLI map; ten people already owe their lives to the new lifeboatmen at Hunstanton.

*The RNLI's first tractor launching trials took place at Hunstanton in 1920.*





# Launching and Recovery

## PART III: TRACTOR AND CARRIAGE LAUNCH

by Edward Wake-Walker

RNLI Assistant Public Relations Officer (London)

SEAMEN, FISHERMEN and private boat owners all know that whenever they put to sea, together with an awareness of the state of the weather and of what is forecast, the state of the tide is of paramount importance to their planning. Many harbours dry out at low tide and at these an expedition must begin and end during the hours closest to high water. For a lifeboat to be on call for all 24 hours of each day it is vital that the state of the tide should never prevent a launch. Some harbours do not dry out and at these a lifeboat can be moored, permanently afloat; at other parts of the coast a slipway can be built to stretch into sufficient depth of sea, even at low water; but at 32 stations the only way to ensure that the lifeboat can get to sea at whatever time she is needed is to launch by tractor and carriage.

The concept is not new; the earliest lifeboats were drawn down to the water on a carriage, the major difference being that horses were used instead of a tractor. At St Ives, where the lifeboat usually launches into the sandy bottomed harbour, man and woman power was preferred to horse power in the pre-tractor days and launchers were expected to tow the lifeboat out into the harbour so that the leading men were up to their necks in water. The station's present honorary secretary, Captain Eric Kemp, is quick to refute, however, the observation that 'men were men in those days but not any more'. He argues, 'You will still get up to your neck in water, soaked to the skin, cold and exhausted today if you are called out to recover the lifeboat at three o'clock in the morning in a winter gale'. The lot of

the launcher is still undoubtedly an arduous one.

St Ives lifeboat is a 37ft Oakley, the *Frank Penfold Marshall*; her boathouse is on the harbour front along which she must be towed amid the traffic to the ramp leading down into the harbour. The man in charge of the entire launching and recovery operation is Jimmy Benney, the head launcher, who has 30 years of experience behind him, 17 of which were spent as a crew member of the lifeboat. His everyday job is with the town's local authority and he is as much part of St Ives as the lifeboat herself; in fact, in a town which has become an

Photographs by  
courtesy of  
William Thomas

### Launch:

*The coxswain checks the depth of water before signalling for the retaining chains to be released.*

*The tractor, now uncoupled, reverses to pull the boat off her carriage with the launching falls.*

*St Ives lifeboat, the 37ft Oakley Frank Penfold Marshall, is towed on her carriage from her boathouse to the ramp leading down to the harbour.*

extremely popular place for visitors, the honorary secretary, coxswain, crew and launchers are all proud of their local roots.

Jimmy Benney's team of launchers is a mixture of the young aspiring lifeboatmen, some the sons of present crew members, and the more experienced, some of whom have at an earlier stage served in the lifeboat. There are three regular tractor drivers at the station and theirs is an essential and responsible job; it is the tractor driver who is second on the honorary secretary's list of telephone calls after the coxswain when there is a shout. There is time for the crew to assemble as the boat is being towed to the water's edge but as with any launch the time between the call out and when the lifeboat hits the water is crucial. At St Ives this is on average 12 minutes; their record is eight.

Once clear of the boathouse St Ives lifeboat is pulled stern first along the front and down the ramp into the harbour. At the water's edge she will be turned round so that her bow is pointing out to sea. At this point the tractor will be detached, turned round so that the driver faces the direction of launch and re-coupled to the carriage in readiness to push the lifeboat forward. At the same time the launching 'falls' are rigged; these are two lines, one port and one starboard, which at one end are fastened to the carriage, then passed

*Jimmy Benney has been head launcher at St Ives for 13 years. Before that, for 17 years, he was a member of the lifeboat crew.*



back through a snatch block on the front of the tractor and then led forward again to the front of the carriage, through another block and finally back to an open hook in the lifeboat's keel. The bow chain is now removed and Jimmy Benney will then usually clamber aboard the tractor to sit alongside the driver as the lifeboat is pushed out to sea.

This is a crucial moment for coxswain, head launcher and tractor driver. The coxswain must not only check the depth of water but also read the waves to judge the best moment to launch. At his signal (most coxswains use a whistle but Joe Martin at Hastings throws his hat on the deck) the crew release the four carriage retaining chains, two forward and two aft, which hold the lifeboat on to her carriage. At the same time the head launcher will uncouple the tractor which is then reversed towards the shore. This has the effect of pulling on the falls which in turn drag the lifeboat forwards until the carriage tilts about its main axle allowing the lifeboat to slip into the sea. As the tractor reverses the carriage is anchored firmly in position by a metal 'toe' which protrudes into the sand at the end of the tilting support.

Once the lifeboat is clear, the carriage returns to horizontal and is then hauled by the tractor back to the beach using the falls. Although launching from a carriage is undoubtedly the most complex of the three launching methods, the skill and efficiency of the launchers and crew make the operation appear remarkably simple.

Last October when *Frank Penfold Marshall* was being launched to the aid of a French fishing boat *Floralie* in very difficult conditions, the experience and tenacity of Jimmy Benney, John Tanner, the tractor driver, and Coxswain Tommy Cocking saw the lifeboat out of a situation where she might otherwise have sustained serious damage. It was approaching low water, and, in a north-easterly gale, the lifeboat had to be launched at night into very rough seas beyond the protection of the harbour walls. Just at the moment of launch one of the tracks of the tractor failed with the result that the carriage and lifeboat slewed round, across the waves. The two launchers were very nearly washed into the sea but by skilfully shunting the uncoupled carriage back into position they managed to launch the lifeboat safely. Special letters of thanks were sent by the RNLI's chairman and director to the three men after this incident. The service to *Floralie* is reported on page 188.

On her return to harbour St Ives lifeboat heads straight for the town until her bow is aground in the sand. The tractor will then go out through the surf and when it meets the lifeboat the cable from its own in-built winch is attached. Meanwhile the shore party stand in the shallows with their skids, ready to lay them in the path of the lifeboat as she is

hauled towards the beach. The yoke-like balancing poles are fitted just before she is clear of the water so that the lifeboat can be kept on an even keel once she is high and dry. Both crew and launchers lend their weight to these poles. Slowly the lifeboat is coaxed forwards up on to a small wooden turntable which eventually takes the weight of the lifeboat and lifts her stern off the beach. The winch cable is detached and the tractor is used to collect the carriage which is towed round to the stern and seaward end of the lifeboat.

All this time the lifeboat is kept upright by the balancing poles and two wooden chocks wedged under each of the bilge keels. The carriage is then positioned and tilted to receive the lifeboat's stern; next the winch wire is re-attached to the aft section of the keel and gently the winch is operated to haul the lifeboat backwards up the sloping carriage. Once in place the lifeboat will tip the carriage back to horizontal and after the retaining chains are made fast, the tractor once more is coupled to the

*continued on page 206*

*Recovery:*

*The tractor's winch cable is attached to the lifeboat as shore helpers wait in the shallows with their skids ready to lay in the boat's path.*



*Balancing poles are fitted just before the lifeboat is clear of the water.*



*(Right) The carriage is positioned and tilted to receive the boat's stern . . .*

*. . . and (below), the winch wire re-attached, the lifeboat is gently hauled backwards up the sloping carriage.*





# Dublin Spring Sale

ROYAL DUBLIN SOCIETY: FRIDAY MARCH 20

MORE THAN £9,600 GROSS IN ONE DAY

by Joan Davies

DROP A PEBBLE into the water, and who knows where the ripples will end? Fifteen years ago Mrs Montague Kavanagh suggested that the Dublin Lifeboat Committee should hold an annual sale of work as a major fund-raising effort. In essence it was to be a sale such as might be found in any village hall but planned on a grand scale to embrace the whole city and surrounding countryside. There would be the usual stalls for cakes, garden produce, nearly new clothes and all the other tried and trusted money spinners, a bottle stall and, of course, refreshments and raffles. There would be all the fun of team effort to lighten the load of preparation; all the enjoyment of a day spent at an attractive venue; and all the happiness of a meeting of friends. In fact, it would have all the warmth of a familiar village occasion but with much greater scope and much greater resources on which it could draw.

The pebble had been dropped into the water and its influence spread out with enthusiastic spontaneity. Helpers were 'recruited' from all over and all round Dublin and success has grown with the years. The profit from the first Dublin Spring Sale, 15 years ago, was £500; the gross takings for this year's sale was more than £9,600.

## Royal Dublin Society

From the beginning, Dublin Spring Sale was planned as a social as well as a fund-raising occasion, and it has always been held in an outstanding setting. At first Dublin's Mansion House was chosen, but two years ago the sale moved to the Royal Dublin Society, which is in so many ways the embodiment of all that is most excellent in Irish enterprise and endeavour. The Society was founded at a meeting of 14 men in the Philosophical Rooms, Trinity College, Dublin, in 1731, with the express purpose of promoting improvement in 'Husbandry, Manufactures and other Useful Arts and Sciences'. It was required of each of those early members that by study, enquiry and experiment he should make himself master of one practical subject so that he could present an exact account of its current state and possible improvement to the Society. Among institutions which owe their foundation to the Society are Dublin's Botanical Gardens, the Irish Veterinary College, the National Library of Ireland, the National Museum, the National Art

Gallery, the College of Science and the School of Art. On the one hand agricultural shows and industrial fairs have been promoted and on the other concerts and lectures. Irish equestrian enterprise has been encouraged at home and overseas and perhaps the best known of all the Society's present activities is the Dublin Horse Show; held annually in August since 1868, it has won world-wide renown and is recognised as Ireland's great social event.

## Preparation

Such is the setting, the nature and the magnitude of Dublin's Lifeboat Spring Sale. What of its organisation? The central planning has always been undertaken by Mrs Kavanagh herself, with the help of members of the RNLI's Dublin office. The sale is not Mrs Kavanagh's only activity for the lifeboats, for which she has been awarded the Institution's gold badge; she also set up the highly successful Dublin Lifeboat Shop, which is open all the year round and which, in 1980, took £17,000. The shop and the spring sale have much in common and, as will be seen, complement each other in a number of ways.

Once again, the ripples spread out from the centre. Responsibility for each of the 11 stalls and for the catering is put into the hands of one lady who, as leader, gathers round her her own committee of, perhaps, as many as 20 or 30 helpers. The helpers will probably come from a variety of areas round the city, and each in turn will approach family, neighbours and perhaps local firms to gather in goods for sale. The net, to change the metaphor, is indeed thrown wide. A card is printed containing the names of the stallholders and

their helpers; at the end of each list are the words 'and friends'. How essential to a venture such as this are those two words, and how well they sum up its whole happy atmosphere.

Preparations for the sale continue all through the year, each stallholder planning her campaign to the best advantage. The Supermarket stall was originally run by Mrs L. A. White, another gold badge holder who, although now well advanced in years, intrepidly negotiates Dublin's traffic on a motorcycle, still works in the lifeboat shop and still helps her daughter-in-law Mrs Aileen White, to whom she has passed responsibility for the stall at the Dublin Sale. At one time, Mrs L. A. White used to make about 400lb of homemade marmalade for sale beside the other groceries, but now, to stock the stall with this popular ware, each helper makes up one tin of prepared marmalade into seven one-pound jars.

No lifeboat occasion would be complete without an RNLI Souvenir stall, and at the spring sale it is run by Mrs E. O'Flanagan, a silver badge holder who devotes her life to lifeboats, working at different times in Dublin, Dun Laoghaire and in Monkstown.

Hats, Jewellery, Shoes and Accessories . . . that is the province of Mrs P. Dwyer Joyce who has helped on the stall, originally run by the Countess of Meath, ever since the first sale 15 years ago. Lady Meath is still one of her helpers. Collection goes on all through the



Originator and principal organiser of Dublin Lifeboat Spring Sale, Mrs Penny Montague Kavanagh.

photograph by courtesy of Charles Collins

Preparations are made well in advance: Mrs Brenda Clark (l. foreground) and some of her helpers hold a Garden Shop planning conference.







(left) *The night before: Mrs Eva Dwyer Joyce (l.) and Mrs Audrey Bisgood unpack a gift of hats.*

photographs by courtesy of  
Lt-Col Brian Clark

(right) *The day itself: Some of the Bottle Stall team ready for action, (l. to r.) Mrs Meg Myerscough, Mrs Ann Daly, Patrick McLarnon, Mrs Zita Mulhern and Mrs Gaby Mooney.*



year. Shops are 'very kind', not only giving hats but also lending head stands on which they can be displayed; new shoes are contributed straight from one factory; and in response to the dozens of letters written to the committee's friends it is not at all out of the way for a once-worn Dior hat or some other model to be brought along. Often, if suitable goods cannot be given, cheques are received instead—and that is the common experience of all stallholders. A little while before the day of the sale the 'hat' committee meets for coffee or tea and settles down to the massive task of marking prices.

The president of Dublin ladies' guild, Mrs T. K. Laidlaw, runs the Treasure and Trash stall, always one of the most intriguing at any sale—who knows what useful or frivolous, but charming, object you will find? Members of this committee all live in different areas and, by approaching their friends, stock the stall with an infinite variety of goods. Anything not sold one year is stored away for the next—it may be just what someone is looking for then.

The Garden Shop is run in much the same way—except that nothing is ever left over. The 30 helpers, all friends, collect from a very wide area so that the stall ends up as a veritable garden of Ireland, banked with flowers, shrubs, plants, pot plants, dried flower arrangements, and fruit and vegetables. This stall is run by Brenda Clark, wife of the RNLI's national organiser in Ireland, and she is another prodigious worker for the lifeboats; in the weeks before Christmas last year she grossed £5,000 selling souvenirs 'from door to door' in Co. Wicklow.

#### Shop and sale

Mrs Eamonn Andrews, wife of the presenter of the television programme 'This is Your Life' which has recently received an RNLI Public Relations award, runs the Boutique, a corner of fashionable clothes, crowded throughout the day of the sale with eager buyers. The Good-as-New Clothing stall, one of the largest in the hall, is run by Mrs Kavanagh with the help of a committee of 23; one member, Mrs Vera Connolly, is the honorary secretary of Dun Laoghaire ladies' guild and also one of the many people who help with the Dublin Lifeboat Shop. There is indeed a very close connection bet-

ween the Good-as-New stall and the shop. To augment the goods collected specially for the spring sale, suitable stock, such as good quality underwear and especially attractive clothes, is put on one side at the shop to be brought over to the Concourse Hall in the Royal Dublin Society for the great day; equally, any goods left over at the end of the day can be taken back and sold in the shop.

Linen is another stall closely linked with the Dublin shop. Mrs Bea Woodman, another silver badge holder, and Mrs S. Dix, one of her helpers, both serve in the shop on Fridays. Linen brought in is taken home, washed, ironed, mended if necessary and stored away ready for the sale. Friends also help with gifts; Mrs O'Keefe, for instance, can always be relied on for all kinds of attractive handmade items. As Mrs Woodman says, 'Once people get to know about us, they are very good'.

Very good; words echoed in so many parts of the Concourse Hall in gratitude for the support of a most generous public. The Bottles stall team start work six weeks before the day of the sale, approaching banks ('splendid!'), foreign embassies in the Republic of Ireland's capital ('tremendous—crates of wine...'), firms, shops, friends, asking for drinks, cosmetics and groceries—anything in a bottle. And every one is very good; offers come pouring in. On the day, a whole pack of cards is laid out in suits along shelves and each is kept covered with a bottle of one sort or another. Customers pick a card from another pack—and every one is a winner. The organiser of the Bottles stall, Mrs R. G. Duggan, unfortunately could not be present on the day this year, so deputising for her were Mrs P. Cochrane and Mrs A. Daly. For the helpers on this stall, as for most of the others, collection and transportation is a massive task, but, as Ann Daly sums it up, 'You have got to put something back into this life.'

Sea Scouts, always ready to help, are responsible for the book stall, together with Mrs D. Vekins and other supporters. Cakes are the responsibility of Mrs Michael Solomons, and she, her band of helpers and their many friends prepared such a feast of appetising homemade cakes and pastries that almost £600 was taken at this one stall alone at the 1981 sale.

#### The day of the sale

So the great day arrives... Well, it really begins the evening before, because that is when the stalls are set up and the bulk of the goods for sale are ferried in by a seemingly endless stream of cars. Some of the cars make a number of trips, gradually emptying the many homes which had come to look rather more like warehouses than elegant dwellings, and collecting the goods packed up by firms. Inside the hall it is a hive of activity, with each group working to a pre-arranged plan and everyone intent on their allotted tasks.

And not all the hard work is at first obvious. Push through the swing doors into the vast kitchen and there you will find members of the catering team quietly engaged on an enormous 'wash up' of every piece of china and cutlery that will be used in the serving of hundreds of salad meals, snacks and cups of tea and coffee; and a hard core of devoted and tireless 'washers up' will continue their work throughout the next day.

Mrs Barbara O'Driscoll is in charge of catering, and over 50 ladies will help her. For the preparation of food they are divided into nine sections, each with a specific task. The leaders of each section meet Barbara O'Driscoll in town for coffee one day in advance to agree the plan of action, and the overriding aim of the catering team is to add to the pleasure of the occasion. In the hall there are plenty of tables, each decorated with flowers; the salad meals are attractive, ample and delicious, most of the cakes are homemade, the coffee is excellent. About half the food will have been donated by firms; perhaps a 16lb ham from one, a turkey from another, a supply of soup or teabags...

The day of the sale itself starts very early. Last minute preparations are in full swing. Now is arrival time for perishable goods; enormous plastic bags filled with newly-baked rolls, tray upon tray of cakes; crates of apples, buckets of flowers. Masses of daffodils and forsythia, banked up, turn the end of the hall devoted to garden produce into a blaze of gold. Goods on all the stalls pile higher as people from the country bring in their contributions. Out in the kitchen, ham, turkey and chicken are carved, salads arranged...

*continued on page 205*



Another safety first for the RNLI:

The 52ft Arun which will soon be going on station at Fishguard is the first lifeboat to be fitted with a radar scanner which has been made watertight. During her righting trials at Cowes on May 5, the Arun was capsized with her Decca 150 radar operating. The radar automatically switched off before the scanner entered the water. Then, after the boat had righted herself, the radar was switched on again manually and a picture was once again obtained on the display.



A new D class inflatable lifeboat, the gift of Warminster and District branch, was dedicated at Horton and Port Eynon lifeboat station on Monday, May 25. Major D. S. Farr, who handed over the lifeboat, and Mrs Farr are in the centre of the picture.

photograph by courtesy of 'South Wales Evening Post'

## Twelfth RNLI lottery winners

BRUCE PARKER, a regular presenter of BBC South Today, came to Poole headquarters on April 30 to make the draw for the RNLI's twelfth national lottery. A Channel Islander who grew up on the Isle of Wight, always close to the sea, Mr Parker has taken great interest in lifeboat operations from his school days.

The draw was supervised by Vice-



## Here and There

### Lord Mayor visits Exmouth

In 1970 the 48ft 6in Solent lifeboat *City of Birmingham* was named at Exmouth. Civic links forged then were renewed on April 11 when, at the invitation of Charles Tate, chairman of Exmouth and Budleigh Salterton branch, a party from Birmingham led by the Lord Mayor and Lady Mayoress, Councillor and Mrs Joseph Bailey, visited Exmouth. Also among the visitors were Alderman Charles V. Simpson, the ex-lord mayor in whose year of office the appeal for *City of Birmingham* raised £42,000, and Mrs Edwina Simpson who named the lifeboat.

### Centenary appeal

Weston-super-Mare lifeboat station will be celebrating its centenary in 1982, and to mark the occasion a Lifeboat Centenary Appeal has been launched to fund a new Atlantic 21. Details are available from Mr T. V. Clapp, 45 Farm Road, Weston-super-Mare, Avon, and all support will be much appreciated.

### Service to MFV Concord

Prints of a pen and ink sketch of the service of Southwold Atlantic 21



Ernest Pavey, who worked for the RNLI for 42 years, first as a travelling mechanic and machinery overseer in the North West, and finally as a machinery examiner at the Boreham Wood depot, was one of the recipients of Maundy Money at the service held at Westminster Abbey on Maundy Thursday.

lifeboat to MFV *Concord* (see page 185), matching the previous prints of the Humber lifeboat service to *Revi*, are available from Mr T. G. R. Stibbons, chairman of Spalding and District branch, 4 Rainton Court, Spalding, Lincolnshire. Each print, price £1 including p and p, will be signed by Helmsman Roger Trigg and the artist, Trevor Parkin. Special terms available for branches and guilds.

### Royal Waterman

Tony Hobbs, chairman of Henley-on-Thames branch, has recently been appointed a Waterman to the Queen, an honour reflecting his work on all matters concerning the River Thames and for boating people in general.

### D class gift

Castlehouse Sports and Social Club, Ealing, has raised £3,500 to fund a D class inflatable lifeboat. A cheque for that amount was presented to Bryan Tween, ADOS (North London), in January.

### Funds from stamps

For years, Mr and Mrs B. Smale have been collecting used postage stamps to raise fund for the RNLI - to such good effect that up to April 1980, when they were presented with a statuette in recognition of their work, they had raised more than £30,000. Since then, amazingly, they have raised a further £17,000.

### Obituary

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

**February:** Daniel Roach, coxswain of St Ives lifeboat from 1956 to 1967, having previously served as assistant mechanic from 1940 to 1946 and motor mechanic from 1946 to 1956. Mr Roach was awarded the bronze medal in 1958.

**March:** Denis O'Driscoll, bowman of Courtmacsherry lifeboat from 1929 to 1947 and coxswain from 1947 to 1952, when he retired because of ill health.

**April:** Miss E. Nora Bentley, vice-president of Moelfre, Amlwch and Amlwch Port lifeboat guild. Miss Bentley had previously served for many years on the committee and as honorary treasurer. Donations in lieu of flowers were for the RNLI.

Admiral Sir Peter Compston, a deputy chairman of the RNLI, and Cdr Ted Pritchard, appeals secretary. Prize winners of this twelfth lottery, which brought in more than £32,500, were:

£1,000: Mrs V. Baldwin, Richmond, Surrey.  
£500: R. Levin, London W1.

£250: Mrs K. M. Street, Leigh-on-Sea, Essex.

£25: R. A. M. Smith, Lowton, Warrington, Cheshire; Mr D. Oliver, Great Yarmouth, Norfolk; Joan M. Campbell, Lostwithiel, Cornwall; Mary Travers, Durrington, Worthing, Sussex; Rachel Lowrey, Llanfairfechan, Gwynedd; Mrs E. Greenslade, New Haw, Surrey; P. J. Hughes, Northwood, Kirkby, Liverpool; D. Macarthur, Merton Park, London SW19; Mr Van-Tromp, Basingstoke, Hampshire; Miss Pepys, London WC1.

The draw for the fourteenth lottery will be held on July 21.

As Bruce Parker draws the winning tickets, they are recorded by Joyce Pearce of HQ appeals department.



# Building the Fast Slipway Lifeboat

## PART IV: DECK AND SUPERSTRUCTURE

FROM PREVIOUS PARTS of this article it will be remembered that, as the fast slipway boat (FSB) is made of steel, her hull is built upside-down until plating is complete. Here (Figs 1 and 2) the second of the two prototype FSBs building at Fairey Marine can be seen being turned right way up, supported by cranes. Fig 1 gives a good view of the interior of the bare hull with its five watertight bulkheads.

Meanwhile, work has been progressing on the first boat. The decks and wheelhouse superstructure are fitted (Fig 3) and the after cabin superstructure is waiting to go on; all are of aluminium alloy. It is these lightweight, watertight superstructures which will provide the buoyancy to give the FSB her self-righting capability.

Ventilation which will not compromise watertightness is of first importance

photographs 1 and 2  
by courtesy of  
David Hilmer.

and the engine room ventilation trunks are already in place. These are large, square, horizontal trunks built athwartships as high as possible under the after end of the wheelhouse deck; and they cross so that the ventilation trunk from the starboard side of the engine room has its outlet to port while the trunk for the port side has its outlet to starboard. In this way, even should the boat be knocked down, water can only rise in one trunk at a time (and it cannot reach the engines), while vital air can still enter freely through the other.

(to be continued)



Fig 1 (above): The second prototype FSB is turned . . . Fig 2 (below): . . . right way up.



Fig 3 (left): The first FSB prototype fitted with aluminium alloy decks and wheelhouse. The after cabin superstructure, also aluminium, can be seen waiting in foreground.

Fig 4 (below): Deep bilge keels, port and starboard, have now completed the protective tunnels for the propellers. 'A' brackets and stern tubes, ready to take the propeller shafts, are fitted.



Fig 5 (below): The twin rudders are of fabricated mild steel, with steel stocks sprayed with stainless steel in way of the bearing surfaces.



## Dublin Spring Sale

from page 203

Opening time approaches and already a queue of visitors is building up. Forward publicity, arranged by Don Harris, deputy national organiser, had resulted in announcements of the sale by two radio stations; it all helps. Suddenly, packing cases disappear, the floor is swept and everyone is at action stations as the doors open sharp at 1030.

Within a quarter of an hour people are two or three deep round all the stands. Raffle tickets are being taken up fast; a queue is growing outside the

Boutique; the marmalade stack is swiftly disappearing; the cake stall is bringing up its reserve stocks; and the first few people are collecting cups of coffee and scones.

Within three-quarters of an hour the first 'takings' are being brought to Gordon Stewart, the honorary treasurer, and Tom Foley, both retired bankers, who have set up their counting house in a quiet office. Runs to the bank to make deposits—another of Don Harris's jobs—will soon start.

Within an hour the Garden Shop looks almost as though a cloud of locusts has passed by and, with business brisk, all the stalls are beginning to look somewhat depleted. Before

'putting up their shutters' the Bottles, Garden Shop and Good-as-New stalls will each have taken more than £1,000.

By the end of the 1981 spring sale, more than £9,600 gross was taken. Just in one day. Just in one hall. But it is the result of a year's planning and much sustained effort by a very large, devoted and well-organised team. Tired they will surely be at the end of the day (and there is still the clearing up to be done . . .) but, having made such a magnificent contribution to the work of the lifeboat service, they can with full justice feel that their hard work has been very well worth while. And what of future years? How much further will the ripples spread?



# Letters...

## Immediate thanks

On Wednesday December 10, 1980, our diving boat *Kermit*, named after a famous frog, decided to roll over on her back in an attempt to swim like her namesake. She found, however, that although in this position floating was easy, unlike a frog her means of propulsion did not work totally submerged and upside down. This position did not suit here crew who were not too politely deposited into the sea between Berry Head and Sharkham Point.

*Kermit* has been severely reprimanded for taking such an action, and on behalf of her crew, of which I myself was a member, may I offer our very sincere thanks to the coxswain and crew of the lifeboat for their speedy action on that day, and as a more practical expression of our appreciation we enclose a cheque in aid of RNLI funds.

Once again many thanks for your prompt assistance on that fateful day.—J. G. ERRINGTON, *director, Keliston Marine Ltd, Orwell Quay, Duke Street, Ipswich, Suffolk.*

*The diving work boat Kermit, rounding Berry Head in a near gale, force 7, blowing from south south west, shipped water and capsized. Her crew of four were able to cling to her upturned hull and her inflatable dinghy. Torbay lifeboat, the 54ft Arun Edward Bridges (Civil Service No. 37), alerted at 0920 by Brixham Coastguard, slipped her moorings five minutes later. The lifeboat, together with the trawler Our Sarah Jane, was alongside Kermit by 0941, and each boat took two of the men on board. As one of the men picked up by the lifeboat needed medical attention, Edward Bridges made for Brixham at best possible speed to land him and his colleague before returning to recover Kermit's dinghy and a floating gas cylinder and to escort Our Sarah Jane, with the inverted diving boat in tow, back to harbour. Mr Errington's letter, much appreciated by Torbay station, was sent to the honorary secretary, Captain Barry Anderson.—EDITOR.*

## Continuing thanks

We were on a boating holiday near Arran this Easter and were unfortunately caught in the severe gales in that area. After a number of hours in the gale the front cleat on our boat started to rip out of the hull and we were in danger of coming loose from our mooring and drifting in the gale. We were not in a position to anchor our vessel safely and, as there were warnings of another force 9 gale, we sent up flares and Lamlash lifeboat came and took us off.

Although we can never repay the

lifeboatmen for rescuing us, we hope that we can contribute in some way to the fund-raising activities the RNLI undertakes and hope you will be able to send us details of how we might help.—JUDITH AND JOHN RAMSDEN, 4 Ings Way, Rawcliffe Drive, York.

*The sighting of a red flare from the cruiser was reported to Clyde Coastguard by a 999 call at 1546 on Friday April 24. The weather was deteriorating fast and the northerly wind had already risen to near gale, force 7. By 1557 Arran (Lamlash) D class inflatable lifeboat had launched, reached the cruiser, taken off her crew of four and was returning to station. Mr and Mrs Ramsden's letter offering welcome practical help was sent to the director of the RNLI.—EDITOR.*

## Why?

Recently I received a letter from a lady who sent me used Christmas cards, stamps and foreign coins to help the lifeboat service. She told me that her interest in the RNLI dated from the time when, aged 13, she had won a prize in an essay competition for which the subject was 'The Lifeboatman'. The story of the lifeboats and their crews had, she said, deeply impressed her, even at that raw age.

We all have the same basic reason for supporting the RNLI, but there must be hundreds who have special tales and some of them could be inspiring to the rest of us.

For myself, I have two special reasons. Firstly, I came from a naval port and generations of my family had gone to sea; one of my great grandfathers was lost at sea with *Speculation* which left West Africa one day in the mid-nineteenth century and was never heard of again. So I always had the interest, but what makes me keep going when I do not feel like it is the memory of the friend I had when a schoolgirl, who was lost together with his father and brother and indeed all but one of the crew, in the St Ives lifeboat disaster.—TOPSY LEVAN, *Mrs, honorary secretary, Richmond-with-Kew branch, 17 Bushwood Road, Kew Green, Surrey.*

## Full circle

I was very interested in the article 'Going alongside and survivor recovery' in the winter issue of *THE LIFEBOAT* for also in that issue was the obituary for Lt William Henry Bennison who was a Hartlepool man and coxswain of the lifeboat and who was awarded the gold medal for the service to *ss Hawkwood* in 1942. I was 11 years old at that time and our school held an essay competition on the rescue. I was fortunate to win second prize in the

competition, but little did I know at that time that I would be involved in later years in helping to raise funds for our local lifeboat and that my husband would be a Shoreline member.

It seems I have come a full circle, as I am honorary secretary and treasurer of a group called Harbour Friends of the Lifeboat. Our first fund raising effort was in 1976 and since then we have raised £5,520.21.

Lt Bennison presented my prize to me all those years ago, and in later years he attended some of our fund-raising functions.—V. FOSTER, *Mrs, 26 Swainby Road, Seaton Carew, Hartlepool, Cleveland.*

## Go west

Would you believe it—a minute part of Flamborough lifeboat station is, from mid June, to be located in the middle of the Canadian Prairies. Mrs Wilson of Bridlington decorates goose eggs. The one she gave us has a picture of the lighthouse on the outside but somehow she has managed to hinge the shell and inside the egg is a relief of Flamborough station complete with a little sand and concrete from the slipway.

We auctioned the egg in aid of Flamborough lifeboat appeal and a Mrs Webb of Red Deer, Alberta, who was visiting her sister here paid £15.50 for it. Her brother-in-law is a member of the launching crew, so we feel we now have a real link with Canada. Mrs Webb is returning to Canada full of admiration of our voluntary lifeboat service and intends to display the egg to her friends and neighbours and sing the praises of the service over there.—M. BIRD, *Miss, honorary secretary, Flamborough lifeboat appeal, 17 Church Close, Flamborough, North Humberside.*

*Extract from a recent letter written by Miss Bird to the RNLI North East District office.—EDITOR.*

## Launching and Recovery

*from page 201*

carriage and is ready to tow the lifeboat back to her house.

When describing the operation of recovering a lifeboat in this way it is difficult to avoid making it sound almost like an automatic mechanical process. Certainly it is smooth and efficient but this is only because of the constant physical exertion of the launchers who ensure that every piece of equipment is correctly in position and every inch the lifeboat is moved is in the right direction. The photographs show only a fraction of the bustling activity on the beach. Whatever the station, whatever the method of launching and recovery, shore helpers, through their enthusiasm, dedication, skill and often courage, portray an allegiance to the lifeboat and her mission only equalled by the coxswain and crew themselves.

# Shoreline Section

FROM THE TIME that the RNLI first introduced its membership scheme at the Boat Show in 1969, the subscription has remained unchanged at £3, but it has now been decided that an increase must be made. From November 1, therefore, for new members the minimum Shoreline subscription will be increased from £3 to £5, and family membership from £5 to £7.50. Although existing memberships will be honoured at the enrolled rate members will be invited to increase their subscriptions if possible and we will of course be grateful for their voluntary co-operation. In view of the inflation which has taken place during the past 12 years we are confident that these new rates will be regarded as reasonable.

We are very sorry that in the past few months there has been some delay in sending out membership cards and in acknowledging receipt of subscriptions. The delay has been caused by the changeover from our existing external computer bureau to the 'super mini' computer which has now been installed at Poole HQ. When this new computer is in full operation it will hold RNLI records, including those for Shoreline, which up till now have been stored on various outside computer bureaux, and it will also help in a number of new ways; it will, therefore, go a long way towards helping to contain the Institution's growing volume of work and holding down administrative costs. Please accept our apologies if you have experienced any inconvenience during this changeover period; the position is now improving and we hope that future delays will only be minimal.

To make possible further economies in administrative and postal costs, we shall soon be introducing a new membership card which will bring with it its own renewal notice. When this form arrives, you will find that it includes a portion which can be filled in by those wishing to covenant their subscriptions. The spring issue of THE LIFEBOAT contained a full explanation of the advantages which can now be obtained by the RNLI from covenants at no extra cost to the subscriber, and in fact, as a result of covenants, the Institution received £100,000 in 1980. This is a most valuable source of much needed extra revenue and I would urge any Shoreline members who have not already covenanted their subscriptions to consider doing so. We shall be only too happy to give any help needed.

A new edition of the Shoreline handbook is now available at Poole, price

The 37ft 6in Rother class lifeboat Shoreline is stationed at Blyth. The station honorary secretary is Dr Reginald Carr (l.) who is also Blyth's honorary medical adviser. He is a busy GP and when a call for the lifeboat comes while he is visiting patients, his wife, Mrs Margaret Carr (c.), immediately musters the crew while Dr Carr is returning to base. Chairman of the branch, Mr D. G. E. Kent (r.) is General Manager of Blyth Port Authority.



50p plus 20p postage. Stocks are limited, so anyone who would like a copy should apply as soon as possible.

\* \* \*

We have been delighted by your response to the Renault 5TL car competition, forms for which were sent out with the spring journal. You will remember that the name of every Shoreline member who enrolls a new member on one of these special forms will automatically be entered in the competition. The draw will be made at the Motor Fair at Earls Court on October 28, 1981, so there is still plenty of time to take part. There is no limit to the number of entries each individual can send in, so the more new members you enrol, the more chances you will have. A supply of forms is available in Poole, and if you would like more sent to you, please let us know.

\* \* \*

A number of Shoreline members sailed on the spring cruise to Madeira and the Canaries for which Fred Olsen Lines made a special offer through the winter issue of THE LIFEBOAT—and a very good time they had, too; apart from the sea and the sunshine, there was such a happy atmosphere on board. Moreover, not only did Shoreline members receive a discount on their bookings, but the RNLI also benefited considerably from a percentage donation. Now we hear that five more 'winter break' holidays are to be offered to our members, two before Christmas and three early in 1982—so, watch these pages!

\* \* \*

A fifth Shoreline club, in Leeds, has recently been formed, and any

Shoreline member who would like to join will be made very welcome. Write to Bill Lyons, 69 Easterly Crescent, Leeds, LS8 25G.

Shoreline Club No. 1, at Portsmouth, meets on the fourth Wednesday of every month, except July and August, at Tudor Sailing Club, Eastern Road. There is always an interesting speaker and subjects last winter ranged from water colour painting to solo transatlantic sailing. Details from Ray Doran, 5 The Close, Cosham (Tel: Cosham 374300).

By joining these Shoreline clubs, if there is one in your area, not only can you meet people of similar interests to yourselves and join in the social activities planned, but also you may well hear of opportunities to help local branches in their fund-raising efforts for the lifeboats.

\* \* \*

There will, as usual, be a Shoreline section to the RNLI stand at Southampton Boat Show from September 14 to 19. If you are visiting the show, please come to see us.

Birmingham branch is holding its annual dinner dance at the Botanical Gardens, Edgbaston, on October 23, and once again extends a welcome to Shoreline members as well as all other lifeboat supporters. Information from RNLI West Midlands office, 16 Harborne Road, Birmingham B15 3AA.

Another cordial invitation comes from Hoylake lifeboat station which is holding its open day on Bank Holiday Monday, August 31; Shoreline members will be most welcome.

PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

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

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"/>

\*minimum subscription will be increased 1/11/81, see above.

Name

Address

Over 106,500 people would have been lost without the lifeboat service.

# Some Ways of Raising Money

Poole guild, formed twelve years ago with ten members, now has a membership of 700 and since 1969 it has raised £63,000; the total last year exceeded £15,000. Members of the guild man both a lifeboat caravan on Poole Quay, which took £7,000 last summer, and also the old lifeboathouse museum on Fisherman's Quay, where £2,000 was taken. A committee of 12 led by their chairman, Mrs Margaret Adam, organises a wide variety of social events throughout the year, including an annual craft show, and a junior guild committee arranges a disco for young people during school holidays.

Hoylake station branch's intention at least to keep up with inflation in its fund raising took excellent practical form in 1980 when the amount raised, £10,074, almost doubled the 1979 figure.

Ilkeston branch in Derbyshire benefited from the generosity of Mr and Mrs G. Hibbert who were selling their house and moving from the district. A public sale of the surplus contents of the house fetched £1,257 which was presented to the local branch.

There is a small plot of land close to the lifeboathouse at Sennen Cove which belongs to Frank Taylor. It is not large enough to serve as a commercial car park but by an arrangement made nearly 20 years ago with the local lifeboat committee, a collecting box has been fixed to the wall next to a sign saying 'Parking free, but remember the lifeboat'. Well over £3,000 has been collected in this way so far, thanks to Mr Taylor's generosity.



*Under-14 teams of Wold Junior Football League, East Yorkshire, have been competing this winter for the first time for a new football trophy for annual competition donated by the Lifeboat Crew's (Bridlington) Social Club. Fred Walkington, coxswain of Bridlington lifeboat, is seen here with the two teams who played in the final on May 10: West Hill (l.) and Hutton Cranswick. The result after extra time was a draw, one all; the replay was won by West Hill, one nil.*

photograph by courtesy of 'Hull Sports Mail'

Unwary visitors to Bosham, Sussex, are inclined to get their cars stuck in the mud with the tide coming in. Luckily for them, Shoreline member Mr F. Mant has a son who has a tractor that can pull them out of trouble. Luckily for the RNLI the charge for this service is a donation of £5 to the lifeboats.

The difference between a large pot plant and a Christmas tree is £5 donated to the RNLI, according to Judy, Justin and Leo Brown of West London. This was the money they saved by not buying a tree; instead they put their presents round the pot plant and hung the baubles on the wall.

Customers at the Southern Belle in Gillingham High Street, Kent, were not satisfied with the £40 that was emptied from two lifeboat collecting boxes last Christmas. Box secretary, Mrs Mary Moody, and her assistant, Mrs Mary Atkins, were recalled the following month to discover that a further £90 had been contributed. Two elderly ladies have also done well in this district collecting £3.84½, nearly all in halfpennies.

The United States 67th Air Rescue Recovery Service staged a simulated helicopter rescue in London for Ilford Ambulance Station social club. Members were then invited to visit the Service's air base at Woodbridge in Suffolk. As a mark of appreciation the ambulancemen presented £100 to the Americans; as they could not accept the money themselves because of their military status the Americans flew a Jolly Green Giant helicopter to Aldeburgh and dropped a winchman in the sea who swam ashore and presented the cheque to the branch president, Vice-Admiral Sir Charles Mills, for the town's new lifeboat appeal.

Tradition dictates that the first purchaser of fish from the maiden catch of a new fishing boat should receive a new hat. This happened to Fred Paterson of Aberdeen when he paid £80 for a box of whiting caught by the brand new *Sunbeam*. The £80 received was then generously handed over to Aith lifeboat station branch.

The Hastings local centre of the Institute of Bankers organised a ten-mile walk between Bexhill and Hastings and back last October. As a result, at the centre's annual dinner, its president, John Holland, presented to John Atterton, RNLI deputy director, two cheques for £543, one each for Bexhill and Hastings branches.

The annual policeman's ball organised by the Anstruther section of Fife Constabulary made a profit of £230. A cheque for this amount was generously presented to William Muir, joint honorary secretary of Anstruther station branch, by Sergeant Ronnie Lambert.

Brighton branch had a beautiful day on April 12 for its second annual dog show, held at Waterhall Playing Fields, Patcham; with a very good entry of more than 300 dogs, about £225 was raised. Profit on the 687 chocolate Easter eggs made in aid of the RNLI this year by Joyce Wells was £194.40.

The Swan Hotel at Southwold obtained a special gambling license and became a racecourse for an evening; Southwold and Dunwich branch organised a supper and set up the course on the dining room floor. Six model horses, each in its own lane, and two large dice to determine which horse moved and for how many squares were the main ingredients. Each horse was auctioned at the start of a race and given a name by its owner; a tote was





Antique valuers Mr W. Cooper of Boulton and Cooper Ltd and Mr N. Brooksbank of Christie's Ltd, York, intent on items brought to them by guests at Helmsley ladies guild's antiques valuation evening held at Queen Mary's School, Duncombe Park, Helmsley, on April 1. Standing in the background are (l. to r.) Mrs K. Hart, chairman of the guild, Mrs J. Hopper, honorary secretary, Mrs Liz Summersgill and Mrs B. Mander, committee members. The evening earned £734 for Flamborough lifeboat appeal.

photograph by courtesy of Vaughan Hazlehurst



For the third year in succession Newport branch, Gwent, has raised £1,000 at its annual cocktail party held in the Missions to Seamen on Newport Docks. At the tombola drum, Councillor Roy Morris, Mayor of Newport and president of the branch, is seen with other officials: (l. to r.) John Lewis, former honorary secretary, Glyn Williams, DOS (Wales), Alf Pidduck, chairman, Miss Roz Clissett, honorary secretary of the ladies' guild, and Trevor Herbert, a branch committee member.



Weymouth ladies' guild raised £700 for branch funds at its annual wine and cheese party in the Springfield Room at Devenish Brewery on April 1. The Mayor of Weymouth and Portland, Mrs Joyce Litschi, presented an oil painting of Weymouth's Arun, Tony Vandervell, to raffle winner Mrs Lois Bricknell. With them are (l. to r.) George Lee, who first purchased the painting for £60 at an auction in aid of the lifeboats and then kindly gave it back to the guild for further fund raising; Mrs Phoebe Bury, chairman of the guild; John Lee, the artist; Lt-Cdr Barney Morris, station honorary secretary, and Mr E. W. Ludlow, chairman of Weymouth branch.

photograph by courtesy of Stuart Richman, Focus Press



Presenting Hector, the King of Egypt, St George, Old Ben, Beelzebub, the Quack Doctor, Little Devil Doubt, the Turkish Knight and Slasher, just some of the characters from the Southport Mummers who perform ancient and traditional plays in pubs, on greens and in parks in the Southport area; recently they were guests of the Spinners in the Free Trade Hall and Philharmonic Hall, Liverpool. Since the Longhope lifeboat disaster they have collected solely for the RNLI and have made well over £1,000 in that time.

photograph by courtesy of 'Southport Visiter'



At a coffee evening held to mark the retirement of Erdington, Birmingham, branch honorary treasurer Mr H. Higon, seen here (l.) shaking hands with chairman Reginald Wood, £60 was raised; this brought the branch's takings to a very successful £2,330 for the year. The model Solent lifeboat was presented to the branch by a former chairman.

photograph by courtesy of 'Sutton Coldfield News'



Each year the 420 pupils of Knowle Church of England Junior School organise a charity Lent Project, and this year they raised £783 for the RNLI. First year pupils ran a bring and buy stall; the second year a sponsored spell; the third year a sponsored swim; the fourth year a sponsored market; and staff a sponsored slim, for her part in which Mrs Morgan is seen here being officially weighed and measured.

photograph by courtesy of 'Solihull News'

operated for the punters. Winning owners received half the auction money and the sponsor money given by local businesses; backers received odds dependent on the popularity of their horses. That evening 140 people thoroughly enjoyed raising more than £400 for the RNLI.

When John Atterton, deputy director of the RNLI, was guest of honour at a social evening and supper arranged by Totteridge branch he was handed two cheques; one, for £2,500 raised by the branch during lifeboat week and one, for £100, given by the River Emergency Service in which the late Victor Ford, husband of Mrs Hilda Ford, president of the branch, served during World War II.

Dennis Best of Bristol saves money that he does not need to spend on parking because he is a disabled driver to give to the RNLI. His latest cheque was for £1.80.

At 84, Mrs Mary Vallance is the senior member of Burntisland, Fife, ladies' guild and approaches her local shops in an unusual way; on some days she tells them that she is in the business of selling, not buying, and takes around raffle tickets and her knitted goods to shopkeepers who are never known to turn her down. Honorary secretary, Mrs D. Mitchell, describes her guild as 'small but happy' and its income increases year by year with £610 being made in 1980.

Nordic Sea Angling Club, a group member of Shoreline, has presented a £50 fish-shaped cheque to Banbury branch in recognition of the work of the RNLI. No one from the club has needed its help yet, but that does not prevent them from appreciating all that lifeboatmen do for those in trouble at sea.

The Lady Mayoress of Coventry, Mrs Thomas McLatchie, was present at a coffee morning in Coventry Cathedral on February 11 organised by the ladies' guild. About 170 guild members attended and a grand total of £185 was raised.

To mark the anniversary of the grounding of *Athina B* on Brighton Beach and the rescue of her crew by Shoreham lifeboat, a party was arranged at the Concorde Restaurant last January by Mr B. Austen and Mr W. J. Croxford. The Mayor and Mayoress came, so did writer Margaret Powell, Coxswain Ken Voice of Shoreham, two groups—Salty Dog and the Taverners—and coastguards from Brighton among many others. A lifeboat film show included one taken by Mr Croxford of the *Athina B* incident. Brighton branch ran a stall and there was also a raffle. In all £114.06 was raised, £89.06 being given to Shoreham and £25 to Newhaven station branches.

Films of Rhyl, taken several years ago by Gordon Owen of Northwich, provided nostalgic moments for those people attending Rhyl lifeboat guild's coffee evening last February. Held at Colet House the occasion also provided stalls, raffles and games. Lifeboat Queen, Hilary Williams, was among the guests and, thanks to the hosts, Mr and Mrs D. Anguige, £55 was raised.



*Straining under the weight of a giant bottle full of money for the RNLI is Mike Fisher, landlord of The Wise Man, West Stafford, Dorset. When it was cracked open by Vic Pitman (l.), coxswain of Weymouth lifeboat, it was found to contain £168. That same evening a sponsored beard shaving event took place and together with a raffle and a competition to guess the amount in the bottle over £400 was raised for the RNLI.*

Many people attended West Wight ladies' guild coffee morning at the George Hotel, Yarmouth, where an exhibition of 'Island Glass' was staged by Michael Rayner; with the help of a raffle £194 was raised. A bridge evening and a cheese and wine party, both held at the Royal Solent Yacht Club, between them brought in a further £329.

Matlock and Bakewell claims to be one of the most inland branches in the country. It was formed 15 years ago in 1966, by coincidence just after Matlock itself had suffered severe flooding. With the help of its chairman, Mrs Molly Wilkinson, honorary secretary, Mrs Marjorie Lang, and an enthusiastic and energetic committee, £10,700 has been raised during the branch's lifetime.

An impressive profit of £380 was made for the RNLI on a buffet luncheon organised by the newly formed Upper Deeside branch on February 1 at Deeside Lodge, Aboyne, the delightful home of Mrs Coppie Armour. A raffle followed, the prizes for which were presented by Lady Lyell.

A spring supper party in March brought in over £800 for Llantwit Major ladies' guild. It was held in the Tythe Barn at St Donat's Castle where the 11 guild members arranged masses of daffodils, bunting, RNLI flags, entertainment from a local group, a tombola, a champagne raffle and a delicious meal. It was a very happy evening.



*With an age range of six to sixty, seven-year-old Joanna Lytholl was one of the youngest swimmers to take part in Long Stratton Swimming and Lifesaving Club's sponsored event which made £700 for the RNLI. Here Joanna receives her certificate from Coxswain Richard Davies of Cromer, who came along to receive the cheque.*

*photograph by courtesy of Frank H. Muirhead*

For the past few years Forth Corinthian Yacht Club has handed over £100 to Dunbar branch at the dance which follows the annual Bass Rock race. The presentation, however, was missed in 1979, so the club decided to compensate by giving £200 in 1980. Dunbar branch also discovered the truth in the adage 'Where there's muck there's brass' when presented with £300 raised by East Lothian Junior Agricultural Club with a sponsored dung-spreading exercise on a local farm.

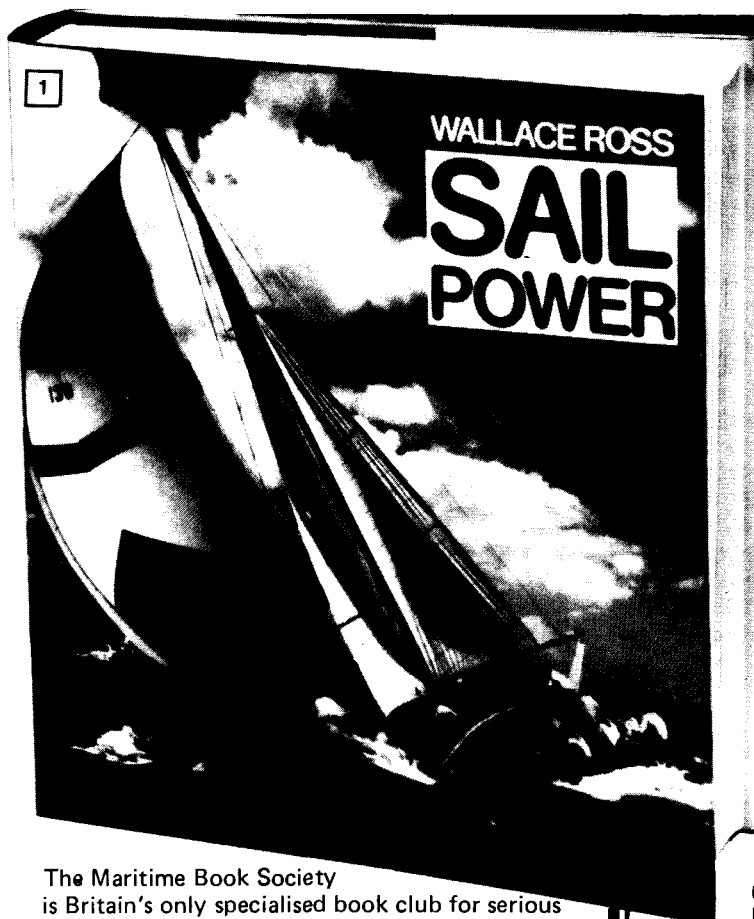
John and Pauline Milligan and their patrons have raised £197.14 for the RNLI as a result of a raffle at the Rose and Crown, St Albans, and the Falkland Arms, Oxon.

A sponsored bar billiards match at the Whitbread Jolly Sailor, Seasalter, between a home team and a team from Canterbury raised £567 towards Whitstable's new lifeboathouse. For the presentation of the money, Debbie, the 21-year-old daughter of landlords Ray and Pauline Price, made a cake decorated with marzipan and icing in the form of a pool table, a detachable metal cheque plate on its side. The whole cake was taken to Whitstable bank where the 'cheque' was removed and cancelled, then replaced on the cake. The cake was presented to the local Salvation Army children's home.

The children of Bradfield Primary School, Essex, organised a lifeboat fortnight from January 26 to February 6. A series of sales and raffles were held ending with a bring and buy sale for parents. The children also produced their own lifeboat comic and even made 'Lifeboat Club' badges for everyone who helped. They collected over 1,000 used postage stamps and amassed £32 as a result of their efforts.

# MARITIME BOOK SOCIETY

## The No-Nonsense Book Service for Yachtsmen, Racing Enthusiasts and Boat Owners



### SAIL POWER

Everything you need to know about sails: their design, selection, handling, repair, measuring, care and their optimum use in both pleasure sailing and racing, based on the author's experience as a sailor and head of a leading sailmaking firm. Written in a clear style and illustrated with hundreds of photographs and drawings. *Sail Power* is an essential, standard work. 'Impressively sound and thorough' *Yachting World* 'A very full and well written book' *Yachts & Yachting*

Published at £15.00

**yours for  
only £2<sup>+p&p</sup>**

as your introduction to the Maritime Book Society

The Maritime Book Society is Britain's only specialised book club for serious yachtsmen. When you need hard facts, sound professional advice, up-to-the-minute information – or would like to improve your performance, Maritime Book Society books count.

This outstanding book represents our consistent integrity, quality and sheer value for money. The introductory saving is exceptional, but the continuing high quality and value of the books we offer you throughout the year is unbeatable. Books, for example, like *Coastal Navigation*, *The Channel Handbook*, *Sailing Small Boats in Heavy Weather*, *Race to Win*, *Cruising* or *Marine Electronic Navigation*. Books to use, read, refer to and take on board. All books are at least 25% off publishers' editions, and often much more, with unique arrangements to increase your savings to 35% or more on every book you buy.

When you join the Maritime Book Society, you receive free our bi-monthly newsletter with detailed information on the new books and special bargains, the cream of the new books on yachting and all subjects of related interest. An integral part of our service is that you do *not* have to buy a book a month. In fact, you will find membership thoroughly enjoyable, as you need only buy four books from a choice of hundreds in your first year of membership. The Maritime Book Society is run by sailing enthusiasts on the South coast, who take great pride in this innovative and progressive service for today's yachtsman.

Readers Union Brunel House Forde Road Newton Abbot Devon Registered in England No 843946

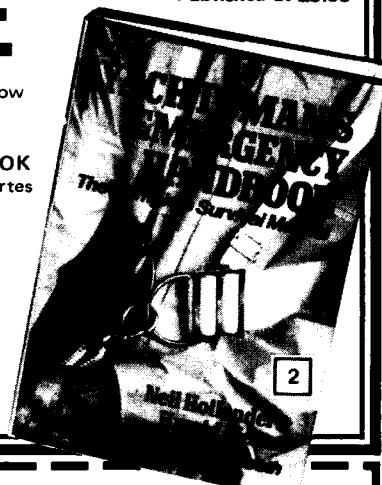
# FREE

if you join the  
Maritime Book Society now

**THE YACHTSMAN'S  
EMERGENCY HANDBOOK**  
Neil Hollander & Harald Mertes  
Foreword by Edward Heath

The complete survival manual: handling tough situations, coping with the unexpected, solving problems fast . . . this indispensable quick reference guide gives concise practical instructions and advice on every conceivable situation from Abandon Ship to Wood Repairs.

Published at £8.95



To: Maritime Book Society, PO Box 6,  
Newton Abbot, Devon.

BFC

I would like to join the Maritime Book Society and claim *Sail Power* at the special introductory price of £2.00 (plus 96p carriage) and *Yachtsman's Emergency Handbook* FREE. I agree to purchase at least 4 books (in addition to the introductory books) during a year's membership and may resign thereafter. If I am not satisfied with the introductory books, I may return them within 10 days and owe nothing. (Allow up to 21 days for delivery)

PLEASE SEND BOOK NO **1** AND FREE BOOK NO **2**

Mr/Mrs/Miss \_\_\_\_\_ PLEASE PRINT CLEARLY

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Signature \_\_\_\_\_  
(or if under 18, signature of Parent/Guardian)

**SEND NO MONEY POST TODAY**





# Books . . .

● In the annals of the RNLI new deed of gallantry are recorded year by year. From comparatively recent times, the very names of such casualties as *World Concord*, *Netta Croan*, *Lyрма* and *Orion* conjure up the high courage and fine seamanship shown by the lifeboatmen who went to their aid. In **Lifeboats to the Rescue** (David and Charles, £5.95) John Beattie has gathered together into one book accounts which he first wrote for the *Sunday Express* of 16 such services. Those chosen are widely spread: from Aith in Shetland, up north, down to St Peter Port in Guernsey, and from Kilmore in Co. Wexford, Ireland, to Walmer in Kent.

Before writing each account, John Beattie visited the station and talked with those who had been concerned in the service, so that narrative blends into first-hand memories which overflow into direct speech. The tone of the whole book is set on the first page of the first chapter; it opens with boyhood memories of Matthew Lethbridge, present coxswain of St Mary's lifeboat, Isles of Scilly, who has been awarded the silver medal for gallantry no less than three times and who is the son and grandson of past coxswains:

*'It is almost your first memory—the ringing of the old hand-cranked phone, one of only a handful on the island. Two rings you ignored; they meant a call for the lifeboat secretary. Three rings were for your dad; he was the coxswain. But five, to alert both of them simultaneously—that was the signal that woke you every time; that told you there was an emergency and that the lifeboat was about to be launched. So you would slip out of bed with a blanket around your shoulders, shivering as your feet touched the cold linoleum. And from the window you would watch dad go, pulling on his oilskin coat as he ran down the narrow street towards the lifeboathouse ...'*

It is dramatic, vivid and compelling and you must read on ... Portraits of the coxswains and, where possible, photographs taken during a service or of survivors, illustrate a book which can be highly recommended to all lifeboat people—J.D.

● **The Lifeboats of Littlehampton** is the latest booklet written and produced by Jeff Morris and it tells the story of a station first established in 1884 in the days of pulling and sailing lifeboats; closed in 1921, at the time when, with the advent of motor lifeboats, the number of stations around the coast was being greatly reduced; and then re-opened in 1967 with a D class inflatable lifeboat to meet the post-war increase of 'holiday' incidents. The

narrative is illustrated by a fine selection of photographs, old and new.

One of the first crew members of the new inflatable lifeboat was Johnny Pelham, grandson of the last coxswain of the old pulling and sailing lifeboat. Jeff Morris recalls how, when East Pakistan was devastated by floods in 1970, the RNLI answered an urgent appeal from the British Red Cross by immediately making available 20 inflatable lifeboats. Lt David Stogdon and Michael Brinton from Cowes base flew out with the boats to be joined a few days later by Johnny Pelham and another Littlehampton lifeboatman, Roy Cole. For the work they did, training local Ranger Scouts to handle the high speed boats and taking supplies to isolated communities, all four men were accorded the thanks of the Institution inscribed on vellum.

No story of Littlehampton would be complete without reference to William Osborne Ltd, and a brief history of these boatbuilders has been included together with a list of the 57 lifeboats built in their yard since the early 1950s.

Peter Cheney has been honorary secretary since the station re-opened in 1967, and copies of **The Lifeboats of Littlehampton** are available from him at Martlesham, Berry Lane, Littlehampton, Sussex, price 75p plus 25p packing and postage.—J.D.

● **Ready for Sea** by Basil Mosenthal and Dick Hewitt (Adlard Coles, £2.95) is a really excellent book especially if you are short of the pottering time aboard your boat which enables you to look into everything and/or if you are short of experience (years of practical experience).

The aim of the book is to help owners to bring their boats up to a really seaworthy condition and then maintain them that way by the use of check lists. In the process of using the book there can be hardly any aspect of boat handling that does not come under review. The authors have contrived to produce the book in such a way that it can be applied to almost any boat and yet remains uncomplicated by small irrelevant details.—E.J.

● A new edition of the **Cruising Association Handbook** has recently been published. This sixth edition, fully revised, covers a slightly larger cruising area than previous editions and contains extra information in the form of additional chartlets and passage planning notes. Metrication has been introduced. Very well printed and easy to follow, it is sold as fully updated as possible with the new IALA buoyage system anticipated and with a spring 1981 supplement covering the period from going to press at the end of December, 1980. As always, however, the Handbook must be used in conjunction with full scale charts and Notices to Mariners for the area concerned.

The new edition, blue, is much the same size as the former edition, red, and will again be a *must* for many cruising yachtsmen, especially those visiting more than one area each served by other more local pilots for small boat sailors; this makes the price of £17.50 (£12.00 to Cruising Association Members) very acceptable for coverage of the whole of the British Isles and the European coast from the Baltic to Gibraltar.

Annual correction supplements will be forthcoming each spring and the Handbook can be obtained from chandlers and bookshops or direct from the Cruising Association, Ivory House, St Katharine Dock, London E1 9AT.—E.J.

● Other general interest books recently received include:

Fourteen minutes—that was the time it took for the liner, *Empress of India*, to sink after colliding with the Norwegian collier *Storstad*, in May 1914, with over a thousand lives lost. Based on the personal accounts of survivors, **Fourteen Minutes** by James Croall (Sphere Books, £1.25) is a dramatic reconstruction of the events leading up to, during and after the disaster.

Steam has served and fascinated man for decades. The Navy made good use of it to power their picket boats, and their story is told in **Steam Picket Boats**, by N. B. J. Stapleton (Terence Dalton, £6.95).

In **The Trawlersmen** (Tops'l Books, £5.75 hardback; £3.75 paperback) David Butcher recalls the heyday of the fishing industry between 1900 and 1960 through the memories of the men who manned Britain's trawler fleets in the great days of sail and steam. These trawlersmen are now retired but the author has recorded and set down their story in an 'oral history'.

If it proves to be another wet summer, a book which will keep the youngsters occupied for a while is **The Lighthouse Boy** by Craig Mair (John Murray, £4.95). It is the story of Jamie Scott, a boy of 12 years old who, when his father was press ganged into the Navy, joined the men building the Bell Rock Lighthouse to support his mother, brothers and sisters, with plenty of adventures along the way.

Number 15 of the ever popular Observer's Books series has been up-dated. **Ships** by Frank E. Dodman (Frederick Warne, £1.95) contains technical details, diagrams and photographs of every kind.

A conservative estimate for the number of ships wrecked off the coasts of our islands is put at a quarter of a million, and the drama of some of the most interesting shipwrecks is told in Richard Larn's book **Shipwrecks of Great Britain and Ireland** (David and Charles, £7.95).—S.G.

## Lifeboat Services

from page 191

he would ground and he was advised to anchor.

A quarter of an hour later *Pass of Dirriemore* had dropped her anchor some seven miles south west of Hartland, and it held. By 0300 the wind had gone round to north by west and risen to strong gale, force 9.

*City of Bristol* continued to stand by. She checked the tanker's position every quarter of an hour until the tug, *Glen Garth*, arrived at 0600, and then gave help by passing the tow. By 0800 the tow was attached. *Pass of Dirriemore* weighed anchor at 0830, *Glen Garth* began the tow to Milford Haven and the lifeboat was released.

While she had been standing by *Pass of Dirriemore*, *City of Bristol*, had herself experienced some electrical and mechanical troubles. Assistant Fleet Mechanic Anthony Dixon with the help of another crew member tried to make the necessary repairs at sea under the very difficult conditions, but, as the strong gale, now from north north west, had not abated, it was decided at 1200 to make for the shelter of Swansea Bay. *City of Bristol* anchored in Port Talbot Roads to complete her repairs at 1630.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Staff Coxswain Roger Smith and his crew.

### Scotland South Division

## Stranded wildfowlers

TWO WILDFOWLERS stranded by the flooding tide on Black Rocks, south of Troon Harbour, were reported to the honorary secretary of Troon lifeboat station by Clyde Coastguard at 0933 on Monday December 8, 1980. A third wildfowler had managed to swim ashore to raise the alarm. Maroons were fired at 0935 and Troon's 44ft Waveney lifeboat *Connel Elizabeth Cargill* slipped her moorings at 0940 under the command of Coxswain/Mechanic Ian Johnson.

It was an overcast morning with a strong breeze to near gale, force 6 to 7, blowing from the south west. The tide was 2½ hours before high water and setting north at half a knot.

The harbour entrance was cleared at 0943 and a southerly course set towards Black Rocks some two miles distant. The rough seas were up to ten feet high and breaking and there was a low south-westerly ground swell.

Arriving off the rocks, Coxswain Johnson anchored in about 15 feet of water on the south side and a line was fired across to the two stranded men. They were unable to recover the line the first time, but caught it successfully

on the second attempt. Coxswain Johnson decided that in the prevailing conditions the safest way to take the two men off would be by veering down an inflatable dinghy which he had taken aboard in anticipation of such a situation.

Crew Member Roy Trewern immediately volunteered to take the dinghy ashore. He boarded her at 1010 and pulled himself on the line through the breaking seas to the rocks. On landing, he put a lifejacket on the first man and helped him into the dinghy, which was then pulled back to the lifeboat. Crew Member Trewern remained on the rocks to look after the second man and make sure that the line to the dinghy did not foul on any obstructions.

Once the first man was aboard the lifeboat, Crew Member Trewern hauled the dinghy back ashore to take off the other man before finally being hauled back to the lifeboat himself. Both the wildfowlers were taken below and treated for exposure.

The anchor was recovered at 1050 and course set for Troon Harbour. The two men were landed at the lifeboat station by 1120 and taken to hospital for a check up by a waiting ambulance. The lifeboat was then refuelled and back on her moorings ready for service by 1145.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Crew Member Roy Trewern, and a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution was sent to Coxswain/Mechanic Ian Johnson.

### North Eastern Division

## Coble escort

FLAMBOROUGH COASTGUARD told the honorary secretary of Flamborough lifeboat station at 1030 on Friday January 16 that the fishing coble *Silver Line* was hauling her lines north of Flamborough Head in heavy snow with a heavy northerly sea. All Filey cobbles had returned to harbour escorted by Filey lifeboat and *Silver Line* would have to round the headland and make for Bridlington after recovery of her lines. A strong breeze, force 6, was blowing from the south east.

*Silver Line* could not be contacted by radio so the honorary secretary of Flamborough station and Coxswain James Major went to the cliff top from where they could see the coble. She was in a very dangerous position and it was decided that she would need to be escorted round the headland to harbour. Maroons were fired at 1045 and Flamborough lifeboat, the 35ft 6in Liverpool *Friendly Forester*, was prepared for launching.

It was three hours before high water and the heavy, confused and breaking

seas were coming from the worst direction for launching at Flamborough. The first attempt to launch into these seas failed because the haul-off warp anchor did not hold but started to pull home. The lifeboat was hauled back on to her slipway to stand by for a launch as the tide made. The coble remained in the same position under the watch of the lifeboatmen.

At 1220, one hour before high water, *Friendly Forester* launched successfully into the very rough seas and continuous snow. By 1230 the lifeboat was in company with the coble and escorted her in to Bridlington Harbour. Both boats were safely berthed at 1345. As the weather was too bad for the lifeboat to be recovered at Flamborough, *Friendly Forester* remained in Bridlington Harbour overnight and was rehoused at her own station by 1630 on January 17.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Coxswain James Major, his crew and the shore helpers of Flamborough.

## Lifeboat Services, December, 1980, January and February, 1981

### Aberdeen, Aberdeenshire

54ft *Arun*: December 19

Aberdovey, Gwynedd

Atlantic 21: January 8

Aldeburgh, Suffolk

42ft *Beach*: February 4

Amble, Northumberland

37ft 6in *Rother*: December 2

Arranmore, Co. Donegal

52ft *Barnett*: December 19, January 1, 3 and 17

Ballycotton, Co. Cork

52ft *Barnett*: December 6, February 23 and 24

Barmouth, Gwynedd

35ft 6in *Liverpool*: December 31

Barra Island, Inverness-shire

52ft *Barnett*: January 11

Barry Dock, South Glamorgan

Relief 44ft *Waveney*: December 14 and January 16

Beaumaris, Gwynedd

Atlantic 21: February 15

Bembridge, Isle of Wight

48ft 6in *Solent*: January 11 and 17

Berwick-upon-Tweed, Northumberland

Relief Atlantic 21: December 22

Bridlington, Humberside

37ft *Oakley*: February 22 and 27

Brighton, East Sussex

Atlantic 21: January 16

Buckie, Banffshire

47ft *Watson*: February 23

Campbeltown, Argyllshire

52ft *Arun*: February 8

Clacton-on-Sea, Essex

Relief 37ft *Oakley*: January 4 and February 26

Clovelly, North Devon

70ft *Clyde*: December 15, January 9 and February 2

**Cromer, Norfolk**  
*48ft 6in Oakley*: January 30

**Dover, Kent**  
*50ft Thames*: January 4, 7, 9, February 21, 23 and 27

**Dungeness, Kent**  
*37ft 6in Rother*: January 9

**Dun Laoghaire, Co. Dublin**  
*44ft Waveney*: February 22

**Eastbourne, East Sussex**  
*37ft 6in Rother*: December 1 and February 7

**Exmouth, South Devon**  
*48ft 6in Solent*: January 23

**Eyemouth, Berwickshire**  
*44ft Waveney*: December 23, February 17 and 22

**Falmouth, Cornwall**  
*52ft Arun*: December 13, January 15, 24 and February 18  
*18ft 6in McLachlan*: February 8 and 28

**Filey, North Yorkshire**  
*37ft Oakley*: January 16

**Flamborough, Humberside**  
*35ft 6in Liverpool*: December 19, January 16 and February 22

**Fleetwood, Lancashire**  
*44ft Waveney*: January 3  
*Relief 46ft 9in Waveney*: February 22  
*Relief D class inflatable*: January 6 (twice) and 13

**Flint, Clwyd**  
*D class inflatable*: January 10 and 11

**Galway Bay, Co. Galway**  
*Relief 52ft Barnett*: December 1, 23, January 4, 5, 30, February 13 and 21

**Girvan, Ayrshire**  
*42ft Watson*: January 18

**Great Yarmouth and Gorleston, Norfolk**  
*44ft Waveney*: December 9, 17 and January 30  
*Atlantic 21*: December 14, 20, 26, January 4 (twice), 10 and February 13

**Hartlepool, Cleveland**  
*44ft Waveney*: December 14, February 7, 8 and 24  
*Atlantic 21*: February 8 and 24

**Harwich, Essex**  
*Atlantic 21*: January 4 and 10

**Hastings, East Sussex**  
*37ft Oakley*: January 12

**Hayling Island, Hampshire**  
*Atlantic 21*: December 6 and 14

**Helensburgh, Dunbartonshire**  
*Atlantic 21*: December 8, 28, January 1 and February 7

**Holyhead, Gwynedd**  
*52ft Arun*: January 27

**Howth, Co. Dublin**  
*Relief 46ft 9in Watson*: December 6 and January 6

**Hoylake, Merseyside**  
*37ft 6in Rother*: January 5

**Humber, Humberside**  
*54ft Arun*: December 3, 4, 5, 6, 8, January 9, 10 (twice), 18, 24, February 3, 17 and 19

**Islay, Argyllshire**  
*50ft Thames*: December 2, 10, January 27, February 16 and 18

**Kirkwall, Orkney**  
*70ft Clyde*: February 4

**Lerwick, Shetland**  
*52ft Arun*: January 2

**Littlehampton, West Sussex**  
*Atlantic 21*: January 17, 20, 23, 26 and February 28

**Littlestone-on-Sea, Kent**  
*Atlantic 21*: December 21, February 14 and 23

**Lowestoft, Suffolk**  
*47ft Watson*: December 9, February 8, 19 and 21

**Lyme Regis, Dorset**  
*Atlantic 21*: December 8, 20, January 1 and February 22

**Lymington, Hampshire**  
*Atlantic 21*: December 17 and January 24

**Margate, Kent**  
*37ft 6in Rother*: February 26  
*D class inflatable*: December 14

**Minehead, Somerset**  
*Atlantic 21*: December 14 and January 31

**Moelfre, Gwynedd**  
*37ft 6in Rother*: January 3

**Mudford, Dorset**  
*D class inflatable*: February 7 and 8  
*Relief D class inflatable*: February 21

**The Mumbles, West Glamorgan**  
*47ft Watson*: February 1

**New Brighton, Merseyside**  
*Atlantic 21*: December 7, January 5 and February 9

**Newhaven, East Sussex**  
*44ft Waveney*: December 5, 15, January 9, 19 and February 2

**Newquay, Cornwall**  
*D class inflatable*: January 31  
*D class inflatable (on trials)*: January 31

**Oban, Argyllshire**  
*42ft Watson*: February 2

**Peel, Isle of Man**  
*Atlantic 21*: February 20

**Plymouth, South Devon**  
*44ft Waveney*: December 4, January 24, February 1 and 18

**Poole, Dorset**  
*Dell Quay Dory*: January 11, 15, 21, 25, February 1 and 21

**Portpatrick, Wigtownshire**  
*47ft Watson*: December 10 and January 1

**Portrush, Co. Antrim**  
*46ft 9in Watson*: February 8 and 20

*52ft Arun*: February 27

**Port St Mary, Isle of Man**  
*54ft Arun*: January 6 and 20

**Portsmouth (Langstone Harbour), Hampshire**  
*Atlantic 21*: January 22, February 2 and 5  
*D class inflatable*: February 2 and 5

**Queensferry, West Lothian**  
*Atlantic 21*: January 25, February 1 and 9

**Ramsgate, Kent**  
*44ft Waveney*: December 10, 14, January 7 and 30

**Redcar, Cleveland**  
*Relief 37ft Oakley*: December 14 and 30

**Rhyl, Clwyd**  
*37ft Oakley*: January 18

**St Helier, Jersey**  
*44ft Waveney*: January 24 and February 15

**St Ives, Cornwall**  
*37ft Oakley*: December 18

*D class inflatable (on trials)*: February 21

**St Peter Port, Guernsey**  
*Relief 52ft Arun*: February 4

**Sennen Cove, Cornwall**  
*37ft 6in Rother*: December 28 and February 16

**Sheerness, Kent**  
*D class inflatable*: December 7

**Shoreham Harbour, West Sussex**  
*42ft Watson*: December 8 and 13

**Silloth, Cumbria**  
*Atlantic 21*: January 19

**Skegness, Lincolnshire**  
*37ft Oakley*: February 19

**Southend-on-Sea, Essex**  
*Atlantic 21*: December 11, 28, January 2, 4, 18, 31, February 3, 8, 15 and 27  
*D class inflatable*: December 7, 23, 28 and February 27

**Southwold, Suffolk**  
*Atlantic 21*: January 16

**Staithe and Runswick, North Yorkshire**  
*Atlantic 21*: December 10 and January 19

**Stornoway, Ross-shire**  
*48ft 6in Solent*: December 1

**Stromness, Orkney**  
*52ft Barnett*: December 10

**Sunderland, Tyne and Wear**  
*47ft Watson*: December 12 and 14

**Swanage, Dorset**  
*37ft 6in Rother*: January 25

**Teessmouth, Cleveland**  
*47ft Watson*: December 14

**Tenby, Dyfed**  
*46ft 9in Watson*: December 13

**Torbay, South Devon**  
*54ft Arun*: December 10 and 30

**Troon, Ayrshire**  
*44ft Waveney*: December 8

**Tynemouth, Tyne and Wear**  
*52ft Arun*: February 22  
*D class inflatable*: February 22 and 23

**Valentia, Co. Kerry**  
*52ft Barnett*: December 18, 20 and 31

**Walmer, Kent**  
*37ft 6in Rother*: December 7, 17 and January 27

**Wells, Norfolk**  
*37ft Oakley*: February 9 and 19

**West Kirby, Merseyside**  
*D class inflatable*: February 7

**West Mersea, Essex**  
*Atlantic 21*: December 8, January 3, 27 and February 1

**Weston-super-Mare, Avon**  
*18ft 6in McLachlan*: December 28  
*D class inflatable*: December 28 and January 15

**Weymouth, Dorset**  
*54ft Arun*: December 3, February 10 and 16

**Whitby, North Yorkshire**  
*44ft Waveney*: December 2, 16, February 2 and 10

**Whitstable, Kent**  
*Relief Atlantic 21*: February 17

**Wick, Caithness**  
*48ft 6in Oakley*: February 17

**Workington, Cumbria**  
*46ft 9in Watson*: December 11

**Yarmouth, Isle of Wight**  
*52ft Arun*: December 25, February 1 and 5

## SERVICES AND LIVES RESCUED BY THE RNLI'S LIFEBOATS

January 1, 1981, to April 30, 1981: Services: 483; lives saved 131

### THE STATION FLEET

(as at 30/4/81)

258 lifeboats, of which one Atlantic 21, four 18ft 6in McLachlan and 67 D class inflatable lifeboats operate in summer only

### LIVES RESCUED 106,669

from the Institution's foundation in 1824 to April 30, 1981, including shoreboat services



## Annual General Meeting

from page 196

pients, Miss N. Robertson, were present to receive their awards:

### Honorary Life Governor

#### Dr W. J. Guild, BSC PhD

A committee member of Edinburgh branch since 1953 and a member of the Executive Committee of the Scottish Lifeboat Council since 1959. Dr Guild has been an active supporter since 1938, making films for the RNLI, giving lectures and undertaking research into the effects of hypothermia; he was given public relations awards in 1964 and 1979 and awarded the gold badge in 1971.

#### Mr W. F. G. Lord, OBE BL

Vice-chairman of the Executive Committee of the Scottish Lifeboat Council since 1966. Mr Lord was honorary secretary and treasurer of Edinburgh branch from 1950 to 1964, continuing as honorary secretary until 1976, a member of the Committee of Management from 1971 to 1979 and Vice-Convenor of the Executive Committee of the Scottish Lifeboat Council from 1975 to 1980; he was awarded the silver badge in 1961.

### Bar to the Gold Badge

#### Mrs T. C. Dowding

A committee member of Great Yarmouth and Gorleston ladies' guild from 1949 to 1954, assistant honorary secretary from 1954 to 1960, honorary secretary from 1960 to 1965 and chairman since 1965; awarded silver badge in 1968 and gold badge in 1976.

#### Mrs E. M. Valentine

Vice-president of Girvan ladies' guild from 1958 to 1963 and president since 1963; awarded gold badge in 1966.

#### Mrs E. F. Lyell

A founder member of Montrose ladies' guild in 1935, vice-president from 1952 to 1979 and honorary secretary from 1968 to 1979; awarded gold badge in 1964. Mrs Lyell has not missed a meeting of the guild in 25 years.

#### Mr T. Downing

Assistant honorary secretary of Barrow station branch from 1946 to 1949, honorary treasurer from 1947 to 1949 and honorary secretary since 1949; awarded binoculars in 1960 and gold badge in 1976.

### Gold Badge

#### Mrs H. Booker

Central London Committee member since 1950 and one of the team who organise London flag day depots; awarded silver badge in 1969.

#### Mrs C. H. C. Kiddle

Honorary secretary of Eastleigh branch from 1945 to 1971 and president since 1971; awarded silver badge in 1965.

#### Mrs R. D. Wood

Honorary secretary of Caterham branch since 1957; awarded silver badge in 1968.

#### Mrs G. Mobbs

A founder member of Chilterns branch in 1950, chairman from 1965 to 1970, vice-president from 1970 to 1971 and president since 1971; awarded silver badge in 1969 and Chairman's letter of thanks in 1970.

#### Mr H. J. Downing

Joint honorary secretary of Stourbridge branch from 1953 to 1963, chairman from 1963 to 1980 and president since 1980; awarded statuette in 1973.

#### Mrs J. H. Briggs

Honorary secretary of Scarborough ladies' guild from 1951 to 1963, chairman from 1963 to 1980 and committee member since 1980; awarded silver badge in 1973. Among other work, Mrs Briggs has established two successful luncheon clubs.

#### Miss N. Robertson

Honorary secretary of Lerwick ladies' guild since 1957; awarded statuette in 1968.

#### Mrs J. McDonald

President of Stonehaven ladies' guild since 1957; awarded statuette in 1972.

#### Mrs I. I. Halliday

Honorary secretary of Vale of Leven branch since 1955; awarded statuette in 1966.

#### Mrs J. Tyrrell

Mrs Tyrrell has been totally involved with Arklow lifeboat station since 1951 and honorary secretary of the ladies' guild since 1972; awarded silver badge in 1967.

#### Mrs R. T. Kearon

Chairman of Arklow ladies' guild since 1972 and has been concerned with organising and collecting in the area for longer than can be remembered; awarded silver badge in 1967.

#### Mrs S. J. Henry

Chairman of Coleraine branch since 1950; awarded silver badge in 1962.

#### Mr J. C. Harrison

Honorary secretary of Shoreham station branch since 1956; awarded binoculars in 1967.

#### Mr L. W. Noton

Acting honorary secretary of Yarmouth, Isle of Wight, station branch from 1962 to 1963 and honorary secretary from 1963 to 1980; awarded binoculars in 1974. Mr Noton has been concerned with the station's fund raising as well as operational activities.

#### Col G. A. Jackson, OBE TD DL

Honorary treasurer of Angle station branch since 1956; awarded silver badge in 1969. Col Jackson undertakes both operational and fund raising activities and organises the annual Angle regatta.

#### Miss I. Black

President of Oban ladies' guild from 1966 to 1979; awarded statuette in 1973. Miss Black has worked for the guild both before and since her term of office.

#### Councillor J. M. D. Smith, MBE JP

Honorary secretary of Montrose station branch since 1955; awarded binoculars in 1966. Councillor Smith has been a member of the committee for more than 40 years and gives talks for the RNLI.

To conclude the business of the afternoon Captain T. A. C. Keay, a member of the Committee of Management, moved a hearty vote of thanks to Lt-Cdr Fetherston-Dilke, remembering the dedicated service to all mariners of the Coastguards.

The assembled company then made its way to the foyer to take tea before dispersing for another year.

### Gig for sale

Hamble branch has no further use for the four-oared gig in which, in 1980, members raised £1,500 by rowing across the Channel from Cherbourg. Another good home is sought for her, and any donation to Hamble branch would be gratefully received. Telephone enquires to Colin Partridge, Hamble 2108.

For your  
diary:  
AGM 1982  
Tuesday  
May 11

**DO IT YOURSELF — AND SAVE MONEY**  
Work on your own boat, using the superb facilities at our harbourside premises.

**SHEPARDS WHARF**

MARINE HOIST (20 tons)

STATIC CRANE (6 tons)

Open 7 days a week.

For Hire: High Pressure Washers, Power and Hand Tools.

Self-employed Craftsmen and complete range of Marine Services from local firms available.

CHANDLERY DEPARTMENT  
BOOK NOW FOR WINTER STORAGE

Shepards Wharf Boatyard, Medina Road, Cowes, I.O.W.  
Telephone (0983) 297821.

<i>Aegis Insurance Services (Group) Ltd</i> .....	182
<i>Adventure Wear Ltd</i> .....	182
<i>Batchelors Cup-a-Soup</i> .....	Outside Back Cover
<i>Birds Eye Foods Ltd</i> .....	Inside Front Cover
<i>Lifeline Film Service</i> .....	Inside Back Cover
<i>Maritime Book Society (Readers Union)</i> .....	211
<i>Mercantile Credit</i> .....	Inside Back Cover
<i>The Scottish Experience</i> .....	182
<i>Shepards Wharf Boatyard</i> .....	215
<i>Temple Insurance Brokers Ltd</i> .....	216
<i>Unatrac (H. Leverton and Co. Ltd)</i> .....	216

## Classified Advertisements

£5.50 per single column centimetre  
(minimum charge £16.50).

NB: The minimum space of 3cm takes about  
45 words at 15 words per cm.

ALL CLASSIFIEDS MUST BE PRE-PAID.

### ACCOMMODATION

**NORTH ESSEX.** Bungalow built 1972. Fully equipped and furnished for two. Complete kitchen. Fitted carpets. Colour TV. Central heating. All linen provided. The garden and private beach offer spectacular views of the coast of Essex. Telephone: St. OSYTH (0255) 820425.

**DORSET.** 3 miles from Bridport. 3-bedroomed holiday cottage. Television. St Anthony, Uploders.

**BRIXHAM, TORBAY, DEVON.** Self-catering HOLIDAY APARTMENTS each comfortably furnished to a high standard (fridge and television of course), for two to six persons (children over six years). Superb outer-harbourside position. Resident proprietors associated with Torbay Lifeboat. Stamp please for brochure: G. A. Smith, 'Harbour Lights', Berry Head Road, Telephone (08045) 4816.

**PORT ERIN, ISLE OF MAN.** A family hotel, superbly situated overlooking the bay. Most bedrooms have sea views. Licensed for residents. Bed, Breakfast and Evening Meal from approximately £8.50 plus VAT. Please write or phone for our colour brochure: Peveril Hotel, Port Erin, Isle of Man. Telephone: 0624 833117

**BROADSTONE.** Close to Poole with sailing and fishing in the famous harbour. Miles of safe, sandy beaches, dunes and cliffs. Golf 250 yards, ride, walk or just relax in small hotel with comfort, good food and friendly atmosphere. Ample parking. S.a.e., 'Skip-pers', Fairlight Hotel, Broadstone, Dorset. Telephone (0202) 694316.

### FUND RAISING

**ORGANISE A FIREWORK DISPLAY!** Hints and instructions supplied with every pack. Have fun and a happy social evening too. Please write or telephone for our Price List with Sample Programme and Contents Sheets. FIREWORKS galore! Ltd, 3 Market Place, Bulwell, Nottingham. Tel: (0602) 278619.

### BOAT FOR SALE

**CRUISER 32' PRINCESS 1976.** Two 106 hp Diesels, immaculate condition, little used, boat almost as new. Avon dinghy, Johnson outboard, echo sounder, radio; many other extras. £18,500. For further details telephone South Benfleet 2533.

### BOOKS

**SHERINGHAM LIFEBOATS 1838-1981.** A new booklet by R. W. Malster from Poppyland Publishing. Available at 90p + 15p p & p from D.L.A. Sheringham Lifeboat, Tony Sadler, Torlea, Hooks Hill Road, Sheringham, Norfolk.

**CROMER LIFEBOATS 1804-1981.** A booklet by R. W. Malster and P. J. R. Stibbons from Poppyland Publishing at 90p. Also 4 sepia pictures of historic Norfolk Lifeboats as post cards in the 'Traditional East Anglia' series, 15p each (Sheringham, Cromer, Palling and Blakeney). All items available from Hon. Sec. Cromer RNLI, Mr J. Smith, 33 Hillside, Cromer, Norfolk with 15p for p & p.

### PAINTINGS

**LIFEBOAT OIL PAINTINGS** on canvas 36" x 28". £65.00 post paid. Arun, Watson, Waveney, Oakley, etc, by well-known Lifeboat artist John Lee. Storm and rescue situations a speciality. Ideal for retirement presentations or Lifeboat Fund raffles. Satisfaction guaranteed; Send s.a.e. to 9 Esplanade, Weymouth, Dorset. Tel: (0305) 785960

### MODELS AND KITS

**YOUR OWN RNLI BOAT FLEET IN MINIATURE!** Kits, plans, prints. Craftsman-built models. Oakley; Waveney; Steam and Pulling Lifeboats; s.a.e. for details: Model Shipwright, Bakers, Coble Landing, Filey, Yorkshire.

**UNCANNILY ACCURATE MINIATURE MODELS AND WALL PLAQUES OF YACHTS, SAILING BARGES, LIFEBOATS AND OTHER VESSELS THE GIFT OR PRESENTATION WITH A DIFFERENCE!**

COMMISSIONED by Maritime Museums, collectors Yacht Owners and Clubs. RNLI Lifeboats a speciality for enthusiasts and crew retirements.

**DETAILS AND PRICES:** BRIAN H. WILLIAMS Marine Model Artist. 'West Rock', The Cleave, Kingsand, Near Torpoint, Cornwall. PL10 1NF. (Tel: 0752-822638).

## Boat Insurance for Shoreline Members

**Temple Insurance Brokers Ltd., specialist Marine Craft Insurance Brokers, Members of the British Insurance Brokers Association, are pleased to offer Shoreline Members**

**special terms for their personal Yacht and Motor Boat insurance. For a quotation without obligation, please complete and post the enquiry form. No stamp required.**

**OR RING POOLE (02013) 79444**

<b>Personal details</b>	Name .....	Tel. No. ....
	Address .....	
	Experience .....	
	Occupation .....	
	Accident Losses Claims in last 5 years Yes/No (Details on separate sheet)	
<b>Details of craft</b>	Name .....	Class/Type .....
	Construction .....	Year Built .....
	Length .....	Beam .....
	Engines .....	H.P. .... Inboard Outboard
	Max. Designed Speed (Motor boats only) ..... knots.	
<b>Values</b>	Hull, Machinery, Equipment £ .....	Trailer £ .....
	Dinghy Boats £ .....	Outboard Motor £ .....
	TOTAL £ .....	
<b>Use</b>	In commission from ..... to .....	(inclusive)
	Moored at .....	
	Laid up from ..... to .....	Inclusive. Ashore Afloat
	Cruising Area .....	
<b>General</b>	(a) Are you entitled to No Claim Discount? ..... years	
	(b) Do you wish to bear the first £25 <input type="checkbox"/> £50 <input type="checkbox"/> £100 <input type="checkbox"/> of any claim? Tick as applicable.	
	(c) SPECIAL REQUIREMENTS. Racing Risks, Water-Skiing, etc.	

**TO FREE POST, Geoffrey Bere FCIL, TEMPLE INSURANCE BROKERS, LTD, 29 High Street, Poole BH15 1BR.**



**UNATRAC**



**CATERPILLAR**

**Engine Division**

is proud to be  
associated  
with the  
**Royal National  
Life-boat Institution**

**Caterpillar Marine Engines  
are used in the Arun, Brede  
and Waveney class lifeboats**

Maidenhead Road Windsor Berks. SL4 5HH  
Tel: Windsor (07535) 55441 Telex 848881

UNATRAC and CATERPILLAR are trademarks of Caterpillar Inc. © 1980 C.A. Limited



# Sailing loan interest rates reduced for Shoreline members

Now, as a Shoreline member, you're in a privileged position when it comes to financing your sailing.

Shoreline Sailing Loans are available to members from Mercantile Credit at special interest rates below those charged on their standard marine loans. One of them can provide the cash you need to buy a boat, to refit, or even for major annual expenses like insurance. Then you can spread the cost over regular instalments and so sail on a budget.

## Help the R.N.L.I. as you help yourself

Shoreline Sailing Loans will provide a valuable source of revenue for the R.N.L.I., as well as saving you money. Each loan granted will provide a donation to the Institution, without the deduction of promotion, administration or other costs.

Non-members can apply for loans and join Shoreline simultaneously, and have their first year's membership paid for them. Mercantile Credit, will make a £5 donation to Shoreline for each advance made to non-members, entitling them to family membership for one year.

You can pick up a Shoreline Sailing Loan leaflet at your local branch of Mercantile Credit (see your telephone directory for the address). Written quotations are available on request.

**FREEPOST**  
Send today for details

WE PROMISE  
A SPEEDY ANSWER



To: Mr. L. Fraser, Mercantile Credit Company Limited,  
FREEPOST, P.O. Box 75, London WC2B 5XA.  
(No stamp required).

Name \_\_\_\_\_

Address \_\_\_\_\_

149/JULY

I wish to borrow £\_\_\_\_\_ (please state amount if known)  
I AM/\*AM NOT a member of Shoreline (\*Delete as applicable).

**M Mercantile Credit**

# SAVE ON FILM PROCESSING

## AND HELP THE

# Lifeboats

## Kodacolor

AND OTHER GOOD MAKES ACCEPTED

- ☆ Normally 48 hours in Laboratory
- ☆ Prices include VAT at 15%. No extra charge for post and packing.
- ☆ Credit for unprintable negatives.
- ☆ Money refunded if you are not completely satisfied.

Pack your films in a stout envelope, complete the coupon opposite, enclose cheque/PO payable to 'Lifeline Film Service' and post to:

**LIFELINE FILM SERVICE**  
**FREEPOST P.O. BOX 304**  
**LONDON E17 3JP**



10p  
Donated to  
R.N.L.I.  
for every order

### LIFELINE FILM SERVICE PRICES

12 EXPOSURES **£1.99**

24 EXPOSURES **£2.99**

36 EXPOSURES **£3.99**

*Offer applies to U.K. only*

NOTE: We accept films on the basis that their value does not exceed the cost of the material.

CUSTOMER SERVICE 01-520 8351

NAME .....

ADDRESS .....

THIS IS YOUR RETURN LABEL. PLEASE USE BLOCK LETTERS.



# After you've been in hot water, just add hot water



Batchelors, makers of Britain's leading dried soup, are proud to be associated with the R.N.L.I.

And we're more than pleased that the R.N.L.I. make sure our life-saver, Cup-a-Soup, is aboard your life-savers.