

Volume XLVIII Number 478



# The Lifeboat

Journal of the Royal National Lifeboat Institution      Winter 1981/82      25p



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# THE LIFEBOAT

Winter 1981/82

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Number 478

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THE DUKE OF ATHOLL

*Director and Secretary:*  
REAR ADMIRAL W. J. GRAHAM, CB MN1

*Editor:*  
JOAN DAVIES

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### COVER PICTURE

*December 20, 1980: Yarmouth Isle of Wight lifeboat, the 52ft Arun Joy and John Wade, on the traditional run to the Needles Lighthouse with Christmas fare. The photograph was taken by Mr M. R. Cooke.*

### Penlee Lifeboat Disaster

With great sorrow the death is announced of the coxswain and crew of Penlee lifeboat which was lost on service on the night of Saturday December 19, 1981.

Penlee lifeboat, the 47ft Watson *Solomon Browne*, had launched in a violent storm to go to the aid of the coaster *Union Star* which had reported engine failure when nine miles east of Wolf Rock Lighthouse; there were eight people on board, including one woman and two children. The weather was atrocious with heavy breaking seas, a large swell, heavy rain and very poor visibility – it was so bad that in spite of repeated attempts a Sea King helicopter could not lift off any of the coaster's crew. Penlee lifeboat had reported that she had taken off four people from *Union Star* before radio contact was lost.

Those who gave their lives were: Coxswain William Trevelyan Richards, Second Coxswain/Mechanic James Stephen Madron, Assistant Mechanic Nigel Brockman, Emergency Mechanic John Blewett, Crew Member Charles Greenhough, Crew Member Barrie Torrie, Crew Member Kevin Smith and Crew Member Gary Wallis.

The deepest sympathy of all lifeboat people is extended to the families of these noble men.

The tragedy occurred just as the final pages of the winter journal were going to press. Fuller information will be published in the next issue.

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

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

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## NOTES OF THE QUARTER

### Maritime England

A YEAR-LONG celebration of the sea is planned for Maritime England 1982 by the English Tourist Board. There may be as many as 2,000 special events put on in different parts of the country for the pleasure of visitors from home and overseas, a number in aid of the RNLI.

As a prelude to the year, Maritime England was launched on Trafalgar Day, October 21, at the Guildhall, London, by the Rt Hon William Whitelaw, MP, Home Secretary, and round-the-world-yachtswoman Clare Francis.

*'History records that whatever the vicissitudes of the time, we know how to relax and balance responsibility and pleasure,' said Mr Whitelaw. 'Indeed, without recreation, our judgements might not be sound. Did Sir Francis Drake get it wrong?'*

In their hard work of fund raising the RNLI's branches and guilds know very well how to give pleasure and find enjoyment, and many are entering with



Brighton's relief Atlantic 21 rigid inflatable lifeboat on exercise off Brighton Marina.

photograph by courtesy of Crew Member Alan J. Young

enthusiasm into the spirit of the celebrations. The first event, Operation Seafire, a chain of bonfires to be lit all round the English coast, was planned to take place in the first few minutes of the new year. Starting at Great Yarmouth, it was co-ordinated by the Coastguard and lifeboat people as well as people from a number of other organisations planned to help it on its way.

As RNLI HQ's contribution to Maritime England, lifeboat supporters are invited to visit the Institution's head office and depot during three Lifeboat Open Days on Thursday, Friday and Saturday, July 22 to 24. The doors will be thrown wide from 10 am each morning until 6 pm on Thursday and Saturday and 8 pm on Friday. Modern lifeboats manned by lifeboatmen will be alongside the RNLI depot quay; there will be demonstrations of the launch and recovery of an Atlantic 21; and there will be film shows and some

special displays. It is hoped that branches and guilds will organise parties to visit HQ during the open days.

Up in Yorkshire, from April 1 for six months, the Kodak RNLI exhibition of photographs 'In Danger's Hour' will be on display at Harewood House. This is the first time this fine exhibition will have been on show in the north of England. Harewood is open from 11 am each day and the usual admission rates will apply with no extra charge for the exhibition. Details of special party rates can be obtained from Barbara Baker (Harewood 886225), Estate Office, Harewood, Leeds LS17 9LQ.

Any event in England during 1982 which is open to the public can be registered with the Tourist Board and will then receive mention and listing in *Maritime England News*. A number of events have already been listed: for instance, the special exhibitions planned by the RNLI Zetland Lifeboat Museum at Redcar and special events spread out right from January to December in support of Weston-super-Mare lifeboat station's centenary appeal.

There are too many events for all to be announced in *THE LIFEBOAT*, but perhaps just one more could be mentioned: on August 7 Axminster Girl Guides together with Seaton and Beer District branch are planning 'The Launching of a Thousand Lights' to commemorate the people rescued by the RNLI in Lyme Bay; a full afternoon and evening's programme at Axmouth will end with the launching down the River Axe on the evening ebb tide of a miniature candlelit 'boat' for each life saved.

### Ennals Point

Making another good RNLI start to the year, the first fictional television series to be based on a lifeboat village, 'Ennals Point', will be shown on BBC 2, beginning in January. The series, written by Alun Richards, was filmed at

## ANNUAL MEETINGS 1982

THE RNLI's annual meetings for 1982 will take place on Tuesday May 11. The annual general meeting of the governors of the Institution will be held at 11.30 am in the National Film Theatre, which is close to the Royal Festival Hall, and the annual presentation of awards will take place at 3 pm in the main auditorium of the Royal Festival Hall itself.

At the annual general meeting last year it was agreed that instead of circulating advice of the AGM to governors by post, as had been normal practice in the past, in future advance notice of the meetings should be printed in the autumn issue of *THE LIFEBOAT* and application forms should be sent out to all governors with the winter issue of the journal. The change in procedure is being made in order to save the cost of envelopes and postage for the circular,

the postal cost for which alone has now risen to more than £1,000 each year. All governors, therefore, will receive an application form for both the morning and afternoon meetings with this journal. If you are a governor wishing to attend the AGM and if by any chance the form is not tucked into your journal please write to the Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ, stating your requirements.

Branches and guilds will receive information about how to apply for tickets for the annual presentation of awards on the afternoon of May 11 from their district organising secretaries in the usual way. If any other supporters of the lifeboat service would like to attend the afternoon presentation of awards meeting, they should write to the Director at the address given in the previous paragraph.

The Mumbles lifeboat station in South Wales, and although the characters and the stories are fictional, under the technical guidance of Coxswain Derek Scott, BEM, a realistic lifeboat background has been achieved.

A discussion on the filming of the series between Alun Richards, Derek Scott and Ray Kipling, RNLI public relations officer, begins on page 20.

#### We wish them well . . .

December 31, 1981, was something of a watershed because it saw the retirement of an unusually large number of senior and long-serving members of the RNLI's staff.

John R. Atterton, MBE, has a record of service to the Institution unbroken except by the war years from the time he was appointed as a boy clerk in 1936, at the age of 17, until his retirement from his present post as deputy director. He was first appointed as deputy to the secretary (later director and secretary) in 1969, and on the death of Captain Dixon in December 1978 he was appointed acting director until Rear Admiral W. J. Graham took over in August 1979. Mr Atterton will continue as a consultant to the Institution, also acting for the RNLI in its rôle as the permanent secretariat to the International Lifeboat Conference. His successor as deputy director is Lt-Cdr Brian Miles.

Symington Macdonald has been chief of the Institution's technical staff since his appointment in 1972, being responsible for the design, building, fitting out and maintenance of the RNLI's operational and relief fleets. His term of



*Lt David Stogdon, MBE, former superintendent of depot, Cowes, joined the RNLI in 1952.*



*Mary Lloyd-Jones, district organising secretary (Scotland) from 1958 until her recent retirement.*



*John R. Atterton, MBE, the retiring deputy director, has served the Institution since 1936.*

office has seen the development of the 52ft Arun and the 50ft Thames fast afloat lifeboats and also the design and early development of the RNLI Medina, the Brede and the Fast Slipway boat. Mr Macdonald is being succeeded by Lt-Cdr H. E. Over.

Lt E. David Stogdon, MBE, joined the RNLI in 1952 as a divisional inspector of lifeboats. Then, after spending a few years as superintendent of the depot at Boreham Wood, in 1969 he became superintendent of the depot at Cowes, the base for D class inflatable lifeboats. Since then he has been the moving spirit behind the development of the outstandingly successful Atlantic 21 rigid inflatable lifeboat and her larger sister, the RNLI Medina. The new superintendent of depot, Cowes, is Cdr P. F. Gladwin, but Lt Stogdon will remain a consultant for the development of the Medina.

Lt-Cdr L. Andrew Forbes also joined the Institution as a divisional inspector of lifeboats, in 1963. Since 1972 he has been the staff officer particularly concerned with future planning for the dis-

position of lifeboats around the coast and he will continue as a consultant.

Cdr Paul C. Chapman joined the Institution in 1970 as a district organising secretary, first in South London, then in the South East, but from 1973, working in conjunction with Professor W. Flexner, he has been instrumental in setting up the RNLI's very successful computer analysis of rescue records (CARR). The new manager of CARR will be Stuart H. Nourse, but Cdr Chapman will continue to act as a consultant.

Cdr E. F. 'Ted' Pritchard has been concerned with HQ back-up to fund raising throughout Great Britain and Ireland and with central appeals ever since he joined the Institution in 1970 and he has been appeals secretary since 1975. Among other successful fund-raising projects he has introduced have been the RNLI national lotteries which have already brought in more than £350,000 for the lifeboats. His successor is Anthony Oliver.

Miss E. Mary Lloyd-Jones, the Institution's present longest-serving organising secretary, was among those retiring in December. She joined the Institution as organising secretary (Scotland) in 1958 and in the intervening years has become the much-loved friend of fund raisers all over Scotland.

Two other district organising secretaries have also retired: Cdr Peter D. Sturdee, OBE, who, after joining the Institution on the operational side in 1969 and then organising the International Lifeboat Exhibition at Plymouth during the RNLI's 150th anniversary year, became organising secretary (South West) in 1975; and Lt-Cdr Basil C. Hutchinson who joined the Institution as the assistant district organising secretary (West Midlands) in 1968 to become the district's organising secretary in 1973.

The new organising secretary for Scotland taking up his appointment in January is Ken Thirlwell, coming from the North East. The new regional organisers are: North East, Brian Fitch; South West, Andrew Young; Midlands, Richard Mann; and South, Mrs Wendy Nelson, who is taking over from Anthony Oliver.



*A new Atlantic 21 lifeboat was handed over at Queensferry, Firth of Forth, on August 29, 1981. The gift of Major Basil R. F. MacNay in memory of his mother, Mrs Constance MacNay, she was received on behalf of the RNLI by Mr W. F. G. Lord, vice-chairman of the Executive Committee of the Scottish Lifeboat Council. The ceremony took part in a winching exercise with an RAF helicopter.*

photograph by courtesy of 'The Scotsman'



*A D class Mark IV Zodiac lifeboat with twin outboard engines funded by a gift in memory of Stella Ruthven-Stuart was handed over at St Abbs on April 4, 1981, and her boathouse was officially opened. The rebuilding cost of the boathouse was defrayed partly by a gift in memory of Dick Adamson and partly by a bequest from Mrs Mary W. Nisbet in memory of her husband Alexander Nisbet who for 31 years was honorary secretary of St Abbs lifeboat station branch.*

The telephone number of North London District Office, which recently moved to 10/12 St Alban's Road, Barnet, Hertfordshire, is 01-441 0997.



## NATIONAL SERVICE FOR SEAFARERS

### St Paul's Cathedral

EACH YEAR since 1905, except in wartime, the annual National Service for Seafarers has been held in St Paul's Cathedral, in the City of London, to celebrate the unity of calling of all those who use the sea. At the 1981 service, held on Trafalgar Day, October 21, the RNLI was represented by seven East Sussex lifeboatmen. Coxswain/Mechanic Len Patten of Newhaven was the RNLI's colour bearer, escorted by Crew Members Jack Shinn and Derek Payne. Making up the uniformed party was Coxswain/Mechanic Ron Wheeler and Crew Member George Cole from Eastbourne and Crew Members Tony Crawford and Colin Maltby from Brighton. Also attending the service were the Duke of Atholl, chairman of the Institution, Captain J. B. Leworthy, a member of the Committee of Management, and Rear Admiral W. J. Graham, the director.

The sermon, extracts from which are quoted below, was given by the Archbishop of Canterbury. After remembering with thanksgiving all those who, by their service at sea, serve their fellow countrymen, Dr Runcie continued:

*'Thanksgiving, then, is where we begin but the theme and heart of my sermon was suggested by a brief but memorable voyage I made last Sunday, on the Walmer lifeboat.'*

*'Ships have always been popular images for communities and nations. Even now, we sometimes talk about the Ship of State. This is understandable, because you can see clearly, in miniature, on a good ship the qualities needed by any healthy community.'*

*'Recent turmoil in the life of our national community has made me ponder the vital ingredients of any Christian society. If you are a follower of Jesus Christ, what sort of community should you be committed to build? I found four vital ingredients in the Bible which, blended together, make I believe for a Christlike community life. The four ingredients are: acceptance, discipline, loyalty and vision. I had been preaching about these before I visited the Walmer lifeboat and my short trip brought the abstract ideas alive and gave me a vivid picture of the kind of Christian community we should be trying to build in this country.'*

Looking first at 'acceptance', under which he gathered the homely virtues of welcome, tolerance and gentleness, Dr Runcie said:

*'In the confined space of a ship, these family virtues are essential. You have to accept and be tolerant of one another or life becomes unendurable. I was very touched by the warmth of the welcome I received on the lifeboat. I must confess that sometimes as Archbishop I feel a little anxious, visiting a factory or a school or a ship. "Who does he think he is?" I can imagine people saying and here it was a Sunday afternoon, very soon after lunch, and a large number of people had been dragged away from their firesides to launch the boat, just to give the Archbishop a trip out to the Goodwin Sands. Even though, however, I have no pretensions to be any kind of sailor—just an ignorant ex-Guardsman—I was quickly put at my ease by unaffected friendliness and men who talked lovingly and knowledgeably about the lifeboat. I was made to feel one of the family almost immediately.'*

Family virtues, however, needed the stiffening of discipline:

*'The ship where there is no clear commander and no discipline will not survive very long. On that small lifeboat, we had a General, an Admiral and the Archbishop of Canterbury, not to mention single-handed round-the-world yachtsman Sir Alec Rose. Yet there was no mistaking who was in charge and we all cheerfully jumped to it in obedience to the firm orders of the skipper from the wheelhouse.'*

Dr Runcie's third ingredient was shared loyalty:

*'I was moved by the loyalty shown by the crew to the traditions of the lifeboat service and glad that it was an Archbishop*

*of Canterbury, Manners Sutton, who in 1824, presided over the meeting which brought the fore-runner of the present Royal National Lifeboat Institution into being. I was told that some American visitors to Walmer had been unable to believe that the lifeboat service was manned all year round by volunteers; men who, when the maroons were fired, risked their lives voluntarily to help others. I was able to see the power of a shared loyalty in action. Jesus, weeping over Jerusalem, accepts and blesses these local loyalties.'*

If narrowness and complacency are to be avoided, loyalty has to be complemented by vision:

*'Vision gives us a creative dissatisfaction with our achievements. The Walmer lifeboat vision was summed up in very simple words by one of the younger crew members—"Every time we go out, we hope to do someone a bit of good". Saving lives means constant experiments with new techniques, new types of boat. I was particularly impressed with the new inflatable lifeboat. It had already built up an impressive record of rescues . . . Vision supplies energy for change in life which is not just random but purposeful.'*

Dr Runcie concluded:

*'I was very fortunate, after preaching about the ingredients of a Christian community, to be able to see the reality in action on the lifeboat. There was acceptance, welcome and friendliness but also discipline. There was loyalty to tradition and a proper pride in the past but there was also a vision of service to the shipwrecked which saved the crew from being inward-looking and complacent. You see the national community in miniature on a ship and if we dare to call ourselves Christians, here is a model of the community we ought to be committed to and working to build.'*

The Archbishop of Canterbury, Dr Robert Runcie, visited Walmer lifeboat station on Sunday October 18, 1981, where he was taken out for a trip in the 37ft 6in Rother lifeboat The Hampshire Rose. Before going aboard he met the crew: Coxswain Bruce Brown introduces (l to r) Head Launcher Les Coe and Crew Members Denis Brophy and Paul Johnson.

photograph by courtesy of Basil Kidd



### Welsh National Seafarers' Service

At the Welsh National Seafarers' Service at Llandaff Cathedral on Wednesday October 14, 1981, the Institution was represented by both lifeboatmen and by fund raisers. The RNLI standard was carried by Crew Member Craig Marshall from Atlantic College, St Donat's Castle, and he was accompanied by Mrs Patricia Richards, chairman of Llantwit Major branch, and Mrs Patricia Colston, the branch honorary secretary, both of whom were awarded the RNLI's silver badge this year.

### Festival of Remembrance

The RNLI was represented at the Festival of Remembrance at the Royal Albert Hall on Saturday November 7 by Coxswain Matthew Lethbridge, BEM, of St Mary's, Isles of Scilly. Coxswain Lethbridge had served in the RAF Air Sea Rescue Service during the Second World War. Since 1946 he has served in St Mary's lifeboat, becoming coxswain in 1956, and he has been awarded three silver medals for gallantry. The Festival was attended by Captain John Leworthy, a member of the Committee of Manage-

ment, and Raymond Baxter, chairman of the RNLI's Public Relations Committee, was the commentator for the evening's BBC 1 transmission.

### Men of the Year Luncheon

Coxswain/Mechanic Charles Bowry who, as coxswain of Sheerness lifeboat, was awarded the silver medal for the service to *Mi Amigo* on March 19, 1980, was a guest at the Men of the Year Luncheon on November 11, 1981. Charles Bowry is now Coxswain/Mechanic of Portpatrick lifeboat.



# LIFEBOAT SERVICES

## West Division

### Knockdown

JUST AS **Lytham-St Anne's** lifeboat was being moored after returning from exercise at sea on Saturday afternoon, June 6, 1981, Liverpool Coastguard informed the station honorary secretary that an unconfirmed report had been received of a red flare sighted off South Shore, Blackpool. The time was 1520. Coxswain Arthur Wignall was asked to keep his crew aboard on standby. A quarter of an hour later a further message came that a 25ft yacht in difficulties had been sighted close inshore; the 46ft 9in Watson lifeboat *City of Bradford III* slipped her moorings immediately.

A near gale to gale, force 7 to 8, was blowing from south west by west and the sea was very rough. It was about half an hour after high water and a strong ebb tidal stream was setting westwards at about 5 to 6 knots. Although it was a cloudy afternoon visibility was good.

The lifeboat headed down channel at full speed and the end of the north training wall to Salter's Bank was rounded at 1555. Coxswain Wignall then steered north by east towards South Shore. In the very rough, short seas which were breaking in the shallow waters on Salter's Bank the lifeboat was being rolled so heavily that at times her gunwales were rolled right under. Solid water was breaking over her the whole time and visibility was reduced to about a mile.

*Lytham-St Anne's* lifeboat *City of Bradford III* shortly before she set out at 1535 on June 6, 1981, to go to the help of the yacht *Morag* in difficulties off South Shore, Blackpool.

photograph by courtesy of David Forshaw



At about 1607 a mast was sighted fine on the starboard bow and course was altered directly towards it. Soon afterwards, a sail was seen on the mast and the boat appeared to be sailing south in dangerous waters and heading towards even further danger.

A few minutes later, when about half a mile off, the mast and sail were seen to roll to port and disappear for about a minute before rising again. As the lifeboat approached, the yacht, later identified as *Morag*, was seen to be a small clinker-built, green-hulled sloop; she was under full mainsail and jib, towing an inflatable dinghy very close astern and she was rolling very heavily as though she had taken a lot of water. Heavy seas were breaking over her and her sails and gear were slamming from side to side. There was no sign of life on the yacht and Coxswain Wignall thought she had been abandoned. She was about a quarter of a mile offshore on the Crusader Bank, three-quarters of a mile north west by north of St Anne's Pier.

The gale was still blowing, the sea was very rough and there was a considerable amount of surf in the shallow water. It was about one hour after high water and the ebb stream was setting to the north west. Visibility was down to just under a mile in the heavy spray.

Coxswain Wignall left the yacht to starboard, turned and brought the lifeboat back close to starboard of the inflatable dinghy. A man was then seen in the water apparently clinging to the stern of the yacht. As the port bow of the lifeboat came close, Assistant Mechanic Brian Pearson leaped into the inflatable dinghy, which was only about two to three feet from the yacht. The man in the water was found to be hanging to the stern by his own lifeline which had become fouled in some way.

As Brian Pearson shouted for an axe to cut the man free he saw that the bow of the lifeboat was coming between the yacht and the dinghy. Realising the trapped man was close to being crushed by the bow of the lifeboat rising and falling above them, Brian Pearson leapt into the water, grabbed the stern of the yacht and dragged the man round on to

the port quarter clear of the lifeboat's bow.

The yacht swung round alongside the starboard side of the lifeboat while the dinghy was trapped under the port bow. Brian Pearson climbed aboard the yacht and went forward to secure a line from the lifeboat as Crew Member Robert Kennedy jumped on to the yacht and was passed an axe. Robert Kennedy made his way aft, cut the fouled lifeline, releasing the dinghy, and, helped by the movement of the waves, pulled the man into the cockpit. The man was helped on to the cabin top where he could hang on to the mast as the yacht had parted from the lifeboat. Brian Pearson had been trying to secure a line to the mast but had been ordered back on board the lifeboat by Coxswain Wignall because the boats were slamming into each other causing damage, particularly to the yacht. As Brian Pearson tried to get back, the yacht's pulpit carried away and he was trapped by the anchor rope. He was pulled aboard the lifeboat by Crew Member Harry Bamber.

All this action took place in appalling conditions, in very shallow water, with the casualty being rapidly blown on to a lee shore.

As Coxswain Wignall was manoeuvring the lifeboat astern clear of the yacht the port engine suddenly stopped and it was found that the port propeller had become fouled by a line from the casualty. As there was little time left before the yacht went ashore and there would probably only be one chance to close *Morag*, Coxswain Wignall headed the lifeboat south, on the starboard engine, and then turned to starboard until he had the yacht right ahead port side on. Manoeuvring with great difficulty, stern to sea, he drove the lifeboat straight on to the port side of the yacht amidships between the man holding on to the mast and Crew Member Kennedy. The man grabbed the starboard guardrails and was pulled aboard, and Robert Kennedy, having seen the survivor aboard, grabbed the port guardrails and was helped into the lifeboat. As the lifeboat cleared, *Morag* began to sink. It was 1620.

Coxswain Wignall tried to manoeuvre his lifeboat astern into the wind and sea to find deeper water but it could not be done with only one engine. With great apprehension, therefore, he went ahead and hard to port. The lifeboat, touching bottom, came slowly round into the sea and headed westwards into deeper water. At about 1625 the port propeller scuttle was lifted in an attempt to clear the fouled propeller, but water flooded into the after cabin to a depth of a foot putting the radar out of action. The scuttle was quickly replaced. The yacht's skipper was treated for hypothermia and shock during the return passage which followed the outward track. The north training wall was rounded at about 1640 and the lifeboat was secured to the reserve mooring at

1715 to dry out. The survivor was transferred to the station's D class inflatable lifeboat and landed ashore where he was taken by ambulance to hospital; he was discharged on the following day.

The lifeboat dried out at low water when the port propeller was cleared. The starboard propeller was also found to have a small length of line round it but not enough to stop the engine. The lifeboat was placed on her main mooring at 1400 on the following day.

*Morag* had been on passage from the Isle of Man to Birkenhead and had been driven too far to the east in the gales. Her skipper had been thrown out of the cockpit during the knockdown.

For this service the bronze medal was awarded to Coxswain Arthur R. Wignall and Assistant Mechanic Brian Pearson and the thanks of the Institution inscribed on vellum were accorded to Crew Member Robert B. K. Kennedy. Medal service certificates were presented to Motor Mechanic Tony West, and Crew Members Harry Bamber, David Topping, Russel Wignall, Gary Miller, Daniel I. Chester and Paul Francis.

## East Division

### Crab boat swamped

THE KLAXON at the boathouse of *Cromer's* D class inflatable lifeboat was set off by Great Yarmouth Coastguard at 1213 on Friday May 1, 1981, and the station honorary secretary and lifeboat crew, going immediately to the boathouse, were informed that the crab boat *George William* had been swamped and sunk off East Runton; her crew, two men, were in the water. The inflatable lifeboat was launched from Cromer beach at 1219 manned by Helmsman Clive Rayment and Crew Members Frank Muirhead and Christopher Craske.

The weather was fine with good visibility but a fresh to strong breeze, force 5 to 6, was blowing from north north east and there was a moderate to rough onshore sea with a moderate to heavy onshore swell. It was five hours before high water.

Working out through the surf the outboard engine was tilted to clear the ground, but even so the propeller still touched the bottom in the troughs. Once clear of the surf, however, course was set for the casualty, a mile and a half to the west. Although maximum speed was maintained as far as possible, the engine had to be eased back on the bigger seas.

As she neared the casualty the lifeboat was informed by the Coastguard Land Rover on shore that the two fishermen were in the water 150 yards north east of East Runton beach. Approach was made from the north through seas breaking in shallows over an offshore bank; the lifeboat then had to round the capsized crab boat and her

floating debris before heading back north, head to sea, to come up with the men in the water. One fisherman was hanging on to a lifebuoy, the other to a crab pot marker buoy. The lifeboat's engine was stopped and, by 1230, the two men had been brought safely aboard.

Both survivors were very cold and suffering from hypothermia, but Helmsman Rayment did not know East Runton beach and conditions were by now deteriorating; the breeze had risen to force 6 and the onshore sea and swell had both increased. So, rather than try to put the two men ashore at East Runton, Helmsman Rayment headed as fast as possible for Cromer's Fishermen's Beach while Crew Members Muirhead and Craske tended the survivors.

At 1237, following a large swell, the inflatable lifeboat was beached at Cromer where the two survivors were carried to a waiting ambulance. The lifeboat was refuelled and was once more ready for service at 1318.

For this service the bronze medal was awarded to Helmsman Clive R. Rayment and medal service certificates were presented to Crew Members Frank H. Muirhead and Christopher B. Craske.

## East Division

### Rowing dinghy

WHILE SAILING his 11ft 6in Laser dinghy off Thorpe Bay Yacht Club at 1555 on Friday February 27, 1981, 16-year-old Carl Palmby saw someone on the beach waving to alert him to a casualty. He immediately headed for the position indicated to try to help.



*Carl Palmby, awarded the thanks of the Institution inscribed on vellum together with an inscribed wristwatch, holding a medallion presented to him by the Southern Gas Angling Society of which the man he rescued on February 27, 1981, is a member.*

photograph by courtesy of 'Southend-on-Sea Evening Echo'

It was an overcast but clear afternoon with a fresh to strong breeze, force 5 to 6, blowing from the south east. The seas were short and rough and it was two hours before high water.

Seeing an overturned 8ft rowing dinghy with someone clinging to it, Carl Palmby gybed and made for the cap-

sized boat. As he approached he shouted to the man in the icy water, a fisherman, to let go of the dinghy and come aboard the Laser on her starboard side. The man was too cold and exhausted, however, to help himself so Carl tried to lift him on board. Before he could pull the fisherman in, the Laser capsized throwing both of them into the water.

Carl immediately righted the boat, grabbed the fisherman again and pulled him aboard over the stern. He then tried to tack in to the beach but, with the survivor on board, there was not enough room in the little single-handed racing dinghy for the helmsman to be able to sail his boat effectively and no ground could be made. He therefore waved his lifejacket to people on the beach to indicate that further help was needed, then sat with the survivor, taking care of him.

At 1615 *Southend-on-Sea* lifeboat station was alerted; the station's Atlantic 21 rigid inflatable lifeboat launched at 1619 under the command of Helmsman Glyn Gilson. The Laser was quickly reached and the fisherman transferred to the lifeboat but, because of his condition, helicopter assistance was requested. He was lifted off at 1622 by a helicopter from RAF Manston and taken to Southend Hospital. Carl Palmby sailed back to Thorpe Bay Yacht Club and the Atlantic 21 returned to station, arriving at 1648.

For this service Carl J. Palmby was awarded the thanks of the Institution inscribed on vellum together with an inscribed wristwatch.

## West Division

### Ketch founders

RAMSEY COASTGUARD informed the honorary secretary of *Port St Mary* lifeboat station at 0846 on Sunday May 17, 1981, that a yacht was aground at Derby Haven, east of Castletown; she was on the seaward side of the breakwater and it was anticipated that the lifeboat might be needed.

At 0858 the honorary secretary was told that Castletown Coastguard rocket brigade was preparing to try to take off the two crew of the yacht, a 42ft ketch, and the lifeboat was asked to launch.

Maroons were fired and Port St Mary's 54ft Arun lifeboat *The Gough Ritchie* slipped her moorings at 0910 under the command of Coxswain Mechanic Arthur Norman Quillin.

A strong breeze, force 6, was blowing from east south east, gusting to near gale, force 7, and the sea was rough. It was almost 2½ hours before high water and the flood tidal stream was setting north east at about 2 to 3 knots.

Coxswain Quillin set course across Bay ny Carrickey and Castletown Bay for Langness Point, heading into the wind. The lifeboat was abeam of Scarlet Point at 0920 and rounded Langness at



a distance of a quarter of a mile at 0925. A northerly course was then set to run parallel with the shore and St Michaels Island was rounded at 0932.

On entering Derby Haven speed was reduced. A white-hulled, ketch-rigged yacht, later identified as *Melfort*, was seen aground on rocks on the north side of the haven about 80 yards on the seaward side of the breakwater. She was lying on her port bilge, bows pointing north west, rising and falling on the rocks with water breaking around and over her. Two people wearing protective clothing could be seen standing on the starboard side of the deck.

The wind was still from the east south east, force 6 to 7, and the sea in Derby Haven was rough. It was just under two hours before high water.

As Coxswain/Mechanic Quillin was approaching the yacht at slow speed to assess the situation a message was received from the Coastguard on the north side of the haven asking the lifeboat to stand off as a breeches buoy was being rigged from the shore to the casualty. Coxswain Quillin gave orders for the Y class inflatable dinghy carried on board the *Arun* to be launched to give help if it was needed and the Coastguard was informed. He took the *Arun* towards the shelter of the breakwater, where the dinghy was launched, and then the *Arun* was made fast alongside the breakwater.

Manned by Crew Member Eric Quillin, as helmsman, and Crew Member William Halsall, the inflatable dinghy was taken in sheltered water towards the northern end of the breakwater and stood by while, at about 1010, one man was rescued by breeches buoy. Three other people could be seen on board the yacht and it was thought that it would be possible for them all to be taken off by the coastguards ashore in the same way.

Then, at about 1015, the casualty, still pounding on the rocks, began to break up. Her wheelhouse was carried away and the breeches buoy lines became fouled in the wreckage. From their position off the northern end of the breakwater, Helmsman Eric Quillin and Crew Member Halsall decided that the three people still on board, who were standing in the after part of the yacht, were in extreme peril and needed immediate help.

In an attempt to reach the stricken vessel and effect a rescue, Helmsman Quillin took the inflatable dinghy towards the yacht. Picking up the floating breeches buoy lines, still attached to the wreck, the little boat approached *Melfort* under power with Crew Member Halsall helping by pulling hand over hand on both parts of the lines. Aboard the casualty a man was seen to be making his way forward. As the inflatable dinghy came nearer, seas started to break over and into her. Once alongside Crew Member Halsall tried to help the man in the bows into the inflatable, but

the man's legs had become trapped by wreckage and he appeared to be too weak to help himself.

As William Halsall was trying to free the man's legs a heavy sea pushed the inflatable away from *Melfort* throwing both the lifeboatman and the yachtsman into the sea. Helmsman Quillin, trying to hold the boat alongside, ended up half in the water and half in the boat. Crew Member Halsall, still holding on to the other man, was fouled by the breeches buoy lines, and while trying to clear the lines the man he was attempting to rescue was wrenched from his grasp and disappeared.

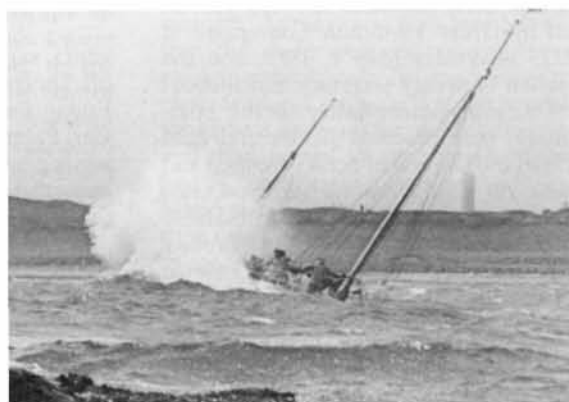
Helmsman Quillin, having recovered his position in the boat, saw William Halsall in the water between the two

photographs by courtesy of Rick Tomlinson

*When the yacht Melfort went aground in Derby Haven, Isle of Man, on May 17, 1981, coastguards successfully took off one man by breeches buoy while two crew members from Port St Mary's Arun stood by the lifeboat's Y class inflatable dinghy, ready to help...*

*... But before Melfort's other three crew members could be rescued in the same way the yacht, pounding on rocks, began to break up and founder.*

*While trying to help the yachtsmen the inflatable dinghy was capsized. The two lifeboatmen who had been manning her and one of Melfort's crew, swept down to Derby Haven breakwater, were successfully lifted from the sea by the crew of the Arun lifeboat, The Gough Ritchie.*





*Teesmouth lifeboat, the 47ft Watson Sarah Jane and James Season, was on passage to Hartlepool on August 16, 1981, under the command of Coxswain William Carter when she was informed by Tees Coastguard that the motor cruiser Marietta was drifting rapidly ashore off Skinningrove, her twin screws fouled by her anchor cable; seven people were on board. Staithe's and Runswick's Atlantic 21 lifeboat was launched on service and Redcar's D class inflatable, already out on exercise, also offered her help. Staithe's Atlantic, under the command of Helmsman Sean Baxter, managed to get a line aboard the cruiser and hold her off the shore until Teesmouth lifeboat arrived. By this time Marietta's owner had cleared one propeller. Teesmouth lifeboat then took the cruiser in tow to Hartlepool while the other two lifeboats returned to their stations.*

photograph by courtesy of Crew Member  
Ray Copeman



breakwater where they were rescued by the crew of the lifeboat. Coxswain Quillin had seen the inflatable boat capsize and had landed Second Coxswain John Williams and Assistant Mechanic Derrick McCutcheon on the breakwater. By means of a line with a bight at the end, William Halsall was the first man to be pulled clear of the water, followed by Helmsman Eric Quillin.

Immediately following the rescue of the crew of the inflatable dinghy, a man was seen clinging to a lifebuoy and being swept down to the breakwater. Coxswain Quillin, with great presence of mind, grabbed a boathook and jumped on to the breakwater as the man in the water was swept in, striking his head on the wall. Coxswain Quillin was able to catch the man at the back of his jacket with the boathook and haul him high enough out of the water to be grabbed by the others and pulled to safety. He was taken aboard the lifeboat and given first aid treatment.

Meanwhile out at the wreck, which by now had completely broken up, a man could be seen clinging to a spar. Using hand signals and shouting, the lifeboatmen tried to persuade him to let himself go and be swept down by the seas on to the breakwater. The man, however, continued to cling to the spar, so Coxswain Quillin decided to try to reach him by taking the Arun out to sea and approaching down wind. It was now only about 45 minutes before high water and there was a greater depth of water on the seaward side of the wreck. Helmsman Eric Quillin was left on the breakwater, ready to help should the man still on the wreck be swept down that way, or should the missing man appear.

The Arun left the breakwater at about 1040, headed up wind and sea of the casualty and then made a slow down wind approach towards it. Coxswain Quillin was able to bring his lifeboat, stern to sea, just short of the partially submerged wreck. With the lifeboat touching the rocks, Assistant Mechanic McCutcheon threw a line with a bight at its end to the man in the water who passed it round his body. Coxswain Quillin

put the lifeboat slowly astern to clear the rocks and the man in the water was pulled from the wreck to the port waist of the lifeboat. Once alongside it was seen that he would not be able to help himself; he later said that the last thing he remembered before being rescued was passing the bight of the line thrown to him over his shoulders. In trying to pull the man aboard Assistant Mechanic McCutcheon lost his balance and fell into the water with him but he was able to get back aboard virtually unaided by grabbing the side of the boat as she rolled heavily to port. The man in the water was pulled aboard and immediately treated for hypothermia, shock and superficial injuries.

The lifeboat returned to the shelter of the breakwater and made fast alongside at about 1050, when it was confirmed with the Coastguard that one man was still missing. Coxswain Quillin posted lookouts and within a few minutes a Wessex helicopter from RAF Valley arrived overhead and started to search the area. At 1111 the helicopter recovered a body from the sea between the southern end of the breakwater and the perch. The body was landed on the breakwater at 1119 and taken aboard the lifeboat.

The Arun left Derby Haven breakwater at 1124 and made for Castletown, arriving at 1150. The two survivors and the body were landed into the care of the police and a doctor. Port St Mary lifeboat then returned to station; she arrived at 1240 and was made ready for further service.

*Melfort* had sailed to Derby Haven from Glasson Dock, Preston, on Saturday May 16 and had picked up a mooring on the southern side of the haven. At about midnight the mooring chain had parted and the yacht went ashore on to rocks on the falling tide. A kedge anchor had been laid at low water but it had not been possible to kedge off as the tide rose on Sunday morning and so distress flares had been fired.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain/Mechanic Arthur Norman Quillin and Crew Members

Eric Quillin and William H. Halsall. Vellum service certificates were presented to Second Coxswain John R. Williams, Assistant Mechanic Derrick McCutcheon and Crew Members Derek R. Cregeen and Stephen R. Cregeen.

## East Division

### Broken steering gear

THE DEPUTY LAUNCHING AUTHORITY of Whitstable lifeboat station was told by Thames Coastguard at 1930 on Sunday April 19, 1981, that the catamaran *Rumpleteazer* had broken her steering gear and needed help; she was two miles north of Herne Bay Coastguard Station. It was an overcast evening with a strong breeze to near gale, force 6 to 7, blowing on shore from the north east. The sea was moderate to rough and visibility was reduced by squalls of rain. It was four hours after high water.

Whitstable's Atlantic 21 rigid inflatable lifeboat launched at 1940 from her beach trailer with Helmsman Michael Judge in command; Brian Hadler and Nigel Scammell were his crew.

Once clear of Whitstable breakwater the lifeboat had to reduce speed to half as she headed into very short, heavy seas. Best course was made towards the casualty in the prevailing conditions and at 2000, in deteriorating weather and failing light, a red flare was sighted, pinpointing the catamaran. As the lifeboat approach it was learned that *Rumpleteazer* was making water in her forward compartments and, although her engine was running, she was unable either to steer or make headway. Helmsman Judge asked her skipper to lower his sail and by 2010 the Atlantic was lashed alongside the catamaran, providing both power and steerage.

By this time the north-easterly wind had risen to gale force 8, with heavy rain squalls and short, steep breaking seas.

The two boats headed downwind towards the shore and at 2040 they were approaching Herne Bay small boat anchorage guided by the headlights and

blue flashing light of the Whitstable Coastguard Mobile. At 2100, after waiting for a heavy squall to pass through, the catamaran was anchored and her three crew taken aboard the Atlantic 21. It was then that fatigue and hypothermia began to take their toll of the skipper and he was tended throughout the return passage by Crew Member Hadler.

Passage back to station was made at two-thirds speed in the very rough wind and sea and the port outboard engine was overheating. On arrival at Whitstable, at 2133, all three of the catamaran's crew were treated by the honorary medical adviser before being taken to Canterbury hospital by ambulance. The Atlantic 21 was refuelled and ready for restricted service at 2218. Her port engine was replaced the next day.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Michael A. Judge and vellum service certificates were presented to Crew Members Brian G. Hadler and Nigel D. Scammell.

## Ireland Division

### On rocks

BELFAST COASTGUARD informed the honorary secretary of Donaghadee lifeboat station at 2355 on Thursday May 21, 1981, that a motor cruiser with three people on board was aground near the entrance to Copelands Marina, south of the harbour; she was pounding badly and in danger of breaking up.

Maroons were fired at midnight and at 0007 on Friday May 22 Donaghadee lifeboat, the 44ft Waveney *Arthur and Blanche Harris*, under the command of Coxswain James Bunting, slipped her moorings.

*Prince Ivanhoe* holed and aground off Horton beach with *The Mumbles* 47ft Watson lifeboat alongside.

The night was clouded with a fresh southerly breeze, force 5, and a moderate south-easterly sea running against the tide. High water was at 0200.

Arriving off the marina at 0012, Coxswain Bunting found the motor cruiser *Rosita* aground about 50 metres from the shore and surrounded by isolated rocks. A crowd had gathered ashore so that it would not have been safe to fire a rocket line from the lifeboat.

As he considered the men on the cruiser were in serious danger Coxswain Bunting took the lifeboat in through a passage between the rocks to pass a line. The first tow pulled out a cleat from the motor cruiser and two more runs were made between the rocks before a line was firmly secured and the lifeboat reversed towing the casualty clear.

Once in deep water the cruiser settled by the head and the lifeboat was brought alongside to take off the three people on board. A line was secured aft and *Rosita* was towed into Donaghadee Harbour and made fast alongside at 0040. She sank shortly afterwards but it was possible to lift her out by crane later. The lifeboat was back on her moorings and ready for service at 0050.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Coxswain/Assistant Mechanic James Bunting.

## South West Division

### Prince Ivanhoe

THE PLEASURE STEAMER *Prince Ivanhoe* with a crew of 18 and 450 passengers was on a cruise from Minehead to the Welsh Coast on Monday August 3, 1981, when, at 1536, she struck an

underwater obstruction off Port Eynon. The vessel immediately began to make water, so her captain decided that the best course of action would be to beach her on the gently sloping sand-bottomed beach off Horton. This manoeuvre was successfully negotiated and the vessel was grounded 100 yards from the water's edge. It was a calm day with light north-westerly airs; high water would be at 2123.

The station honorary secretaries of **The Mumbles, Tenby and Horton and Port Eynon** lifeboat stations were all informed during the next ten minutes. From The Mumbles, the 47ft Watson lifeboat *Pentland* (Civil Service No. 31) and the D class inflatable were both launched at 1551; Tenby's 46ft 9in Watson lifeboat *Henry Comber Brown* launched at 1556; and Horton and Port Eynon D class inflatable launched at 1558.

Horton and Port Eynon lifeboat manned by the Honorary Secretary Walter Grove and Crew Member Christopher Talbot came alongside *Prince Ivanhoe* at 1600 and Walter Grove went aboard to discuss the rescue operation with the captain. He found that all the passengers were equipped with lifejackets and that ship's lifeboats and liferafts were prepared and ready for use. A number of small commercial pleasure boats were also at hand and they helped with the landing operation.

Landing quickly began. Horton and Port Eynon lifeboat towing liferafts and ship's lifeboats ashore as well as ferrying passengers. In a little under two hours it was estimated that she had landed 123 passengers.

The Mumbles D class inflatable lifeboat manned by Helmsman Anthony Lewis and Crew Member Michael Blewett arrived at 1616 and, ferrying passengers and towing liferafts, landed 75 people. Helmsman Lewis boarded *Prince Ivanhoe* to help organise the evacuation of passengers during the later stages when the tide was rising dangerously close to deck level.

When The Mumbles 47ft Watson *Pentland* under the command of Coxswain Derek Scott arrived at 1655 most passengers were safely ashore, and the lifeboat moored alongside the port side of *Prince Ivanhoe*. While alongside it was learned that a passenger, now ashore, had suffered a heart attack. Dr P. Lloyd-Jones, the honorary medical adviser who was in the crew, was taken ashore in the inflatable lifeboat to attend the patient. The sick man, together with Dr Lloyd-Jones, was transferred to hospital by RAF helicopter, but unfortunately his life could not be saved. Dr Lloyd-Jones was brought back by helicopter and winched down to the lifeboat to give further help.

*Pentland* remained alongside *Prince Ivanhoe* and the crew helped in retrieving her valuable navigational equipment, bonded stores and ship's papers.

At 1900 the remaining crew from



*Prince Ivanhoe* were taken aboard *Pentland*, the inflatable liferafts and ship's lifeboats were taken in tow and passage began back to The Mumbles. Both Mumbles lifeboats, which between them had landed 93 people, arrived at station at 2127. Horton and Port Eynon D class inflatable lifeboat, which from 1800 had been manned by Helmsman Lawrence Grove and Crew Members Stephen Sullivan and Keith Moffat, had returned to station at 1935 taking ashore *Prince Ivanhoe's* captain and one of her crew. Tenby lifeboat, coming from 20 miles to the west under the command of Coxswain Joshua Richards, had been recalled by the Coastguard when it was apparent everyone could be taken off *Prince Ivanhoe* safely by the other boats.

For this service, letters of appreciation of the service given by the various lifeboats and signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Mr J. W. Grove, honorary secretary of Horton and Port Eynon lifeboat station and to Mr E. G. Beynon, honorary secretary of The Mumbles. A special letter of appreciation signed by Professor Sir George Smart, chairman of the RNLI's Medical and Survival Committee, was sent to Dr P. Lloyd-Jones, HMA of The Mumbles.

## West Division

### Catamaran aground

THE DEPUTY LAUNCHING AUTHORITY of **Morecambe** lifeboat station was told by Helmsman Keith Willacy at 1515 on Saturday June 6, 1981, that a catamaran aground in the bay had been reported to him; her crew had not been accounted for. Morecambe's D class inflatable lifeboat manned by Helmsman Willacy and Crew Members Robert Haworth and Mark Baxter was launched five minutes later to investigate.

A fresh breeze, force 5, was blowing from the south west. Sea and swell together were 7ft high and the tide, just starting to ebb, was against the wind. Waves were breaking up the launching slipway and so the inflatable lifeboat was launched over the side of the slip.

Approaching a moored catamaran, Helmsman Willacy asked her skipper if he knew what had happened to the crew of the beached catamaran, and he was told that the one person on board had walked ashore before the tide came in.

The lifeboat had started to return to station when, as she crested a wave, her crew sighted an inflatable dinghy with two men on board on the crest of another wave 20 yards away; had the two boats been in the troughs they would not have seen each other. The crew of the inflatable dinghy, which had no engine and was being rowed, told the lifeboatmen that they were trying to rescue a yacht which had broken free of her moorings and was being driven towards the sea wall and groynes beneath Morecambe golf course.

Although with waves breaking over the D class lifeboat radio communication was difficult, the Coastguard were told of the situation regarding both the catamaran and the inflatable dinghy. The lifeboatmen strongly advised the other two men against continuing and offered to take them aboard the lifeboat, but they were determined to keep going. Helmsman Willacy refused to put them aboard the yacht because he thought it an unacceptable risk for his own crew, for the two men and for the lifeboat herself.

By this time the yacht had driven over the first groyne and was hard against the second groyne with her bow against the sea wall. The men rowing the inflatable dinghy still wanted to try to save her, so Helmsman Willacy took the lifeboat behind the first groyne to await the other boat.

As the inflatable dinghy cleared the groyne she was broadside on to the sea and she was immediately filled by a breaking wave, the two men nearly being thrown out. Helmsman Willacy brought the lifeboat alongside, took the men aboard and the inflatable in tow.

The seas between the groynes were very confused, with wind against the tide and the waves rebounding off the sea wall. The lifeboat was filled level with the transom as she took the men on board. Helmsman Willacy headed off shore but even then, with the self bailers working, breaking seas kept the floor of the inflatable lifeboat continually awash. One of the rescued men started to show signs of shock and exposure and after five minutes his condition gave such cause for concern that the inflatable dinghy was slipped and the lifeboat headed straight for the beach: as she approached she sent a radio message ahead for an ambulance to meet her. Riding a wave ashore the lifeboat was safely beached and the two men were taken to hospital. The lifeboat returned to station by road at 1700 and was rehousing at 1720.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Helmsman Keith Willacy.

## South West Division

### Two calls

IN GALE AND STORM force winds, **Torbay** lifeboat, the 54ft Arun *Edward Bridges* (Civil Service No. 37) was launched on service twice on Friday November 14, 1980. The first call came from Brixham Coastguard at 1045: the crabbing trawler *Marie des Isles*, 20 miles south east of Berry Head, was taking in water and was unable to pump it out. Torbay lifeboat, with a portable pump on board, slipped her moorings at 1103 and headed at full speed for the casualty; she was under the command of Coxswain Arthur Curnow.

It was raining and misty with poor

visibility and, with a southerly near gale, force 9, the sea was very rough. It was 1½ hours after high water neaps, the tidal stream setting north east at three quarters of a knot.

By the time the lifeboat reached the scene, at 1220, the trawler *Big Cat One* had *Marie des Isles* under tow and was making for the lee of the land before heading into the wind for Brixham. The wind has risen to storm force 10, driving spray 40 yards to leeward of the crests. *Big Cat One* was rolling heavily and the crabber was low in the water and down by the stern.

It would have entailed unacceptable risks to try to transfer the pump to the crabber and the skipper of *Marie des Isles* radioed that as the water was above the engine and waist deep in the cabin he would like to have his crew taken off. In one well-planned manoeuvre, the lifeboat came alongside and took off all five men. She then returned to Brixham, arriving at 1440 to land the survivors. She was refuelled and once again ready for service at 1500. The crabber sank while under tow.

Not long after the lifeboat had returned, at 1815, a message came to Torbay station honorary secretary from Brixham Coastguard that something was amiss in mid channel. Coxswain Curnow and Motor Mechanic Stephen Bower were alerted and at 1914 came a report that mv *Clymene* had picked up three men from a liferaft belonging to the fishing vessel *Pietje Antje* which had foundered in heavy seas 20 miles south south east of Start Point nine hours previously. Five other men were missing. Torbay lifeboat slipped her moorings at 1926.

It was still raining and misty with a near gale, force 7 blowing from north west. The sea was very rough with a long swell from the recent storm force winds so that, once clear of the harbour, Coxswain Curnow had to tack across the swells to maintain full speed. The area of search was reached at 2055.

A helicopter had located another liferaft but was having difficulty in rescuing the two men on board because her down draught was blowing the liferaft across the sea surface. The lifeboat, therefore, made for the position as quickly as possible, picked up the two men and also took the raft on board. From one of these survivors it was learned that *Pietje Antje* had been capsized by two freak seas while she was recovering her beam trawls after receiving warning of the storm. Of the missing men, one had been trapped below when the trawler sank, one had been seen swimming and one hanging on to a marker buoy. The liferaft from which the two men were rescued had 'turned over' twice in the gales.

RFA *Fort Grange* then arrived and, assuming the responsibilities of 'on scene commander', organised a search plan for the seven ships and two heli-

*continued on page 32*



# Naming and Dedication

AT ST MARY'S, ISLES OF SCILLY,  
SHOREHAM HARBOUR AND FISHGUARD

## St Mary's, Isles of Scilly

THE ISLES OF SCILLY'S new 52ft Arun class lifeboat, donated by Mrs Esmé Edgar and her son, Mr Anthony Edgar, was named *Robert Edgar* by Mrs Edgar in memory of her late husband at a very quiet ceremony at Poole on June 15, 1981.

The formal handing over ceremony and dedication service were held on St Mary's Quay, Isles of Scilly, on Tuesday September 15 in the presence of HRH The Duchess of Kent, who was presented on her arrival with a bouquet by Armoredel Duncan, daughter of Crew Member Roy Duncan, and a souvenir programme by Philip Woodcock, son of Shore Helper Peter Woodcock.

The weather was fine and the setting ideal with the islands' launches crammed with visitors extending the ring of spectators from the quay seating enclosures out to both sides of *Robert Edgar*, moored facing the quay and platform.

The president of the station, Mr W. C. T. Mumford, welcomed Her Royal Highness and everyone to the ceremony and then the lifeboat was handed over to the Institution by Mr Edgar. He said how sorry his mother was not to be there and spoke of their joint pride and pleasure in presenting the lifeboat in memory of his father.

In accepting *Robert Edgar* on behalf of the Institution Lt-Cdr J. D. Tetley, a vice-president of the RNLI, referred to 'the extraordinary generosity of the Edgar family', and to 'our unbelievable luck in having Your Royal Highness with us on this happy occasion', adding, 'Who better than Coxswain Matt Lethbridge, with his family's legendary lifeboat traditions, to command this lifeboat?'.

*Robert Edgar* was accepted into the care of the station by Captain T. A. Buckley and the service of dedication which followed was conducted by the Reverend Donald N. Heap, Superintendent Methodist Minister, assisted by the Reverend J. Trevor McCabe, chaplain of the Isles, and the Reverend George Waddington, honorary chaplain RNLI and formerly chaplain to St Mary's lifeboat crew.

In her address the Duchess of Kent said how much she had enjoyed her August holiday in St Mary's, and how she had jumped at the opportunity of returning for today's special occasion when she had heard about it from Coxswain Matt Lethbridge and his crew during a trip on their lifeboat. Her Royal Highness said her husband, President of the RNLI, was sorry he could not be present and that he and the Institution were particularly grateful to Mrs Edgar and Mr Anthony Edgar for the gift of the lifeboat. She then spoke of her admiration for the St Mary's and all lifeboat crews, for their courageous and dedicated service, not forgetting the devoted support and encouragement of their families and the essential fund-raising carried out by all branches and guilds.

The station chairman, Mr Rodney Ward, called for three cheers for Her Royal Highness and then for *Robert Edgar* and her crew. Before leaving the quay the Duchess of Kent went to congratulate Mrs Julia Mackenzie and her Isle of Scilly School Wind Band on their excellent performance. The lifeboat came alongside to take the distinguished guests for a short trip and then she was opened to inspection by the public.—P.D.S.

## Shoreham Harbour

THE POPULARITY of HRH Princess Alexandra and the dedication of Shoreham people to their lifeboat were made very clear on the morning of Friday October 16, 1981, when a large crowd arrived at the waterfront to witness the naming of *The Davys Family*, Shoreham Harbour's new 37ft 6in Rother class lifeboat. The hum of activity and the flags, decorations and ladies hats created an oasis of warmth and colour amid the austere surroundings of Shoreham Harbour on this bright but cold October day.

On her way to the boathouse Princess Alexandra stopped to speak to some of the Brownies who lined her route from the road and among the many people presented to Her Royal Highness on her arrival was Mrs A. Mason, donor of the new lifeboat. Following the presentations the chairman of the station branch, Mr A. G. T. Davies, addressed the assembly from the dais, welcoming everyone to the ceremony, especially those who had travelled a long way including some lifeboat crew members from Boulogne. He pointed out that it had been Princess Alexandra's mother, Princess Marina, who had named Shoreham's previous lifeboat, *Dorothy and Philip Constant*, in 1963 and her uncle, the then Prince George, who in 1933 had named the station's boat before that, and he thanked Princess Alexandra for coming to perpetuate the tradition.

Mrs Mason expressed her pleasure in presenting her gift to the RNLI and Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, gratefully accepted the lifeboat and delivered her into the care of Shoreham Harbour branch saying, 'She could not be in better hands'. In accepting *The Davys Family* Mr R. Curtis, the station's honorary secretary, said that although Shoreham now had a new coxswain in Ken Everard, a new honorary secretary in himself and a new lifeboat, they would continue to carry out the good work of their predecessors.



(Above) The Duchess of Kent was among those who took part in the handing over and dedication of St Mary's new 52ft Arun *Robert Edgar*. (Right) Invited guests were joined by many other spectators aboard the island's launches.

photographs by courtesy of F. E. Gibson





Shoreham Harbour's 37ft 6in Rother The Davys Family was named by Princess Alexandra (above) who (right) was aboard when the lifeboat launched down her slipway.

photographs by courtesy of  
(above) Jeff Morris and  
(right) Walter Gardiner

The service of dedication which followed was conducted by the Venerable K. Hobbs, Archdeacon of Chichester, assisted by the Reverend Canon E. Gillies, Rural Dean of Hove, the Reverend K. Grace, Priest in Charge, Kingston Buci, and the Reverend J. Sinton, Missions to Seamen chaplain in the Port of Shoreham. Brighton Congress Hall Salvation Army Band provided stirring music throughout.

Once the service was over Princess Alexandra was invited to name the lifeboat; before she did so she mentioned the admiration in which she held not only the lifeboat crews and their wives and families but also the people who worked for the guilds and branches around the country. She was sure that Mrs Mason would be proud of the work of her lifeboat and her crew. She then gave the lifeboat her name *The Davys Family* and loud applause and cheers sprang up as the champagne bottle crashed down on to the foredeck of the lifeboat.

The Royal party's next invitation was to board the lifeboat which was ready to

*Fishguard's new 52ft Arun class lifeboat Marie Winstone gave a demonstration after her naming. On her flying bridge were Coxswain Brian Hughes and the Duke of Kent.*

photograph by courtesy of 'Western Mail'



launch at the top of the slipway. With Princess Alexandra waving to the crowd from the wheelhouse, the pin was knocked out and the lifeboat launched into the harbour where both the Princess and Mrs Mason were shown the new boat's capabilities. The party then disembarked at Sussex Yacht Club where a buffet lunch was provided and where members of local guilds were presented to the Princess.—E.W.-W.

#### Fishguard

IF HRH THE DUKE OF KENT and Mrs Marie Winstone, donor of Arun 52-19, were to remember only two things about the naming of Fishguard's new lifeboat on Tuesday October 27, 1981, they would surely be the music and the friendliness they encountered in that corner of Dyfed. The occasion was not so much a ceremony, more a festival with flags and bunting festooning practically every static object within sight of the area

kindly set aside by British Rail for the crowd to forgather.

Dr P. J. Croxford, chairman of Fishguard lifeboat station, in his opening remarks referred to the RNLI as a 'great family' and welcomed its head, the Duke of Kent. He also mentioned how delighted Fishguard was to meet 'the legendary lady', Mrs Winstone, and pointed out that anchored in the bay was not only the lifeboat to be named that day, but another visitor, the Holyhead lifeboat *Hyman Winstone*, which was also a gift from Mrs Winstone.

Mrs Winstone then rose to say how much she had been looking forward to this day and thanked everyone who had contributed to the special occasion. The RNLI's chairman, the Duke of Atholl, receiving the lifeboat, thanked Mrs Winstone for yet another boat, pointing out that her two gifts guard both corners of Wales. He then handed the lifeboat into the care of Fishguard station branch and its honorary secretary, Mr D. R. E. Williams. Mr Williams's lyrical speech of acceptance was sometimes closer to poetry than prose; passages of Welsh punctuated his address which covered Fishguard's station's notable history and the possible reasons why a lifeboatman puts to sea. *'If you ask these men "Why? Why do you do it: Why do you risk yourselves?" they say: "It's a job that needs doing", and I say as their very proud secretary: It's a job they do well. Perhaps you will forgive me if I take this opportunity of saying to Coxswain Hughes and his crew, thank you. We appreciate you.'*

The service of dedication which followed was conducted by the Very Reverend Lawrence Bowen, Dean of St David's, assisted by the Reverend Canon Lynn Griffiths, Vicar of Goodwick, the Reverend Father J. Jackson and the Reverend Emlyn Jones. The girls of the Mary Immaculate Band from Haverfordwest performed perfectly and Fishguard School Choir sang as



*continued on page 26*

# No Sea Room

—and other things

ROCKS, SHALLOWS or obstructing lines reduced the lifeboats' manoeuvring room in four of the services (described briefly below) for which medals for gallantry were presented at the Royal Festival Hall in May last year; and those manoeuvres had to be made in gale or storm force winds and high seas. For Coxswain/Mechanic Charles Bowry, then of Sheerness but now at Portpatrick, and Coxswain/Mechanic Richard Hawkins of Great Yarmouth and Gorleston it was shallow water over sandbanks which restricted their room; for Coxswain/Mechanic Ian Johnson of Troon it was the anchor cables of a dredger in danger of being driven on to a lee shore; for Coxswain/Mechanic Malcolm MacDonald it was the dangerous rocks among which a motor fishing vessel had gone aground.

The crowded day of the 1981 annual presentations of awards over, there was the opportunity the next morning, before everyone dispersed, for these four medallists to talk over their experiences with Lt-Cdr Roy Portchmouth, staff inspector (operational developments, trials and sea training). As we tune in, Coxswain Ian Johnson is talking about the wild September afternoon when Troon lifeboat went to the help of the dredger . . .

**Coxswain/Mechanic Ian Johnson, Troon:** It was blowing west north west force 9 to 10 when we left harbour that day and we had a bit of difficulty getting through the heavy water at the pier entrance. Then on the way across to *Holland I*, three and a half miles away, we had to go over shallow banks and we were laid over a couple of times. When we got to the dredger she was in the surf line and in that wind and sea she wasn't going to give us very much of a lee. The main problem in getting close was caused by her anchor cables at bow and stern. Altogether she had five anchors out: the main stern anchor, an anchor from each quarter and an anchor from each bow, but in fact her full weight was being taken on the starboard quarter anchor and the other cables were all slack. The crew were gathered in a control cabin on the starboard bow because the rest of the dredger was being swept by the seas. I had to stand off a wee minute and think just exactly what was going to be done. We have a 44ft Waveney lifeboat and with her speed and quick response the easiest way of getting the crew off would be to take off one man at a time from the shoulder. The greatest danger was the bow anchor wire. We had to go in at a slight angle to keep it clear of our prop-

ellers, but we got one man off. By this time the dredger was rising and falling 12 to 15 feet and we came down pretty heavily on one of her stanchions to bounce back off again. After that we managed to take three more off, but when the fifth man was asked to jump he froze, so he was literally just grabbed by the scruff of the neck and hauled aboard. In that wind and sea I wasn't going to take the chance of going back across the same shallows I had come over on the way out, so I set my course to seaward to clear the heavy surf. Coming back to harbour full power was required to get through the breakers. And that was about it.

**Lt-Cdr Roy Portchmouth:** So your manoeuvring problem wasn't really all that great except for the anchor wires?

**Johnson:** She was only holding on the one quarter anchor. That was our biggest danger. The whole weight of the dredger, and she was something like 540 tons, was hanging on this one wire and in the back of my mind was '*Is that wire going to hold, or are we going to be involved?*' Because if that wire had parted we should definitely have been in a little bit of a sticky situation. The dredger would have carried across and we would have got the bow wire right up in our propellers.

**Portchmouth:** Charlie, have you had experience of trying to go alongside a casualty where your freedom of action is very restricted?

**Service to St Margarite:** On the evening of December 22, 1979, Great Yarmouth and Gorleston's 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. The sea was rough and steep and, with a heavy easterly swell, 10 to 15 foot breaking seas were sweeping across the bank. On hearing that the casualty was in danger of breaking up Coxswain Richard Hawkins headed directly towards her across the sandbanks, touching bottom in the troughs on his first approach. On a second approach one man was taken safely on board. The other man jumped but missed the lifeboat; he was hauled on board by the crew while Coxswain Hawkins manoeuvred *Khami* to prevent his being crushed between the two boats. The lifeboat returned on the rising tide to take the casualty, now bounced clear of the bank, in tow to Gorleston Harbour, but the fishing vessel later sank at moorings. For this service Coxswain/Mechanic Richard Hawkins was awarded the bronze medal (*full report, THE LIFEBOAT autumn 1980*).

**Service to Mi Amigo:** On the evening of March 19, 1980, the radio ship *Mi Amigo* was reported to be dragging anchor in the vicinity of NW Long Sand Beacon. Sheerness lifeboat, the 44ft Waveney *Helen Turnbull*, under the command of Coxswain Charles Bowry slipped her moorings and in an easterly strong gale, force 9, headed down the Thames Estuary against the flood tide. Driv-

ing spray and heavy seas made it necessary to reduce speed and visibility was almost nil. 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. Two hours later *Mi Amigo* refloated but could not start her pumps and she was rolling and pitching violently, shipping heavy seas overall. By now the wind had risen to storm force 10. Coxswain Bowry brought the lifeboat towards the casualty through the peaking, confused seas. A number of approaches had to be made before all four survivors were safely taken off, and soon after the lifeboat had pulled away *Mi Amigo* sank. For this service Coxswain/Mechanic Charles Bowry was awarded the silver medal (*full report, THE LIFEBOAT autumn 1980*).

**Service to Holland I:** 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 under the command of Coxswain Ian Johnson. 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 passage, heavy confused seas made entering harbour extremely hazardous. For this service Coxswain/Mechanic Ian Johnson was awarded the silver medal (*full report, THE LIFEBOAT spring 1981*).

**Service to Junella:** Just after midnight on September 29, 1980, Stornoway's 48ft 6in Solent lifeboat, *Hugh William Viscount Gough*, under the command of Coxswain Malcolm MacDonald launched on service to the motor fishing vessel *Junella*, aground on rocks north of the Isle of Skye. A southerly gale was blowing and, heading into it, the lifeboat encountered very heavy seas during the three-hour passage; visibility was very poor. *Junella* 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. Manoeuvring close to the dangerous rocks, Coxswain MacDonald brought the lifeboat alongside *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. 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. For this service Coxswain/Mechanic Malcolm MacDonald was awarded the silver medal (*full report, THE LIFEBOAT spring 1981*).





**Charles Bowry** was motor mechanic of Sheerness lifeboat from 1969 to 1970 and coxswain/mechanic from 1970 to 1981; in 1981 he was appointed coxswain/mechanic of Portpatrick lifeboat. He was awarded the bronze medal in 1976, a bar to his bronze medal in 1978 and the silver medal in 1980.



**Malcolm MacDonald** joined Stornoway lifeboat crew in 1964, he became motor mechanic in 1967 and was appointed coxswain/mechanic in 1979. He was awarded the silver medal in 1980.



**Richard Hawkins** joined Dover lifeboat crew in 1959; he was an assistant motor mechanic at Dover from 1974 before being appointed coxswain/mechanic of Great Yarmouth and Gorleston in 1976. He was awarded the thanks of the Institution inscribed on vellum in 1975 and the bronze medal in 1979.



(Right) **Ian Johnson** became a crew member at Troon in 1966; he was a boat mechanic from 1970 to 1971, a fleet mechanic from 1971 to 1976, returning to the Merchant Navy in 1976 before becoming coxswain/mechanic of Portpatrick in 1978; he was appointed coxswain/mechanic of Troon lifeboat in 1979 and awarded the silver medal in 1980.

(Left) **Lt-Cdr Roy Portsmouth** staff inspector (operational developments, trials and sea training).



**Coxswain/Mechanic Charles Bowry, Sheerness:** I got involved with a yacht. It was blowing about force 9 and snowing. She had missed the fairway going up the Medway, shot out of the fairway, gone through a lot of yacht moorings and just stuck her feet down right on top of a wreck.\* And the first we saw of her was a little lamp flashing SOS. We have a Waveney at Sheerness and the Waveney has so much power and are so manoeuvrable that I don't really think it is the confined space that you worry about so much as what to do when you get alongside and the state of the sea. You have only got to stick her up a little bit on one engine or the other and she will go wherever you want. But immediately you take the way off the boat, if the wind is too fresh it will get hold of the Waveney's high bow and the boat will want to slow down wind. So if you are in a head-up-into-the-wind situation you must keep working the engines all the time. You can't just knock them off and let her lay because she will blow down wind; if you are in a confined space, like we were then, with moorings around us and a wreck, you could be in trouble, but more often than not the power you have with the fast afloat lifeboats gets you out of the mire.

\*For this service to Ma Jolie II on December 30, 1978, a bar to his bronze medal was awarded to Coxswain/Mechanic Bowry.

**Portsmouth:** In situations like that, do any of you ever consider using your own anchor?

**Bowry:** It restricts your manoeuvrability, but there again it's horses for courses.

**Johnson:** There was no way of using an anchor to veer down on the day we went out to the dredger. The dredger was stern to wind and sea and, as Charlie says, you had to keep working the Waveney's engines to keep her in some sort of position to clear the wires or any other obstruction. With a Waveney you are much better off with power on her than laying to an anchor.

**Coxswain/Mechanic Richard Hawkins, Great Yarmouth and Gorleston:** A vessel went aground at Great Yarmouth a few weeks ago. She had her anchor cable at 30 degrees from her hawse pipe and we had an old wreck just 50 yards astern. I had about 200 yards in which to manoeuvre with an onshore force 9 easterly gale. With no water there at all. If I had had to go in, with the heavy swell and onshore wind, I should have anchored then and veered down so that if the propellers had got damaged I could at least have come out clear of the swell on my anchor. As it happened, the crew were all safe and it was not consid-

ered necessary for us to go in. I agree with Charlie and Ian, that it is best to keep the power on a Waveney.

**Bowry:** We often do use an anchor for veering in. It's different for us because we are working in shallow water all the time. If I have got 30 feet underneath the boat I've got a lot of water there. But it all depends. You get a situation where you cannot anchor and veer in. Sometimes I have travelled a mile and a half with nothing underneath me. You are talking about the Middle Sands with the tide draining off in the Thames Estuary. Maybe the wind is north easterly and a yacht is blowing across the top of Middle Sands at about 3½ or 4 hours ebb and nine times out of ten they have an anchor but forget to stick it down. They just blow for miles and miles and miles across the top and you have to run after them. There is no way you are going to anchor in that situation.

Then it can happen with us that there will be a casualty with people on board on a bank in the middle of the estuary. And perhaps she has come afloat but she is still bouncing. It's time for us to get alongside and get them off. It's no good hanging off until everything is just right. With a rise and fall of, say, 12 to 15 feet I reckon we are going to come off the top and strike the ground before long. There's no question of anchoring and veering in that sort of situation in the estuary; it is speed that counts. So you get everybody as ready as they can possibly be and in you go—and, touch wood, we've been fortunate thus far. Now, if you were to knock the rudders and props out of the lifeboat going in and you couldn't use the engines any more, the boat would become a receptacle; you would blow clear off the other side of the bank, get your hook down and somebody else would have to come and get you. But you would have the people safe. It hasn't happened yet. You get into these little situations and you think, 'I'm going to take the bottom out of her this time!' You know? And off you go and luckily you get away with it. We are not talking about a mainland situation where you anchor and veer in to the mainland. You can be 27 miles down the estuary and 15 miles off each side, or something like that, and you still have got no water.

**Coxswain/Mechanic Malcolm MacDonald, Stornoway:** A lot of our coastline is too deep. You cannot anchor. A few weeks ago we launched to go to the help of a small tanker on passage from Belfast which had broken down about 12 miles south of Stornoway. She was in a hundred fathoms of water and she was only three-quarters of a mile off the shore. There was no way she could anchor. She was being driven ashore in north-easterly winds and she had 50 to 70 fathoms right up to the cliff. So we took her in tow to Stornoway.

**Portchmouth:** What about tides? Do you have the state of the tides in your minds all the times?

**Bowry:** Normally I read the tide table for high and low water every day, just so that it is in my head if we do get a call. Then I know exactly what the tide situation is at that time. You see, at a very early stage, it doesn't matter what their experience, my lads always know what you mean by chart datum and rise of tide above chart datum because we haven't got any water. We are always looking for some. We have got little graphs which show us straight away where we can go. We look at the graph and say, '*Right, that's 3½ hours flood; should be 2.5 metres on the tide now.*' So straight away we can look at the position of the casualty on the chart. '*That dries out 1.5 metres above chart datum, so there should be a metre over the bank. We might just about have enough water to crack him off.*'

**MacDonald:** In my area we don't bother with tides at all. The tides don't affect us in any way. We've so much water we pay very little attention, unless we are going on passage.

**Portchmouth:** Can we hear something about your service to *St Margerite*, Richard?

**Hawkins:** The wind was north east force 6. It was December 22. We had returned from the trip with Christmas fare to Smiths Knoll and Newarp lightships and we were just cleaning up when a call came through that a trawler was heading for the banks and she was firing red flares. The first indication was that she was outside the banks, so I asked the crew to put on their safety hats and lifelines. When we got about half a mile off the pierheads I asked the trawler to identify herself by putting up another red flare. And she was on the banks. We thought she was on the east side of Scroby, which meant going four miles out to sea down Hewett Channel and then another two miles north west to get to her. Then *St Margerite* said she was breaking up, so I went straight across the banks, heading for South West Scroby Buoy because that was roughly the line of a channel. Then, when the casualty was still three miles away, a radar bearing showed that she was south of the channel. Making for her, I looked astern and it was just plain sand coming through the wash of the lifeboat. I made the first approach but the boat was rolling and her trawl gallows were over the side, so I had to turn the Waveney on the sand and approach from a different angle. There were two men on board. The first one jumped all right but the other one jumped at the wrong time, just as a wave picked my stern up and pushed the boats together. And the man was between the two boats. Four of the crew held on to him

while I brought the stern round and kept her clear so that they could pull him aboard. He was hanging on to a bollard. That's all the grip he had until the crew got hold of him. It took about two minutes to pull him on board.

**Portchmouth:** Did you put your boat on the sand?

**Hawkins:** That was the first time.

**Portchmouth:** I mean right into it so that you had to back off again? I remember hearing it said that it used to happen fairly regularly up in your area.

**Hawkins:** It does happen, but not regularly. Of course you do touch bottom quite frequently.

**Portchmouth:** And it doesn't worry you in a Waveney?

**Hawkins:** No.

**Portchmouth:** What about you, Charlie?

**Bowry:** Yes, we put our boat on the sand regularly. You see, a Waveney will give as hard a kick astern as she will ahead, so that if you really throttle her up when you are coming astern, her stern will just whip up in the air and if you have had to dust on a bit hard you can hump her off. We went for a little Colchester fishing smack which had rode right up on top of West Barrow one night. I was about two or three cables astern of her and just starting to take the revs off so that I would dust on nice and gently when a barge standing by shouts, '*Hurry up, he's going!*' Well of course I had to cram the revs back on again then because she was settling. There was no sea at all. We fetched up about 60 feet from her and lay there. The Waveney gets a bit sort of tight-rope-ish because she tends to roll each side of the little keel she's got. Anyway, you get the fishermen on board the lifeboat and then you want to get the Waveney off. So you hump her up on the engines. Really give her the stick. Up comes her stern and she starts to shove back. Well, of course, you don't want to keep everything running because you don't know what's on the bottom; there may be big boulders. So you hump her off, let her knock back a bit. You know what I mean? You haven't heard a clunk yet. So you give her another burst and gradually off she comes. The Waveney is a very good boat for taking the ground. I'm not saying I would like to sit there dropping from 15 feet on the top of a bank, but there is no reason why a Waveney cannot take the ground.

**Portchmouth:** What would you have done on that service if there had been a good sea running?

**Bowry:** What, with the 'hurry up' situation that we had? The same thing.

Waveneys can take quite a knock. It is surprising what they will stand up to. There were two elderly fellows whose yacht had broken down and blown ashore on the top of Grain Spit, just off the lifeboat station. They had got in the surf and one of these elderly fellows had gone over the side while trying to anchor. He was really in the mire and the other man wasn't strong enough to get him back over the side. Now I went across there with my boat. There was no time for anything fancy. You think, '*I've just got enough water*', and you start sticking her in there and you have watched the sounder come up to nothing with still 200 to 300 yards to go and you get a lad down aft and you say, '*Let me know if you hear any clunks*'. He goes down in the after cabin and of course he can hear the shingle and the stones and everything chucking up around her. It's a bit frightening for the lad that's standing down there. And you are driving her. We had no time to mess about. Up alongside. Hook the bloke out of the water, hook the other fellow on board. The tide is draining down still, you see. I have my boat out of the water for a bottom scrape every six months and there has never been anything wrong with my props. With a conventional lifeboat, working sandy areas like ours, you would have a job to get yourself off. You would be washing her through, whereas with a Waveney you have got so much more power that you can go on and think, '*Right, I want to come off now*'. And you come off.

**Portchmouth:** What about you Ian, with your Waveney?

**Johnson:** We only anchored and veered down once last year. Two wild fowlers had gone out on to some rocks south of the station and got cut off by the tide. We had to anchor in 15 feet and veer down, using the inflatable dinghy we carry as a breeches buoy. On another occasion a cabin cruiser ran aground on the Lady Isle, just off Troon, doing 15 knots. She drove her rudder and propellers up through her bottom when she hit the first scarf of rock and landed on the second scarf. The boat was filling. Luckily we had a little 46ft 9in Watson as relief boat and I could afford to take the ground with her and bump her on to the rocks. So I took her up, skirting the first scarf, and took her on to the second scarf, bow on, and got the four people off. If we had had our Waveney, we should have had to anchor and veer down. So it breaks both ways. If it is sand, fair enough, you can take a Waveney on, but not if it is rock.

**Bowry:** When we had our 46ft Watson *Gertrude*, back in 1973, we had gone out to a yacht which had broken her rudder on the Middle Sands. Her skipper had rigged a jury rudder and was making his way home; he said he didn't need help. Then we saw red flares go up

underneath Eastchurch Cliffs. A 46ft cabin cruiser was in the surf and the wind was north easterly. Once again there was no time for anything fancy. So I got *Gertrude's* stern up to wind, right up into the sea and I charged her in. Hit the dirt; she travels a little bit; then she comes up all standing because her after end's aground although her bow is still afloat. Now that's handy because, although her bows may be wishy-washing around, you never get a swing-round, broach-to situation with the stern aground as the bow being still afloat always blows down wind. The tide was coming in and the sea started to wash in our open-backed wheelhouse. Now as the sea was coming up it was riding us up as well, so I drove *Gertrude* and drove her and drove her and we clewed up 200 feet from the cruiser. All stopped. Washed right through. All you could see was the top of the wheelhouse and the mast. The rest was under the 'oggin' because I had driven all the rise out of her. A helicopter, he's arrived now and he's doing his sort of fluttering bit up there; he told the Coastguard he thought I had sunk, because he couldn't see a lot of me, do you know what I mean? We put a couple of gun lines in but the fellow on the cruiser couldn't get them. Now, I am drawing 4ft 9in and I'm in 4ft 9in of water and the breakers are rolling through. So we are wading round the deck and I'm beginning to run out of ideas. Now, I come across this big lad of mine, Malcolm. I says to him, 'How tall are you, Malcolm?' He says, 'I'm 6ft 3in, aren't I?' 'Well', I said, 'There's only 4ft 9in of water here, Cock. Off you go!'

**Portsmouth:** You've still got a crew, haven't you?

**Bowry:** Yes! Well, Malcolm blows up his lifejacket and 'veers' in to the cruiser. Climbs aboard. 'Morning, Harry', he says, because we knew the bloke quite well. 'Have you off here in a minute, Mate'. Turns up a tow line. I just back off, dragging Harry off with us, and we went home, picking up the other yacht on the way because by then her rudder had fallen off as well. And that's another little situation dealt with.\*

**Johnson:** Going back to the cruiser on Lady Isle. The only way we could get in was to put our bow ashore, so, coming off, I had to manoeuvre the Watson to stop her broaching on a wave. We didn't have too much power, her propellers being in tunnels, and the engines were mechanic controlled, but she came off fine.

**Portsmouth:** I believe some of you

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\*For this service Crew Member Malcolm Keen, who, with his lifejacket inflated and with a line around his waist, waded through the breaking seas for about 200 yards to reach Gentlemaid, was awarded the thanks of the Institution inscribed on vellum.

carry inflatable dinghies on board. How do you use them? Have you had experience of veering them down?

**Bowry:** Yes. We went out to a yacht on top of the West Barrow Bank; two kids, two fellows and a woman. Aground. Sea breaking over the boat. Midnight. I'm anchored. I'm veered in. I can't get any closer. You aren't going to start dragging two little kids through the water at midnight in a breeches buoy! In fact we were able to get a line across and drag the whole boat off, lock, stock and barrel, because we had the power, but if we had had to take the people off I should have used the inflatable. I have put a continuous grommet round the ratlings of our inflatable and I have moused two thimbles in at each end. So if I want to use the gun line I can send two veering lines, the block and the inflatable, and that way I get two off at a time. And a rubber duck pulls through the water quicker and more easily than a breeches buoy, but obviously you would not use this method in seas of great height.

**Portsmouth:** Do you use the inflatable in exactly the same way as you would a breeches buoy?

**Bowry:** Yes, giving due regard to the sea height at the time.

**Hawkins:** We do the same as Charlie. The way we use the inflatable couldn't be closer to the breeches buoy. Sometimes we row her, when there isn't any sea; it is another way of getting in to a casualty. On one occasion we had to search Scroby for two boys. It was dead flat calm and we put the dinghy over. The crew rowed ashore, left the dinghy while they searched Scroby and came off again.

**Portsmouth:** Would you usually put a line on your dinghy?

**Hawkins:** It depends on the weather. If there is a little bit of sea running, then a line, yes.

**Bowry:** If there is no other way of getting lines across to a casualty, you have to chance your arm with a couple of lads in the dinghy. But they want paddles, not oars. And off they go. Of course, it is very difficult because the 9ft Y class inflatable is the smallest kind of boat you can possibly use. And, once the rope gets in the water, whether it will float or whether it sinks, it becomes very heavy and the lads get very tired trying to pull the weight of the rope. So I put about 30 fathoms of line in the dinghy. The lads get perhaps two-thirds of the way across to the casualty dragging the line from the lifeboat, and then just as they are about to wang themselves right out altogether they pay out their bit. And there you are, all connected up.

**MacDonald:** An inflatable dinghy does

exactly the same work as a breeches buoy but you can do more with an inflatable than you can with the buoy. Last year we had to borrow an inflatable to pick up three men off a cliff face.

**Portsmouth:** Do you think it would be a good idea if the Institution were to supply nylon line, very light weight but very strong, for veering down an inflatable dinghy? Something very light so that the dinghy crew don't feel a great strain when the tide gets hold of it?

**Bowry:** You don't want too small a diameter rope or it will cut a man's hand once you have got a bit of weight on it. The important thing is that it should float and be about 2 to 2½ inches diameter. You can then use it if necessary as a tow rope. If you are working athwart the tide and you get a distance between the lifeboat and the rubber boat trying to take the lines in to the casualty, you will get a big bow in the lines. If the lines become waterlogged and sink, there is all the weight of the ropes and they are dragging on the bottom. You have only got to have a boulder of, say, a foot in diameter and with two blokes trying to pull the rubber duck in you have got big problems. And another thing: we have got our veering lines coiled down inside two black plastic dustbins, stowed in the after cabin. We have got two rope tails on one handle of each bin so that we can fetch the bins out and make them fast on the well deck; the two ends are out all ready to use, and there you are.

**MacDonald:** We stow our veering lines in special, made up boxes, two foot square. They just come through the fore hatch and they are quite easy to handle.

**Portsmouth:** You have both got the same principle: a portable bin. Can we hear about your service to MFV *Junella*, Calum?

**MacDonald:** We got the shout about midnight and we were under way in 12 minutes. The wind was about southerly, force 8, and a good punch all the way down. It took us about three hours to reach the casualty. The first intimation we had was that *Junella* was ashore on the Comet Rock, which we knew quite well—a very dirty bit of ground with shoal water. But when we arrived on the scene we found that she was on a rock about one cable north of the Comet. When we reached the area *Junella* was completely blacked out. Her sister ship, *Northella*, was standing by in deep water about three-quarters of a mile away. Her skipper had *Junella* pinpointed and when he saw us arriving he illuminated the scene with a searchlight, so we just ran straight in on her. We got in contact with the skipper of *Junella* on VHF and he told us that there was about 30 feet of water immediately below his stern. We got up alongside and *Junella* was lying half out on the



rock. Normally this rock is just awash at high water; it is like a tabletop with three feet of water on the top of it. My first intention was to run in and put my port shoulder on her starboard quarter but as we approached from astern the tide pushed us away and slewed my stern round to starboard. I had only, maybe, 70 foot between her stern and the rock; the rock face was sheer, too. I landed up stem on to her starboard quarter and broadside on to the rock. With the tide setting towards the rock I was frightened that I would land up on the rock myself and with a Solent if you land broadside on to anything you are going to have great difficulty getting off it. As I made stem on in towards *Junella's* quarter my boat started turning, so then I used the engines full power and she just swivelled and I was able to pull out. The second run in I did exactly the same thing but I let her go, I let her swing, and she came right round and lay in alongside beautifully. Now, *Junella* had a trawl board hanging over her starboard quarter. Originally her pilot ladder was well forward, just below the bridge, with three liferafts in the water below the ladder. We asked her skipper to shift his ladder aft to the quarter, forward of the gallows, but the trawler's counter was rounded, so it still only left me about 20 feet of the ship's side on which to work. With a Solent I could only use her shoulder, from the stem to the break. She lay in there beautifully; she was no problem. There was a lift of about 12 feet and we took the crew down one man at a time. I was short-handed that night and only had five crew. There were three men forward to get the fishermen off the ladder and one man guiding them into the cabin. We had a fair number on board when all of *Junella's* crew of 29 had been taken off. It was pretty chock-a-block and we didn't have much room to move. A helicopter had arrived on the scene after we had been there about 10 minutes and he used his searchlights to give us some more light. We couldn't use our own searchlights at all.

**Portsmouth:** Why was that?

**MacDonald:** Well, the fixing positions for the searchlight on a Solent are immediately in front of the wheelhouse windows, one to port and one to starboard. If I had it on the port side, the light was shining across the windscreen and I couldn't see a thing. Put in on the starboard side and the searchlight itself was blocking my view. So we just scrapped the searchlight and worked on the deck light alone. An Aldis lamp would have been of little help and one man, holding it, would have been wasted. Next refit we are getting a searchlight up on top of the wheelhouse.

**Bowry:** Helicopters have those great big parachute flares that seem to float in the sky for half the night, don't they? Beautiful. If they can chuck one of

those out they've helped no end.

**Hawkins:** I should like two searchlights on the wheelhouse because Gorleston entrance is not lit at all and sometimes we have to put up parachute flares to enter harbour.

**Portsmouth:** Well, Charlie, what about your service to *Mi Amigo*?

**Bowry:** Got under way, six o'clock in the evening. Force 9 north easterly. Head into it. No water, really, from the start. We were sticking to the fairways because, in the Thames Estuary, even in the fairways you can be in something like 17 metres and it comes up to seven between fairways and then goes back to 17 or so in another fairway. And the motion of the sea across the shallow patches is bad news because it's fluffing it up there. There was so much clutter on the radar that I decided to go straight the way down past the Red Sand and Shivering Sand Towers and then cut up into Black Deep from what they call the Tizard Buoy. I managed to hold the revs on the lifeboat until the Red Sand Tower and then she was coming out and burying herself up to the wheelhouse windows and there was a lot of vibration in the boat. I fetched her back to 2,000 revs and that wasn't too bad. We couldn't see anything at all. Nothing out of the wheelhouse windows. Nothing on the radar. So I stuck two lookouts, one each side, just inside the safety lines and I got them to identify the characteristics of the buoys that they could see and give them to me in degrees off the bow. And I found my position that way. The Port of London Authority radar station at Warden Point was helping us, too, as and when they could. We got down to the Tizard, shot across the top of the bank into Black Deep and there was *Mi Amigo* in all her glory aground on top of the old Long Sand. We estimated that she would come afloat at about 11 o'clock. Here was another 'no anchor' situation. There was enough water to anchor but it was all wild and woolly and rather than risk the crew up on the fo'c'sle while we were standing by waiting for her to refloat I thought it was better to dodge up and down. Then *Mi Amigo* gave a shout that she had come afloat. Well, she was only a little ship. I don't suppose she was drawing much more than about 8 feet of water at most because we had a rise and fall of 12 to 15 feet on the echo sounder. I run up on the neon sounder and then, because I like to see the shape of the bottom coming up and know exactly when I am going to dust the boat on, I switch over to the paper sounder and I watch the bottom coming up to meet me and I can also see how far I have got to travel back, on the paper, to get myself in some sort of water and get afloat again. I thought we were going to strike the bottom hard. You see, the man on *Mi Amigo* told me on the VHF that he's making water and he can't get his

pumps started. It was no time to wishy-washy about. The name of the game was to get alongside. I wanted to hold her up into the sea for as long as I could and crab in so that if we did strike heavily I could just stick her off the bank for a minute and see what sort of damage we had done before we had another little crack. You have got hold of the wheel, you know, and after a while, as she's coming off the top of a sea and starting to jump down you can feel your old hands tightening up, waiting for the crunch. When it doesn't happen you think, 'Well, that can't be bad. We got away with that'. And you are off again. And you are waiting all the time for her to hit hard. You find you are all tensed up, your whole body, waiting for her to hit on hard. Anyway, we clewed up on his port quarter and laid off there and I thought, 'Well, if I'm on his port quarter I know I can go on his starboard quarter, so we are home and dry'. And we were still afloat. *Mi Amigo* had an emergency anchor out but she had no lee at all. The seas were peaking up, just like a load of bell tents all round the boat where she was working on the top of the bank. They had three big tyres on the starboard side as fendering. We did a little bit of parleying about whether he should bring off his belongings.

**Portsmouth:** Did you give him any advice on that, Charlie?

**Bowry:** Yes. Then I said, 'I will now show you why we shouldn't take your gear off'. I needed to slip from his port to his starboard quarter where the fenders were and they watched from the wheelhouse window. One minute we were down below looking at his rudder, his prop and about 15 feet along his skeg; the next minute my lads, who are now up on the bow, are looking down at him. So he said, 'I see what you mean'. Then he said to me, 'Can I bring a bird on board?' I said, 'Have you got a woman on there?' He said, 'No, it's a canary'. I was speechless.

**Portsmouth:** I don't believe it, Charlie!

**Bowry:** So now we have got the men to take off, and the lads have got to have two hands to catch them. I stationed four of the crew inside the Waveney's guardrail forward and lashed to them. One lad was on the radar to tell me if the ship was dragging, for we were very near a beacon. We had got all sorts of problems. *Mi Amigo* had got this 100 foot mast and every now and again she was dipping and striking bottom herself and that started to get a tremble on, and I thought, 'It just wants that lot to come down with all the stays and everything and we would be like a budgie in a cage ourselves'. Three of the men had come out to the gunwale—and of course she was rolling her gunwales in. There were stanchions on top of the gunwale itself,

*continued on page 23*

# Building the Fast Slipway Lifeboat

## PART VI: TRIALS

EARLY NOVEMBER saw the first launch from Fairey's yard at East Cowes of the RNLI's prototype fast slipway boat *City of London*. It was the start of the exact, and exacting, programme of builder's trials through which every lifeboat must pass but which takes on an even greater significance when the boat being tried is the first to be built to an entirely new design. During this programme the RNLI's technical and operational staff have to satisfy themselves that the new boat meets in every way the high standards demanded by the specification.

The first item in the programme of trials was the checking afloat but at moorings of the vital alignment of the shafts which transmit power from the twin General Motors 8V-71 marine diesels to the FSB's twin propellers. Next, with ballast on board to simulate the weight of any equipment not yet fitted, came a preliminary inclining test to find out the vertical (and fore and aft) position of the boat's centre of gravity and thus get a rough check of her stability (a further inclining test is made later when the boat is fully equipped); also a minimum fuel trial is carried out to establish her true range.

Now came the time, on November 17, for the FSB prototype's righting trial (*see right*). The boat was 'capsized', being hauled over through 180 degrees by crane until she was fully inverted. When the lines were released, it took the FSB only five seconds to come upright and shake herself free of water, and, as can be seen in the third photograph down, a central strip of the foredeck remained dry throughout. There was scarcely a drop of water to be found below decks and the FSB had come through with flying colours.

For the radar installation the righting trial was also an important test. From the photographs it can be seen that the radar scanner, which had been made watertight, was in position. The FSB's Decca 150 radar was operating as she was capsized but, as designed, it automatically switched off before the scanner entered the water so that the scanner would not be damaged by revolving in the sea. The system used for watertighting is arranged so that after the boat has righted herself the radar must be switched on again manually before a picture is once again obtained on the display.

After the righting trial, the FSB returned to Fairey's yard and was hauled out so that all her other electronic equipment could be fitted. Then she was once again launched to continue her trials. One day was given over to a short sea trial during which an exhaustive check, item by item, was made of the functioning of each unit in the machinery and in the electrical system. Then came the first of the FSB's extended machinery trials, when on five separate occasions she was at sea for between four and six hours; during the first of these sea trials

*After her righting trial City of London is hauled out again at Fairey's yard; a group of her builders were on board.*

photograph by courtesy of David Trotter



her compass was adjusted and during the next her radar and radio were put through their paces.

Other days were given over to trials of each item of deck equipment, to progressive speed trials over the measured mile and to fuel consumption measurements, and also to a final inspection by RNLI and Lloyds overseers before the prototype fast slipway boat was hauled out for the second time, just a few days before Christmas. Then followed the detailed completion of her fitting out and her final painting in preparation for operational trials early in the new year.

(to be continued)



*At her righting trial the fast slipway boat prototype City of London, 'capsized' by crane, righted in just five seconds.*

photographs by courtesy of Brian Manby

# Ennal's Point

*Ray Kipling, public relations officer RNLI, has been talking to Alun Richards, the Welsh novelist and playwright who has adapted his lifeboat-based novel 'Ennal's Point' into a six-part television drama series which will be shown on BBC 2 in January. Also present was Derek Scott, coxswain of The Mumbles lifeboat, to whom the novel is dedicated and who acted as technical adviser during the six months of filming at The Mumbles station.*

**Ray Kipling:** Alun, how did the story of the 'Ennal's Point' television series begin?

**Alun Richards:** I wrote 11 episodes for the first batch of the BBC 'Onedin Line' series and it had long been in my mind to write something about a lifeboat crew. When I came to edit several volumes of sea stories for Penguin I read a good deal and, as far as I could discover, there had never been a novel wholly devoted to a lifeboat community. One of the problems was that a lifeboat launch, by its very nature, was short: out and back with the minimum of fuss and the maximum of efficiency.

So then it occurred to me that I should concentrate on the domestic aspects of a station, see the crew in their natural setting as part of a family. The crucial thing was that we had to know them as human beings and not, as one of my characters was to say later, as yellow oilskinned figures on kipper packets.

Well, first I proposed a TV series. I worked on the idea for two years, but it was thought to be too expensive to do, one of the costs being the massive expense of sea filming. When this idea was turned down, I put everything to one side and started again. This time I wrote a novel and I pleased myself, but I still

kept the domestic aspect strong. It was not just about one lifeboat crew but about a village which was dominated by a very powerful old woman whose husband and son were lost at sea on lifeboat services and whose grandson was a problem boy, indifferent to the traditions of the past. It was a domestic saga which went to sea, if you like, and all the time I had Derek Scott to help me with all the technical aspects of a lifeboat service.

Every month I would read a chapter out loud to Derek just to make sure I had got it right. I had been at sea myself in the Navy after the war, but a Force 10 storm seen from the wardroom of an aircraft carrier is very different from a Force 10 seen from the cockpit of a lifeboat. Derek put me straight on every detail and I was also helped by the Regional Controller of Coastguards, Dick Richards.

When the book was published it was very well received, but the reviews I treasured most were in *THE LIFEBOAT* and *Lloyd's List*, written by people who knew the score. The book reprinted and went into Penguin, but it was still thought too expensive to film. However, after another five years of nagging, by me and Geraint Stanley Jones, the Controller of BBC Wales, the BBC took it up again and we began filming in

*On her slipway at The Mumbles is 47ft Watson Pentland (Civil Service No 31) which in the television series becomes Ennal's Point lifeboat Samuel Grail.*

*photograph by courtesy of 'South Wales Evening Post'*



April last year. It was the end of a long slog for me, but now it was a whole series with six services to six casualties and a much bigger concept. When the Ennal's Point lifeboat went down the slip, over a half a million pounds of the BBC's investment went down with it!

**Kipling:** Derek, what were the problems of filming 'Ennal's Point' from your point of view?

**Coxswain Derek Scott:** Well, Alun and I discussed every detail. We had to make actors look like lifeboatmen. We had to make sure that every situation was realistic, that the actor/lifeboatmen looked as if they knew what they were doing. Then all this had to be done without putting them in any danger since most of them had never been in boats in their lives.

At the same time, the station was still operational and, camera crews or no, we had to be ready for real life casualties—and indeed, some occurred. We also had the lifeboat in the water for days on end, over 200 hours, 57 launches. But the strange thing was, in the end, the actor/lifeboatmen began to look more like lifeboatmen than we did. Their oilskins were dirtier and people like Philip Madoc who plays the coxswain, Jack Tustin, were actually spoken to by members of the public who thought they had just come off a service. Once, during a meal break ashore, real life maroons were fired and some of the actors got up to run down the pier to the boathouse by instinct.

By the finish, we had an actor/winchman almost as good as our own, and once two of our crew members had an actor in the inflatable lifeboat with them when two sailing dinghies capsized; there was no time to ditch the actor so all three had to go on the service (see page 32) and the actor received a letter of thanks from the Institution which he has got framed—his proudest possession! The uncanny thing is, you will see some of us playing extras, myself and Alan Jones, my mechanic, and 'Coxswain' Philip Madoc doesn't take us on one launch, choosing younger men!

**Kipling:** What impressed you most, technically?

**Scott:** Without a doubt, the mock-up of the lifeboat cabin. It is called a simulator, a plywood replica of the real thing, mounted on huge rubber bags so that it can be moved on poles to simulate the motion of the sea. The BBC had it right, even to the paint scratches of our own cabin. They made it because it is easier to light for filming purposes and the cameraman can move around more easily. It was so realistic in movement, however, that the cameraman actually got seasick on it one day. When we saw the interior of our cabin made out of plywood we couldn't believe our eyes. It was perfect.



**Kiping:** Did you have any worries?

**Scott:** Yes, that somebody would get a bump. We had 30 or 40 people at sea every day, in the lifeboat, in trawlers, once on a night launch to a dredger—all these actor/boats playing casualties. There were make-up girls and sound recordists, camera crews, wardrobe people—a whole army of people, most of whom were new to it. All the time our own inflatable lifeboat was safety boat with two of the crew told off to police it all. Well, fortunately, we came through without a scratch, although there were quite a few seasick; there was sometimes a lot of food uneaten at the end of the day!

**Kipling:** Any problems?

**Scott:** Well, there was one hell of an explosion in one episode. The lifeboat goes out to investigate a trawler where there has been a fire and, while they are alongside, it blows up and a drum of oil explodes and covers the lifeboat wheel-house. All this just before an inspection—I mean a real life inspection. The BBC told me the 'oil' would be a water-based paint, but it didn't look too good so they added a stiffener. Come off easy with a hose, they said. Well, the upshot of it was, we got the boat back into the boathouse after a day's filming and the black stuff was drying all over her; it looked as if in another five minutes it wouldn't come off at all—ever. So we cracked the whip that day and there were about 20 people cleaning The Mumbles lifeboat from the TV director down!

**Kipling:** Derek, you've been involved in all this from the very beginning. Which of the characters is going to be the most appreciated by real life lifeboatmen across the country?

**Scott:** Jack Tustin the coxswain is played by Philip Madoc and he is a real true-blue. I'd sail with him myself. But the most enjoyed character will be 'Animal' Morgan, played by Glyn Owen. He got the name 'Animal' from the way he eats on the boat. He's the odd man out. He's against the Government whoever the Government happens to be and I'll bet there will be roars of laughter in Poole when he starts putting the Institution to rights.

**Richards:** I hope there will be! He's an ex-Royal Marine and his character is based on the old naval saying 'Your last ship is always the best'. Never the one you are in now.

**Kipling:** Alun, what do you think the effect of the series will be on the general public?

**Richards:** That's very hard to answer. In the first place, there were insoluble difficulties. You cannot summon up a



(Above) The simulator. It may look like a plywood shed but inside is an exact replica of The Mumbles lifeboat cabin.



(Right) Who's who? The Mumbles and Ennal's Point crews.



Coxswain Derek Scott, BEM, (l) with 'Coxswain' Jack Tustin played by Philip Madoc. photograph by courtesy of 'South Wales Evening Post'

burning freighter to appear on April 5 with a force 9 gale to go with it, so you have to make do with casualties that can be filmed. But it is not just about the lifeboat, it's about the village of Ennal's Point as well and, naturally, since we are in the entertainment business, there are strong domestic themes, too: a love affair, a marriage breaking up and so on. As far as the lifeboat crew are concerned, I would like to leave the impression of very ordinary men who become extraordinary because of the very nature of their task, saving life in any weather. Simply that.

Ennal's Point boat is not the most efficient, nor the most glamorous lifeboat, but the crew are ready to go and do. One thing Philip Madoc brings out

superbly is a lovely calm, and he's the leader in the old-fashioned sense: the man who knows and leads quietly by example. His problems and the getting the best out of the lads are very strong parts of the series and, for me, the best moments are not the most dramatic but his way of dealing with day-to-day matters.

**Kipling:** Is Jack Tustin, your fictional coxswain, based on Derek Scott in any way?

**Richards:** Derek has put words into the coxswain's mouth for me; I'm not very knowledgeable about going alongside dredgers at night. But that is all. Jack Tustin is a very nervous man when he has to speak in public functions, but he is a superb cricketer. I don't think Derek knows the difference between the bat and the stumps.

**Scott:** That'll be enough of that!

Alun Richards has written many novels and plays dealing with the sea. He is the editor of The Penguin Book of Sea Stories. Ennal's Point has recently been reissued by Penguin, price £1.25.

When you have finished with your copy of  
**THE LIFEBOAT**  
Please pass it on to a friend.

# General Practitioner on the lifeboat

by O. C. Parry-Jones

HMA Moelfre

LITTLE DID I THINK some 20 years ago when I started in general practice that I should be in active service for more than a decade as a lifeboat doctor or HMA (honorary medical adviser), as we are called. Years later I asked the now retired mechanic, who was out with me, about my first trip. Most of the crew at that time were the old 'Dick Evans', double gold medal crew of the Moelfre lifeboat. The trip had been what has become more commonplace for me since: transferring in a near gale from the lifeboat to a Jacob's ladder on the cargo vessel that was four or five miles offshore to examine the patient before he was brought ashore. I asked Ifan Owen, 'What would have happened if I had fallen off that night? Would you have found me? Would you have been able to see me?' 'Not at all,' he said. And of course after that I went through a period of wondering whether it was a good idea for a family man to continue as a lifeboat doctor, and I almost resigned.

Since then I have become more philosophical and consider it no more than a part of my normal practice duties that extend a few miles offshore, and that is what it is. Having the opportunity of being a lifeboat doctor depends very much on your choice of location for your general practice, and living by the sea one has a special responsibility. I have been very fortunate in always having a crew in whose hands I felt completely safe at all times and a coxswain on whom I could rely, so that when he said 'jump', I jumped. Normally the HMA is required only in fairly good weather, and a force seven or eight gale would be about the worst, with a bit of luck.

As chairman of the lifeboat station committee I am involved in local lifeboat affairs and running the station. I teach the crew first aid, examine new crew members, and re-examine the present crew for both boats at regular intervals. A medical newsletter is circulated by the RNLI, edited by Dr Geoffrey Hale, and there are regular meetings at the BASICS (British Association for Immediate Care) annual conference at which the chairman of the Medical and Survival Committee, Professor Sir George Smart, is present. The 200 HMAs are members of BASICS as an immediate care scheme and I am at present organising training sessions up and down the country.

*Dr Owen Parry-Jones, LRCP and S of I, LM, alongside Moelfre's 37ft 6in Rother lifeboat Horace Clarkson. Dr Parry-Jones is chairman of Moelfre station branch and has been the station's honorary medical adviser since 1972.*



## Merchant ships and swimmers

Our lifeboat station is near the shipping lanes to and from Liverpool, and Moelfre Bay is one of the best places to shelter from a gale on the west coast. Calls come at any time of the year, but there is a difference between those in summer and winter. In winter the medical calls are specifically to merchant ships in the bay, while in summer most work is in rescuing small boats and swimmers in distress, either using the big boat, the 37ft 6in Rother class lifeboat *Horace Clarkson*, or more often the small inflatable D class lifeboat with an outboard motor to rescue children who have floated out on mattresses, for instance. These are the rescues that bring in the victims of drowning or apparent drowning. Tragically, these are often holidaymakers or day-trippers. I like to make a link with the relations of the victim if possible for counselling.

The medical calls can be as varied as those in ordinary general practice. Often the crisis is that the ship is bound for foreign waters and that any time wasted ashore or anchored in the bay is time lost by the company; therefore the sick person has to be got ashore as quickly as possible. The person may be suffering from a coronary with chest pains, abdominal pain precipitated by the celebrations of the last night ashore, an accident on a tanker or fishing vessel, and even a gynaecological condition in the wife of a crew member. In these cases the lifeboat may act just like an ambulance for what is called a medical evacuation, but often the person has to be examined while aboard and the condition stabilised before taking him ashore. It is therefore wise for the lifeboat HMA to have a fair idea of what type of cases he might be called to treat and to carry a special bag at all times with fresh supplies of equipment which may be needed.

A modern lifeboat, unless it is one of the large ones, is just not equipped to treat sick persons on board. Our particular lifeboat, the *Rother*, has accom-

modation if necessary for 37 survivors, but in the forward cabin where I usually work there is room at most for only two stretcher cases in very cramped conditions. The stretcher is invariably the most versatile of all—the Neill Robertson model. We can sometimes sling another one or two on the deck. In fact last year we treated a cardiac arrest on deck on top of the cabin for the three-mile journey from the Liverpool-to-Dublin car ferry back to the slipway.

Sometimes Anglesey Radio, the General Post Office radio station, will ask me to speak to the skipper of a merchant ship maybe 100 miles away who is approaching our area asking for medical advice. This past autumn I treated the captain of a Royal Navy mine sweeper who was brought ashore by his own boat to my local beach 200 yards from my surgery. The Post Office radio station is apparently directed to ask for medical advice from the nearest hospital. This sometimes causes difficulties, and the classic case is of the junior houseman in hospital asking the skipper to bring the patient ashore so that he can be seen in outpatients next morning! When a vessel approaches our patch, Anglesey Radio has agreed to ask me for advice. Being lifeboat doctor is most rewarding work and in essence there may not be the slightest bit of difference from one's patients ringing up during surgery time for advice, for this is the responsibility one has in general practice—to provide primary care.

## Rescues

Rescues are entirely in the charge of the area coastguard rescue headquarters, in our case Holyhead. They may ask for the assistance of a helicopter from the RAF Search and Rescue Squadron 22 at Valley. Once the coastguard thinks that it is necessary to launch the lifeboat, he or she (we have lady coastguards) will inform the honorary secretary of the lifeboat station who will authorise launching. I will have been given the relevant information already and possibly discussed the pa-

tient with the ship's captain. If I am in the surgery it will take me only a few minutes to go down to the lifeboat station; otherwise I can be informed by radio in my car. It will then take only a few minutes to slip on my boots and an extra jumper and, putting my flasher on top of my car and sometimes using my siren, judiciously, to approach the boathouse. I have my personal RNLI protective clothing and lifejacket hanging in the boathouse and wear crash-helmet-type headgear. I always receive every courtesy from the crew, and the head launcher or one of the shore crew, who are such a very essential part of any

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*'General Practitioner on the lifeboat' was first published in the British Medical Journal, Volume 282, May 30, 1981, and is reproduced here by kind permission of the editor.*

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## No Sea Room

from page 18

and one man was clinging to the gunwale and the other two were just inside the bulwarks clinging to his legs. Of course you always wonder what's going to happen to the last man off, because there will be nobody to hold on to him. But you think, *'I'll come to that later'*. We held off, waiting for the right moment. The idea was to arrive in a trough, rise up the ship's side, snatch the man off, plenty of power, skewer her off, bang her astern and wait for the next opportunity. A Waveney has got all that power, you know what I mean? You've got to keep the lifeboat at an angle of 45 degrees and you have got to pin her in. Well, invariably what happens is she starts running up and down the side of the ship because either you've put too much way on or taken too much off and the sea has swiped you back, so you've drove her up again. And of course you can get a running-up-and-down-the-steps situation. And no way could I lay alongside *Mi Amigo* once the sea had started coming over her gunwale. If I had gone aboard, capped the top of her gunwale, she would have rolled up taking me out of the water and tipping me on my side. Well, we took one man off, did all the business and went in for the next. One man is crouching up on top of the bulwarks, holding on to the stanchions with the other man behind him holding on to him. We grab him off. Then the fourth man comes running along the deck with this canary in the cage and throws himself on board. In the wheelhouse of a Waveney you are like a goldfish, the old mouth is opening and shutting behind the window and the crew up forward going, *'What's he saying?'* I mean, forget all about the intercom. You bang, bang, bang on the wheelhouse window. *'Get him down into the cabin!'* The lifeboat's coming up *Mi Amigo's* gunwale—stick her off astern. This canary, I could see it in the

lifeboat station, take charge of my ignition key until the boat is retrieved.

If the weather is easterly it can be difficult, and until our new breakwater is built we have to shelter in the Menai Straits and we are off station for some hours.

The coastguard will have also informed the ambulance station to stand by and an ambulance will be waiting for us when we return to the slipway. I always find the launch down our slipway particularly exciting: it is quite a steep one, one of the steepest in the country. I think everybody who does emergency work secretly enjoys that little extra perk of the thrill of the job—in my case to be involved in an exhilarating launch. Once at sea everyone knows his place and I just keep out of everybody's way. I think in this respect that there is some

light of the searchlight—he's pressed up against the side of the cage and there's gales of wind blowing through his feathers. We put the man and the canary down in the cabin. By now the lad had come off the radar and he's handing them down into the cabin and shutting the door behind them so that, if we were capsized, we would right again. Then we took the last man off, backed off and I took the nearest direct line to Black Deep. You don't need an echo sounder on a Waveney when you are running in about ten feet of water because two big seas start following you up on each quarter. And I'm winding her up and there are these two great big seas following me. *'Hurry, Chas. Get us out of here!'* Once we'd got clear of the banks I opened the door to look down the cabin to talk to this bloke who was responsible for the ship. And they were all down there, smoking away, and the cabin was black with smoke. And this old canary is on the table wheezing and coughing and his eyes are popping. I said *'That's going to have a cardiac arrest if you don't get it out of here'*.

**Portsmouth:** Mouth to mouth resuscitation could be delicate.

**Bowry:** Yes. Anyway, we got clear and when we were about four miles off, all of a sudden all *Mi Amigo's* lights went out and she was gone. That's what happened to us.

**Johnson:** We had almost the exact situation—except for the canary. The Waveney was rising and falling and, as you say, Charlie, you can only go in at 45 degrees, just keeping her head in, because of the flare of the bow. That was the danger, that the whole lot would come down on top of the dredger's bulwark and the lifeboat would be turned on her side. And the same situation again. You are in the wheelhouse with half your lads up on the bow and you cannot talk to them. You haven't got time for the intercom. So I had a lad

similarity between the lifeboat HMA and the ship's surgeon in the Royal Navy. It has been said, 'Like the engineer, the surgeon had a long battle before his status as a naval officer was recognised'.

The view of the sea surgeon, which—unchanging as the sea—still holds today, is a blend of acceptance and rejection, of a claim to dictate the methods while commanding the surgeon's services. Dismissed as a man taking no part in the life on the ship, he is accorded the guarded welcome of the stranger within the gates. Once one gets to know the crew, however, and has the good nature to haul on a line here and there and keep out of the way during launching and retrieval, one is treated with the greatest of good nature and one has great affection for one's boat.

at the side of the wheelhouse, just to give me a couple of seconds to shout to them. And we did it exactly the same way as you, Charlie: went in in the troughs and then took the men off as she came up. The lads were inside the guardrail with their lifelines on and hard hats. But one little fellow, he took off just as we were coming up, without waiting to be instructed. The next time I see this wee fellow, he didn't look as if he'd touched the deck; he was on top of the coachroof there looking at me through the window. All I could see was his head. I couldn't see what was happening to the rest of the boys. You have got to think of your boys up there. They know what you want but things keep going on in your mind that you want to alter, just slightly, for their safety.

**Bowry:** Before you get to a job, you are always a jump ahead of yourself. When you are driving down to the boat you are not thinking about going down the slip or getting under way, you are thinking about the conditions five miles out; and when you are five miles out you are thinking about ten miles out; you have got to keep ahead of yourself all the time. Then, as we are approaching a job, maybe two miles off, I work out what I think will be the plan of action and I get all the lads into the wheelhouse and say, *'Right. This is what we will do'*. But when you reach the casualty you will probably have to modify your plan to meet the actual situation. It's horses for courses once again.

*The conversation went on, but that seemed a good point to switch off, leaving the last word with Charlie . . .*

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**Old postcards**, particularly those showing a bit of history like centenary celebrations or old scenes of towns, are sought by collectors. Please send any cards you can spare to, RNLI, West Quay Road, Poole, Dorset, to be auctioned for the lifeboats.



## Here and There

THE GLASGOW Lewis and Harris Association Cup, presented annually to the person or persons who during the year had done most to bring credit or honour to the island, was awarded last year to Coxswain Calum MacDonald and the crew of Stornoway lifeboat for the rescue of 29 members of the trawler *Junella* on September 29, 1980. For this service Coxswain MacDonald received the silver medal and the Maud Smith award, and the thanks of the Institution inscribed on vellum were accorded to Assistant Mechanic George Smith and Crew Members Kenneth Macdonald, John MacLennan and Malcolm Maclean.

On July 18, 1981, the new 'Pattie Price Boathouse' was opened at Simon's Town, South Africa, in memory of Miss Pattie Price; a letter written by Miss Price to a newspaper after the loss of 17 men in a fishing disaster at Still Bay in 1966 led directly to the formation of the National Sea Rescue Institute of South Africa, of which she was an honorary life member. After the Second World War Miss Price launched an appeal in South Africa which funded three lifeboats for the RNLI; she was made an honorary life governor of the Institution in 1948.

When Lord Haddington retired as president of Dunbar station branch last November he had held the office for no less than 64 years; a remarkable record of service to lifeboats.

To commemorate English Maritime Year 1982, The History in Porcelain Company are producing two figures representing a lifeboatman of 1882 and a lifeboatman of 1982. The figures have been designed and sculptured by Bernard Schwarz, the celebrated Worcester artist of Ashmor Fine Bone China; they will be hand cast in English Fine Bone China, fired in the kiln in the time honoured method of the British craftsman and finished by ceramic artists. Only 250 pairs will leave the kiln; when that total is reached the moulds will be destroyed. Each will bear an individual number and the sculptor's signature; each will be accompanied by a certificate of authenticity signed by Rear Admiral W. J. Graham, director of the Institution and at least one medal winning coxswain. A royalty will be paid to

On July 18, 1881, after Largs new boathouse, funded by a legacy from Miss Janet Brunton, had been opened by Mrs D. Jackson, the station's new Atlantic 21 lifeboat, the gift of the Independent Order of Foresters, was handed over by Mr T. S. Connell, High Chief Ranger of the Order's High Court of Scotland; she was accepted on behalf of the RNLI by Sir Charles McGri-gor, Bt, Convener of the Scottish Lifeboat Council.

the RNLI on each pair of figures sold. They can be ordered through the RNLI, West Quay Road, Poole, Dorset, or The History in Porcelain Company, High Street, Shoreham Village, Seven-oaks, Kent, from who further information can be obtained.

'Action Stations', a promotion organised by Seagrams with Captain Morgan Rum, aims to raise £20,000 to finance the fitting of low profile VHF aeri-als to 170 lifeboats. For every bottle of Captain Morgan Rum purchased with the special collar, Seagrams are donating 25p to the RNLI and the first cheque for £10,000 was presented by Alan Chant and Don Whittle of Seagrams to Cdr Ted Pritchard, then appeals secretary, at Swanage lifeboat station last October.

In the past three years Martell has contributed at least £22,000 to the RNLI directly, in cognac for emergency use in lifeboats, and indirectly in prizes for raffles which between them have raised more than £18,000.

Crew members of 20 lifeboat stations in the south east enjoyed a dram of White Horse Whisky at Christmas thanks to the generosity of James P. Young of San Francisco who each year sends 1,000 dollars for whisky to be distributed to a different group of lifeboat crews.

Liz and John Rankin of the 400-year-old Old Hall Hotel, Ruswarp, Whitby, have arranged special weekends introducing some of the maritime interests of the North Yorkshire coast, including visits to Whitby and Redcar lifeboat museums, to Whitby, Scarborough, Flamborough, Redcar and Teesmouth lifeboats and to the villages of Robin



Hoods Bay, Runswick Bay and Staithes. Author and local historian Shirley Knight will act as guide. The cost of the holiday from Friday evening to Tuesday morning with half board, inclusive of VAT and a donation to the RNLI, is £74 per person. Full information from Mr and Mrs Rankin.

## Obituaries

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

### August

The Earl of Bradford who had been president of Newport (Shropshire) branch since its formation in 1972.

### September

Norman Williams, honorary secretary of the fund-raising section of Llandudno station branch from 1979; he had played a large part in organising the special boathouse appeal at Llandudno which in 15 months had already raised £10,000.

### November

Laurence C. H. Cave, who had been elected a member of the Committee of Management in 1947, a vice-president of the Institution in 1964 and a life vice-president in 1977; he had served on both the Finance and the Establishment Committees. For more than 100 years, one member or another of Mr Cave's family has served on the Committee of Management. His father, Captain Charles J. P. Cave, served for 45 years, being elected a member in 1905 and a vice-president in 1948, and his grandfather, Mr L. F. Cave served from 1880 to 1899. Other members of the family who were members of the Committee of Management were Sir Stephen Cave, from 1869 to 1880, and Admiral J. H. Cave, from 1894 to 1913.

Mrs R. A. Reeks, a vice-president of Llandudno ladies' guild. As Mrs K. Cave-Rogers she was honorary secretary to the guild from 1952 until 1972; she was awarded a statuette in 1955, the silver badge in 1963 and the gold badge in 1973.

Colchester District branch has received £1,364 in memorial tributes from the family, friends and business associates in Europe and America as well as in Britain of Fabian Paul Fisher of Wivenhoe, who lost his life in a road accident in December 1980.



Torbay's new 16ft boarding boat was launched last November with a bottle of Devon cider by Dudley Stone, a former coxswain of Torbay lifeboat. With Mr Stone were the Mayor of Torbay, Harry Edwards, who is president of the station branch, Coxswain Arthur Curnow (fifth from left) and members of the crew.

photograph by courtesy of 'Torbay Herald Express'

# Shoreline Section

THE DRAW for the Shoreline Renault 5 car competition was made on October 28 by Dave Lee Travis on the Renault Car Stand at Earl's Court Motor Fair. The lucky winner was Mr F. J. Harle of Wokingham and by now he should have received his car at a special presentation arranged at Burrows Garage, Exmouth. Well done, Mr Harle. We hope you will have many happy hours' motoring in your Renault 5.

As a result of this competition 1,300 new Shoreline members were enrolled and their subscriptions alone were worth £9,010 to the RNLI. That is a splendid result and our thanks go to Mrs Aplin of Exmouth ladies' guild for the idea, to Burrows Garage for their co-operation, to Renault UK for supplying the car and also, of course, to all those members who made sure that the whole enterprise was a success. Your efforts have certainly proved to be very well worth while.

Looking back over the past year it is most gratifying to see that although, due to the economic climate of the country, some of our loyal supporters had to cease their membership for one reason or another, Shoreline membership has still continued to grow. The growth has not, perhaps, been as fast as we should have liked but it has been steady and sure. On behalf of the Institution I should like to thank all our established Shoreline members for the enthusiastic support in the past year which has helped to bring our membership up to 82,000 and to extend a warm welcome to all those members who joined in 1981; I hope we may have the pleasure of your membership for many years to come.

I have been asked several times recently how much *extra* it costs to covenant a subscription to the RNLI. The answer is: *nothing*. The subscription that a member pays to the RNLI has already been taxed and, if it is covenanted, the RNLI, being a registered charity, can claim back the tax that the subscriber has already paid. It is as simple as that. I hope this explanation will clear up a few doubts that some people may have had in their minds and that it will encourage more members to complete a covenant in the RNLI's favour.

In fact, the response we have received to our appeal to our members to sign a deed of covenant which was printed on the form accompanying our

new membership cards has been very encouraging. If every member signed a covenant it would mean a considerable increase in revenue for the RNLI at no extra cost whatsoever to yourselves. So, please help.

We now have six active Shoreline Clubs and it is hoped that Club No 7 will be started at Scarborough in January.

Shoreline Club No 3, at Southend-on-Sea, is looking for volunteers to sell programmes at its raft race on June 27. Anyone able to help should write to Mick Holland, 83 Walsingham Road, Southend-on-Sea, or telephone him at Southend 68794. Your help will be much appreciated.

Visitors to our stand at the London Boat Show will probably not have noticed any change in our ability to call up membership records on a visual dis-



Dave Lee Travis draws the winning ticket of the Renault 5 car competition from a drum in a car boot on Renault's stand at the Earl's Court Motor Show. With him are (l) Peter Holness, membership secretary, and (r) Cdr Ted Pritchard who retired as appeals secretary on December 31.

Raymond Baxter, chairman of the RNLI's Public Relations Committee, was guest of honour at a luncheon for Shoreline members held by West Mersea branch on October 21 as part of a campaign to enrol new members. With him are (l to r) Tony Purnell, Mr O. S. Howard, chairman of the branch, Crew Members Paul Fletcher, David Mills, Peter Clarke and Jim Clarke and Shore Helper Terry Smith.



play unit, a facility we have used for the past four years. This year, however, the records were no longer held at a computer bureau in Croydon but have been transferred to our own Prime 550 computer at Poole. The resulting communication problem was solved for us by courtesy of British Telecom who provided the necessary link by means of their Datel 600 service as a donation to the RNLI.

Support for Shoreline comes from many parts of the world and from people of all ages. Here is a letter we received recently:

*'I am writing to you from Sharjah in the United Arab Emirates. My name is Kirsten McVey and I am seven years old. My sister is called Koren and she is six years old.'*

*'A few weeks ago we held a sponsored swim for the lifeboats and we got £189.20. We sent half to the Llandudno lifeboat and we are sending the other half to you at Shoreline.'*

*'My mummy is a member of Shoreline and when we lived in Llandudno helped to raise money for the Llandudno boat. We had a lovely day. Our daddies did a barbecue for us. We would like to do a sponsored swim every year.'*

*Lots of love - KIRSTEN and KOREN*

Our love and thanks to you, Kirsten and Koren.

Everyone in Shoreline office at Poole takes this opportunity of wishing all our members a very happy new year. Let us hope that 1982 will see as much growth as 1981, or even more, with 100,000 members as our target. - PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset, BH15 1QY.

To: The Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

I enclose subscription to join Shoreline as an:

Annual Member	£5.00 (minimum)	<input type="checkbox"/>
Annual Family Membership	£7.50 (minimum)	<input type="checkbox"/>
Annual Member and Governor	£15.00 (minimum)	<input type="checkbox"/>
Life member and Governor	£150.00 (minimum)	<input type="checkbox"/>
Send me details of how I can help with a Legacy.		<input type="checkbox"/>

Name \_\_\_\_\_

Address \_\_\_\_\_

*Over 107,400 people would have been lost without the lifeboat service.*



# Books . . .

● Writers of fictional sea stories invent a hero, perhaps a villain and a few horrendous storms, then throw in a little romance to hold the interest of the reader. Life, of course, does not fit such neat patterns and only two parts of the formula, the hero and the storms, are needed to make Cyril Jolly's book, **The Loss of the English Trader** (Acorn Editions, soft back, £3.60), as gripping as any sea adventure story.

The book gives an account of one of Coxswain Henry Blogg's rescues during the last war, when he rescued 44 men from a merchantman which grounded on Hammond Knoll off Norfolk. Three men were swept from the decks of the vessel and when Cromer lifeboat tried to get alongside, five lifeboatmen, including Henry Blogg, were washed into the sea. They were all hauled back into the lifeboat but Signalman Edward Allen lost his life and the book is dedicated to him.

Cromer lifeboat put into Gorleston for the night and a rescue attempt by Great Yarmouth and Gorleston lifeboat also had to be abandoned. The next morning Cromer lifeboat set out again and this time the rescue was successful.

Mr Jolly has talked to survivors and lifeboatmen and captures the atmosphere of the howling storms, the fears of the survivors, their horror as they

saw their friends die and the frustration of the lifeboatmen on their early rescue attempts. The final outcome must have heartened the 65-year-old coxswain.

HMS *Vesper*, which stood by *English Trader* throughout the rescue, signalled to ask if the survivors wished to be transferred to her from the lifeboat. Henry Blogg turned to the men for their answer. 'We're coming with you,' they said. 'You rescued us. We'll stay here with you.'—R.K.

● **Maritime England** by Michael Shea (Country Life Books, £12.50) has been published to coincide with the English Tourist Board's promotion. A large book, lavishly illustrated in colour, it has been written in two parts. The first traces England's maritime heritage through its naval history, its trade and engineering development. The second is concerned with the present, including the leisure aspect and the preservation of the sea shore and its wild life. With such a vast subject the author can only hope to paint with a broad brush—this he does to good effect.

**Maritime England** is also the title of another publication by the English Tourist Board. It represents very good value at £1.25, again being lavishly illustrated in colour. There are details of many places to visit and things to see throughout the country, special interest holidays and a calendar of events for Maritime England Year.—H.D.

● There is no doubt that G. M. Dixon, who has written **For Those in Peril, The**

**Lifeboatmen** (Minimax Books, soft back, £3.25) holds the lifeboat service in very high esteem; his book is an appreciation of the work of lifeboatmen and this appreciation cannot fail to rub off on the reader. What it cannot be described as, however, is a definitive reflection of the RNLI as a whole and perhaps with a little more research some inaccuracies could have been avoided. In a way, it is reminiscent of a well-kept and catalogued scrap book, containing many photographs, pieces of information and stories collected by an enthusiastic admirer.—E.W.-W.

● **Ennal's Point** by Alun Richards, first appeared as a hardback in 1977 when the reviewer in *THE LIFEBOAT*, describing it as both exciting and absorbing, wrote:

*'There cannot be many works of fiction based on the lifeboat service and of these few are likely to ring true to the men who man the boats . . . Alun Richards has succeeded brilliantly in portraying the fortunes and misfortunes of an imaginary Welsh lifeboat community and makes it clear that the dramatic aura of the rescue service extends far beyond the lifeboat-house or the homes of the crew. He has clearly researched his subject in depth and in doing so has achieved a close rapport with the men who have told him of their own experiences . . .'*

Upon **Ennal's Point** is based the television series by the same name and by the same author currently being shown by BBC 2, and the book itself is now available in a soft back Penguin edition, price £1.50.

## RNLI national lottery

PAULA FUDGE, Commonwealth gold medalist and holder of the women's 5,000 metres world record, visited Poole headquarters on Friday October 30 to draw the RNLI fifteenth national lottery. Paula gained her record in Norway in 1981, and was accompanied to Poole by her husband Bob, himself a keen athlete. The lottery raised over £28,500 and supervising the draw for the last time was Cdr Ted Pritchard, who retired as appeals secretary at the



Paula Fudge, world class athlete, reaches for a lottery ticket from the depths of the drum spun by Fred Williams, appeals office supervisor. John Atterton (r), then deputy director of the RNLI, was one of the supervisors of this fifteenth national draw.

end of last year. The prize winners were:

£1,000: Mrs W. Bailey, Bristol, Avon.  
£500: M. Howes, Lichfield, Staffs.  
£250: J. L. Hamnett, West Horsley, Surrey.  
£50: Frank Warner, Brighton, East Sussex; Mr Randell, Bristol, Avon; E. C. South, Loppington, Nr Shrewsbury; C. A. Dryden, Chester-le-Street, Co Durham; Miss A. S. Etheridge, Sidcup, Kent; John J. Gardner, Leeds; Mrs Ware, Bracknell, Berkshire; R. Mortlock, Felixstowe, Suffolk; Mr and Mrs P. J. H. Scott, Aberdeen; C. L. Purcell, Carshalton, Surrey.

The draw for the sixteenth national lottery will be on January 29 1982.

## Southern District Draw

AT POOLE HQ on October 16, Simon Ward and Paula Wilcox, visiting Poole while touring with the successful production of 'Whose Life Is It Anyway?', drew the winners of a Mini City car and six other prizes in the Southern District draw, which raised £22,000. The Mini City, supplied by Bromley Motor Works, was won by Mrs D. Moir who was honorary secretary first of Welwyn Garden City branch, from 1969 to 1976, and then of Westbourne branch from 1977 to 1979. She received her prize from the Mayor of Poole, Councillor Peter Coles, on November 20.

## Naming and Dedication

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beautifully as only young Welsh voices can. Both band and choir had to endure an icy wind which astonishingly did not impair their music. An anthem composed specially for the naming ceremony by Trevor Roberts was much appreciated by the assembly; the composer himself played the accompaniment at a grand piano perched at the open end of a furniture lorry which had been lent for the occasion.

When the Duke of Kent was invited to name the new lifeboat he first of all commented on the warmth and friendliness of his reception. He recalled the famous gold medal rescue at Fishguard of seven men from the Dutch schooner *Hermine* in 1921 and commented that lifeboat crews deserve nothing less than the best in lifeboats. After praising Mrs Winstone's marvellous generosity, breaking the customary bottle of champagne, the Duke named the lifeboat *Marie Winstone*.

After the ceremony, both the Duke of Kent and Mrs Winstone boarded the lifeboat for a demonstration. At the same time a Sea King helicopter arrived overhead from RAF Brawdy to give a spine-chilling display of aerobatics above the lifeboat.—E.W.-W.



# Some Ways of Raising Money

Jersey's Grand Summer Ball on July 10 was held at Government House, Jersey, with the kind co-operation of His Excellency the Lieutenant Governor General Sir Peter Whiteley and Lady Whiteley, president of the guild. It is the first time a charity ball has been held at Government House in living memory and it raised £5,175. In addition to His Excellency and Lady Whiteley, the ball was attended by the Bailiff of Jersey, Sir Frank Ereaut and Lady Ereaut, the Dean of Jersey, The Very Reverend Tom Goss and Mrs Goss. From the RNLI the guest of honour was Rear Admiral Graham, director, with Mrs Graham and Mrs Georgi-



At the Grand Summer Ball, Jersey, dancing was in the largest marquee ever raised in the island. From among the many dancers, Mrs Eileen Moore, Jersey guild honorary secretary and ball sub committee chairman, with Cdr Peter Sturdee who retired as DOS (SW) at the end of December.



Chris Clements, the windsurfer national champion, won all three races in an open meeting at Alexandra Yacht Club, Southend, on September 13. Clifton Warry, who organised the event, is also a crew member of Southend lifeboat and with nearly 80 boards taking part he managed to raise over £220 for the RNLI in entry fees. About 40 prizes had been donated by local firms and despite rough weather, which made it tricky for the novices, the front runners had exciting racing of a very high standard.

na Keen, a member of the Committee of Management, and Mr Keen, who came over from Guernsey. Coxswain Mike Berry and his wife were present and also Captain Roy Bullen, harbour master and station honorary secretary. All the table wines were donated by local firms and the champagne served at the reception was donated by M Jean Marc Charles-Heidsiek himself. A raffle raised £925 and a silent auction £760. For a silent auction bids are written on cards attached to each item and bidders return to the auction area at intervals to see if they have been outbid and to bid again.

Following the ball, Jersey's 'once every three years' flag day, in August, raised £5,413.

Amble's annual harbour fête held in August attracted record crowds and raised £4,200 which is more than ever before. The previous week's fund raising events included a film show, a sponsored run, a darts tournament and a street collection. There was a disco on the evening of the fête.

Another August fête, this time at Dungeness, brought more than 1,000 people to this remote part of Kent where they were entertained by a host of side shows including a model railway and a band of majorettes. A combined exercise between an RAF rescue helicopter and the Littlestone and Dungeness lifeboats added to the attractions which raised more than £3,000.

Twelve years ago Olive Eades' coffee morning for the RNLI and King George V Fund for Sailors brought in £18, a result with which everyone was pleased. Twelve years and twelve coffee mornings later Chorleywood and Rickmansworth branch is delighted with its share of the £567 result and so were the 200 guests delighted with the event held in Mrs Eades' sunny garden.



'Shall I pack it up for you, madam?' Two-year-old Sarah Hawley, youngest regular helper at Morecambe branch's souvenir stall which is run by Mrs I. Binnie, Mrs J. Terry and Mr H. Ingham. In two years the stall has raised a total of £2,650 plus about £75 collected each year in the stall's lifeboat boxes.

Each year a team led by Reg Jones, a paraplegic confined to his wheelchair, organises a splendid sports day at Burrows Caravan Site, Horton; in the past few years the event has brought in more than £2,000 for the RNLI and the sum raised on last August 30 totalled £476. Residents in the area around Horton and Port Eynon lifeboat station number only 250, but nevertheless the coffee evening run by the ladies' committee contributed a further £400 to branch funds.

Redcar Seagulls Amateur Swimming Club was destroyed by fire several years ago. Last autumn George Watkins, a trustee of the club, handed over to the RNLI the balance of the club's funds, £852.70.

An exhibition depicting the history of Isle of Wight lifeboats from 1860 to the present day organised by Geoffrey Cotton, a former Yarmouth crew member, raised £174. Other profitable events arranged by West Wight ladies' guild



Martin Milne-Redhead, floating on his back and using only his arms due to a spina bifida handicap, completed 50 lengths of Ilfracombe swimming pool in just over 40 minutes. With this magnificent feat of courage Martin raised the impressive sum of £666.52 in sponsorship for the lifeboats and since the event BBC's 'Blue Peter' programme has awarded him its annual bravery award. He is seen here, on 'Blue Peter', with (l to r) Simon Groom, Sarah Greene and Peter Duncan.



Children test their speedway skills on mini motor bikes at one of the sideshows at Tynemouth's harbour spectacular that took place on the afternoon and evening of the royal wedding day last July; it was attended by 15,000 people. Among the many attractions were displays by power boats, sailing dinghies, water skiers, Royal Marines jumping into the river from a helicopter and a thrilling aerobatic helicopter demonstration. The finale was a spectacular fireworks display and Tynemouth's celebration raised more than £5,000 for the RNLI.



Actor Rodney Bewes (r) draws the winning tickets after a summer draw raising £650 had been run at Mullion Holiday Park, Cornwall. Haven Leisure Ltd kindly donated the two prizes of one week's holiday for a family of six. The other man in the photograph is Lizard-Cadgwith station branch honorary secretary, Bill Kennedy, who arranged for special cards to be printed for Rodney Bewes to autograph; they were then sold for 10p.

photograph by courtesy of 'Helston Packet'



Chesterfield branch and Shoreline members met at Stevington House, Brookside, the home of Harry and Sybil Linley, on July 18 for a wine and buffet supper in the garden. Nearly all the food was given by the committee who also prepared and served the meal, and £471.50 was raised. (l to r) Mr H. E. Linley, Mr J. H. Murray, then ADOS (NW), Mr A. W. Fear, branch honorary treasurer, Mrs G. M. Brownlee, honorary secretary, Mrs H. E. Linley and Mr G. Salisbury, chairman.

photograph by courtesy of 'Derbyshire Times'



Children representing the 12 schools involved in the Swim for Fun Gala day show off their certificates and prizes. Halesowen branch organised the event at Stourbridge's indoor and outdoor pools one Sunday last July. Jean Hadley (far left), the branch honorary secretary, is also swimming teacher for the Education Department; Jack Bowen (r) is the branch chairman. Events in the outdoor pool included washing up relays, war canoe and 'launch the lifeboat' while indoors there was a sponsored swim and a competitive gala between five local swimming clubs. Everyone had great fun and £1,058.60 was raised.

have included a sherry party at the home of Mr and Mrs Leslie Noton (£355), a summer fête on the Green, Yarmouth (£559.70) and flag day which made £1,103.

The Steamboat Inn, standing where the River Trent meets the Erewash and Cranfleet Canals, is where Long Eaton branch is allowed by landlord and lifeboat supporter Jack Winstanley to set up its souvenir stall during summer weekends. With a sweepstake run in the pub making £80 a grand total of £430 was raised last summer.

Captain Paul Row, Master of *Scillonian III* sailing between St Mary's Isles of Scilly and Penzance, allows his crew to take round lifeboat collecting boxes among the passengers during the summer season. In 1981 they increased their collection by 42 per cent, bringing in a total of £3,315.54.

David Hoey went for a walk, an eight-and-a-half mile walk, in the middle of the Atlantic Ocean between Capetown and the Bahamas and raised £153 for Morecambe lifeboat. The walk was 28 laps of the BP super Tanker *British Respect* whose captain, John Graves, is a Morecambe man and who persuaded his 44-man crew to sponsor the energetic walker.

The Cambridge Footlights staged their hilarious revue 'The Cellar Tapes' free of charge at Nottingham Playhouse on July 12. The theatre itself reduced its charges, the charitable Chetwode Foundation donated £350, the Nottingham Building Society (which underwrote the event in case it failed to break even) donated £50 and ticket sales made up the total profit for the evening to £1,015 for Nottingham and District branch. The branch has raised over £1,500 in its current financial year.





To come last in a race and still earn £457.24 for the lifeboats cannot be bad. This entry in a charity pram race held between 17 Hampstead pub teams was dressed up to look (something) like a Waveney class lifeboat and although it came last in the race, it did win the best-dressed pram award. Tim Norman of the Flask public house organised the sponsorship which was in addition to the £14 to £20 that his pub raises for the RNLI every ten-day period.

photograph by courtesy of 'Hampstead and Highgate Express'

Fifty years ago Glenkens ladies' guild was formed and to celebrate its golden anniversary a coffee evening was arranged with committee members wearing costumes of the 1930s. Golden cakes and biscuits were served and visitors guessed, at 10p a go, how much was raised at the guild's first function: the answer was precisely £10 13s 6d. The answer to the quiz in 50 years time for the 1981 event will be £308.56.

Selsey Bill Fishing Club's annual open fishing competition this year raised £699 for Selsey lifeboat, almost double last year's total. Mr J. Steel, a holidaymaker, was the overall winner and went home with £100 cash prize, a silver tankard and a silver spoon.

Beatrice Russell of Tockwith, York, a former area organiser for the RNLI in the North East, arranged a coffee evening with her niece Jan and her children. Everyone who attended the evening in the church hall is trying to persuade her to organise another similar event next year. The impressive profit this time was £150.

An Autumn Fayre organised by Newport, Isle of Wight, branch brought in £122. It was held at the Charterhouse, Newport, and was the first event of this kind organised by the branch. Its success means that a similar fayre is to be arranged this year.

Weston-super-Mare centenary appeal is heading for the £3,000 mark. The latest function organised for the appeal was a music hall evening at Cadbury Country Club, featuring singers the Penny Farthings, stage performers Brian Harding and Meirion Ashton and television personality Martin Dale. The audience found the show enthralling and contributed towards a total profit of about £200.

Joanne Ansbro, Tracey Griffiths and Joanne Duffell of Blackburn, Lancashire, organised a jumble sale for the lifeboats in their school holidays and have since sent a cheque for £7 to RNLI headquarters in Poole.

The Royal British Legion's traditional generous support of the RNLI was perpetuated when Shoreham British Legion presented to Shoreham branch a cheque for £500. It was part of the money raised with a pram race last May; a further £1,000 went to the Poppy Fund.

An astonishing total of £1,161.48 was raised by Holyhead and District ladies' guild at a coffee morning held at the Beach Hotel, Trearddur Bay, on August 5. The sale of home-made cakes, freezer ready meals, crafts and toys made by local RNLI supporters, raffles, souvenirs and tombola tickets all contributed to this splendid result.

Henry Sayer, honorary secretary of Epsom and District branch, was happy to receive a cheque for £367.70 from Epsom and Ewell Swimming Club which organised a sponsored swim for the lifeboats last May. Over the past seven years the club has donated £1,907 to the local branch.

Farnham branch has got it wet weather routing down to a fine art: for the third year in succession its annual market, scheduled as an outdoor event, had hastily to be moved to the United Reformed Church Hall because of August rain. It still achieved a record total of £550 and chairman of Waverley District Council, Mrs Anne Mugford, was among more than 80 supporters who took advantage of the coffee room for refreshments after making purchases from the stalls of souvenirs, cakes, plants and bring and buy.



Fleetwood's annual lifeboat weekend was packed with many successful events which together brought in £4,000. The Mayor of Wyre (above), Councillor Maurice Davies, is seen here starting a sponsored 66-mile relay run to Morecambe lifeboat station and back. The public were attracted by a helicopter and lifeboat demonstration, a rowing race which was won by the Lytham RNLI team, and various sale stalls including a fishmonger's stall in aid of the lifeboats.

photograph by courtesy of 'West Lancashire Evening Gazette'



Committee members of Helston and Porthleven branch Stan Lloyd (bicycle) and Graham Fern (counter balance) are helping to improve the balance of their branch's account in this tight wire act across the entrance to Porthleven Harbour. It was all part of the local lifeboat day on August 15 which raised over £1,000 and which had among its other attractions demonstrations by lifeboat and helicopter, HM Coastguards, Police frogmen and canoeists, a fancy dress parade, swimming races and a working boat race.



Meet Lifeboat Larry—or at least one of him. Mr Jewers of Winterbourne Down, Bristol, makes rocking horses like this for young children and to date has by selling them made a remarkable £500 for the RNLI.





*The Great Western sponsored snorkel under way in the floating harbour, Bristol, on May 10. Wessex Federation of Diving Clubs, which organised the event, was supported by 220 divers from the South West, the South, the Home Counties and the Midlands. Of the £4,400 raised, £2,200 was given to the British Sub Aqua RNLI appeal.*



*When you are representing the RNLI and receiving a cheque from the Derbyshire Association of Sub Aqua Clubs you have to be prepared to sink to certain depths. This is what Shoreline member John Tester (r) did when Peter Townend (l) made the very generous underwater presentation of £1,000 from his Association. photograph by courtesy of 'Derby Evening Telegraph'*

Marks and Spencer have to date given £15,000 to lifeboat stations in seaside towns where the firm has branches. Latest to benefit from this generous scheme is Rhyl where Mr J. M. Owen, president of the station branch, received a cheque for £1,500 from local Marks and Spencer's manager, Mr J. Lowe.

No sooner was it discovered that Clacton lifeboat needed a new searchlight than the children of Woodend Junior Modern School, Harpenden, set about raising the money required for a replacement. A very short time later £258 was sent to the RNLI.

On his return from his latest voyage aboard BP tanker *British Pride*, merchant seaman Fred Dingwall was able to present £405 to Tommy Cocking, coxswain of St Ives lifeboat, after running raffles during the four-month trip. He collects the money in tobacco tins and since he began fund raising in this way he has brought in £1,500.

The Bishop of Coventry, The Right Reverend John Gibbs, dropped in to Coventry guild's eleventh annual bazaar on October 24, making several purchases. A flying start had been made when £57 was raised at the coffee morning held to receive gifts for the bazaar and on the day itself £391 was raised.

Mrs Cora Beaumont of Sheffield made a special visit to Bridlington to hand over £80 to the lifeboat station. Instead of presents for her 80th birthday, family and friends who came to her party were asked to give to the RNLI. The guests made their combined gift a pound for every birthday Mrs Beaumont had had and she later said that her day at Bridlington was one of the happiest of her life.

International Stores at Canford Heath, Poole, invited Poole guild to man an RNLI stall outside the store for a week in August and also provided three food vouchers, worth £30, £15 and £10, as raffle prizes. During the week an RNLI caravan organised by Mr and Mrs Paul Neate took £158.35 on the raffle and souvenirs sales amounted to £224.26.

Golf balls found in Glasgow and sold in Southampton have made over £100 for the RNLI. Ex-seafarer A. Stewart Greig who sells them is supplied by a retired couple whose house just happens to be close to a Glasgow golf course.



*Waiting with Wilkie to Swimalong for the RNLI at Birmingham Holiday Inn. Only one Olympic champion, David Wilkie, but plenty of eager swimmers. Nearly 100 boys took part from West House, one of several local schools in the swim, and they raised well over £600. photograph by courtesy of George Pike*



*Thousands of people attended Hoylake open day last August which had as its peak of entertainment a display by the RAF's world famous Red Arrows, seen here just as they pass over Hoylake lifeboat. Royal Marines dropped by parachute from a Hercules aircraft and after the lifeboat had launched an RAF Wessex helicopter arrived to demonstrate a winching exercise with the lifeboat crew. Crew members' wives, the ladies' guild, the Coastguard, Police and many others all helped Hoylake branch to make the day a success with about £4,000 going to the RNLI. Every one of the brochures printed for the open day was sold, bringing a profit of £500.*

photograph by courtesy of Bob Bird

Hastings and St Leonard's ladies' guild holds at least one event a month. A garden party organised by Mrs Joyce Mepham last summer and attended by Vice-Admiral Sir Peter Compston, chairman of the Fund Raising Committee, raised a fine £322.

Of the £752.79 total at Rotherham's 1981 flag day, £220 was collected by Mrs Jane Baker and her three sons.

Staff at the National Westminster Bank in Bognor Regis have taken part in sponsored walks both in 1980 and 1981, raising £1,000 for the lifeboat service in the two years.

For a number of years Mrs E. Gudgin has supported various charities, including the RNLI, by picking and selling apples from orchards and gardens where the owners did not want them. With few apples available last autumn, Mrs Gudgin turned to blackberries, picking 200 lb. The lifeboat service's 1981 share was a cheque for £17.

A record £3,571 was raised by Doncaster Ladies' guild during the 12 months which ended on September 30, 1981. This figure included a response to the annual appeal kindly sent out by the guild's president, Lady Scarbrough, which bettered all previous years, a most successful fashion show and a best-ever flag day.

## Letters...

### Whitby pulling lifeboat

The photograph of Whitby pulling lifeboat *Robert and Ellen Robson* published in the autumn issue of *THE LIFEBOAT* made me wonder whether she was the one that started my interest in the lifeboat service in 1919.

I was a Sub-Lieutenant in command of *ML292* and had returned from five months at Archangel running up and down the North Dvina during what came to be known as Churchill's War.

We were transported there and back on tankers; the lifting operations did us no good and it appeared that our back was broken. However, I set off from Rosyth to the River Hamble to pay off, with instructions to seek refuge in a harbour in bad weather.

It was misty when I left and visibility steadily got worse and it became a matter of navigating by dead reckoning. No radar in those days. Eventually in the darkness and fog and knowing I must be near the point where the coast swells out near Whitby, with the soundings getting shallower, I decided to anchor. I set a lookout with strict instructions to call me if the weather cleared. I had been on deck all day and went below to get some sleep.

I forget how much later I was shaken to be told that it was blowing hard and a

### Car Boot Sale

It is hoped that by reporting different ways of raising money on these pages, new ideas will be passed on and perhaps repeated in other parts of the country. Henley-on-Thames branch held a car boot sale last September which raised over £700 and it is likely that the originality and simplicity of this fund raising method will appeal to other branches. The basic principles are that those who wish to sell unwanted goods should load their car boot, arrive at the selling site where they will pay a £5 fee and then throw open their boot and sell the items for their own profit to all the people who come to buy.

Reg Foster, Henley-on-Thames branch press officer, gives the following

*The car boot sale organised by Henley-on-Thames branch last autumn in full swing: trade in garden tools, nearly new clothes, toys, bric-a-brac and all manner of goods was brisk. An original, popular and profitable enterprise which resulted in £700 for branch funds.*

photograph by courtesy of 'Reading Chronicle'



boat had come off and was shouting at us. I went up on deck to find half a gale, a pitch black but clear night and a lifeboat telling me I was on a dangerous lee shore. The lifeboatmen told me I should follow them to Whitby. I could not help thinking that the lifeboat looked exactly like the RNLI collecting boxes.

I roused everyone but we could not get the anchor up: it was jammed on the rocky bottom so I slipped it and followed the lifeboat. The wind was north east. I seem to remember that the entrance to the harbour is dog-legged and with a following sea it was a tricky business. I had one bump but nothing serious.

We stayed in harbour for about five days, then on via Grimsby, Lowestoft and Dover to the Hamble. But from that time on I have supported the RNLI. When I married seven years later I interested my wife and she has been doing house-to-house collections ever since, retiring last year at 80. It has been a joy to help such wonderful men.—ALAN W. PRESTON, Cdr, RN, West Dalling, Rocks Lane, High Hurstwood, Uckfield, Sussex.

*A motor lifeboat and two pulling lifeboats were stationed at Whitby in 1919. It was Whitby's motor lifeboat Margaret Harker Smith which, under the command of Coxswain Thomas Langlands, went out to the help of HM motor launch 292 on October 24 that year—EDITOR.*

### Ploughing back . . .

Thank you very much for the cheque, winnings from the fifteenth RNLI

useful hints to anyone organising a sale of this kind:

- Choose a central, easily reached site with plenty of car parking space.
- Organise plenty of pre-sale publicity, at least 14 days before the event, including roadside signs near the venue and approach roads to the town.
- Park the sellers' vehicles in avenues allowing buyers to browse safely. No other vehicles should be allowed in the sellers' area.
- Charge the buyers 50p to park their cars, leaving admission free for pedestrians.
- Appoint two stewards for the sellers' car park, two for the buyers' car park and two for collecting fees.

The final ingredient needed for success is, of course, a fine and sunny day.



*Model made by Mr R. Mortlock, a member of the Lifeboat Enthusiasts' Society, of the 44ft Waveney lifeboat John Fison stationed at Harwich.*

national lottery, which I received today. I am a member of the Lifeboat Enthusiasts' Society and the winning money will help towards fitting out a model lifeboat which will be used during the coming years for fund raising events.

I send a photograph of the model which is of RNLI *John Fison* now in service at Harwich.—R. MORTLOCK, Felixstowe, Suffolk.

### Calling 1914-18 lifeboatmen

May I ask for your help in contacting lifeboatmen who served during the Great War. The help of these men is urgently needed by recollections and by original documents to ensure that a record of their service is preserved in an archive devoted to all aspects of personal experience of the Great War. An immediate personal reply is assured to all correspondents.—P. H. LIDDLE, Senior Lecturer in History, 1914-18 Personal Experience Archives, Sunderland Polytechnic, Sunderland SR1 3SD.

## Lifeboat Services

from page 11

copters available. At 2300 *Fort Grange* advised the lifeboat that there were enough ships in the area to continue the search and she should return to Brixham with the survivors she had on board. She arrived at 0115, the survivors were landed and *Edward Bridges* was once more back on her moorings at 0245.

For the service to *Marie des Isles* a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Coxswain Arthur Curnow, to whom was also sent a letter of appreciation signed by the director, Rear Admiral W. J. Graham, for the service to *Pietje Antje*. Letters of appreciation signed by Cdr Bruce Cairns, chief of operations, were sent to Second Coxswain Ernest C. Fradd, Motor Mechanic Stephen J. Bower and Emergency Mechanic Brian J. Caunter, who took part in both services; to Assistant Mechanic William J. Hunkin and Crew Members Philip H. Burrridge and Derek E. H. Rundle, who took part in the service to *Marie des Isles*; and to Crew Members Derek Winning, Stephen D. Lunn and Richard Brown who took part in the service to *Pietje Antje*.

### West Division

## Committee boat

A RACE had been organised for dinghies at Blackpool Light Craft Club off Squires Gate on Saturday afternoon, June 13, 1981, but it was cancelled because of rising wind and sea. All the dinghies came ashore unaided but the engine of a club safety boat failed when she was swamped in the surf and the engine of the committee boat, at anchor with three people on board, also failed. A message from Liverpool Coastguard that help was needed was received by the honorary secretary of **Blackpool** lifeboat station at 1459 and Blackpool D class inflatable was launched at Squires Gate, two miles south of her station, a quarter of an hour later under the command of Helmsman Keith Horrocks. With him were Crew Members Arthur P. Parton and Philip Denham.

A strong breeze, force 6, was blowing from the south west and the sea was rough with the combined sea and swell over 6ft high; some of the waves were breaking. It was just after low water and the flood tide was starting to run.

After launching, Helmsman Keith Horrocks headed for the nearest of the two boats, which was only 50 yards off the beach. Her crew, however, indicated that they could make their own way ashore and told him to go to the committee boat, a 17ft catamaran with an outboard engine, which was half a mile offshore.

The inflatable lifeboat reached the

catamaran at 1520 and after assessing the situation Helmsman Horrocks decided that, in these rough seas, he would take off the people on board in two trips. After telling them what he intended to do, he brought the lifeboat alongside on the weather side (the lee side being obstructed by the committee boat's anchor cable) and, despite waves breaking over both boats, held her there long enough for a lifeboatman to board the catamaran and two of the people from the catamaran to leap into the lifeboat. The two people were landed on the beach, the lifeboat returned to the catamaran and took off the third person and the lifeboatman.

After landing the last survivor, the lifeboat crew demonstrated excellent seamanship by attaching a drogue to the catamaran, cutting the anchor warp and allowing the boat to come ashore on her own, undamaged.

The inflatable lifeboat returned to station at 1550 and was housed and ready for service at 1645.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Helmsman Keith Horrocks.

### West Division

## Ennal's Point crew

ON THURSDAY June 4, 1981, **The Mumbles** D class inflatable lifeboat was at sea taking part in filming for the BBC 2 series 'Ennal's Point' when, at 1930, a dinghy capsized with Gareth Armstrong, one of the television actors, on board.

The weather was fair but a fresh breeze, force 5, was blowing from the south west and the sea was rough. Gareth Armstrong and the dinghy were swept on to the rocks in broken water. The inflatable lifeboat, manned by Coxswain Derek Scott and Crew Member Anthony Lewis, went to help and took Mr Armstrong on board, but in the process the lifeboat was swamped by the rough water. She was now on the sea side of The Mumbles lighthouse island and her crew saw a capsized single-handed Laser sailing dinghy close to Bob's Cave on the island; the dinghy sailor, looking very tired, was clinging to the bottom of the boat.

Crew Member Lewis, equipped for swimming, swam to the Laser dinghy and, although badly hampered by a tangle of rigging and by the rough water, managed to right the boat so that her skipper could go safely on his way.

During the time Crew Member Lewis was helping the sailing dinghy, the actor Gareth Armstrong gave considerable assistance to Coxswain Scott, playing his part well in crewing the lifeboat in the difficult conditions that prevailed.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Gareth Armstrong.

## Lifeboat Services, June, July and August, 1981

### Aberdeen, Aberdeenshire

*D class inflatable:* August 3

### Aberdovey, Gwynedd

*Relief Atlantic 21:* June 13, 18, July 24, 25 and August 8

### Abersoch, Gwynedd

*Atlantic 21:* June 3, 4, 8, 24, July 13 (twice), 28, 29, August 6, 20 and 21

### Aberystwyth, Dyfed

*D class inflatable:* June 2, 16, 21, July 19, 27, 28, 30, August 8 and 17

### Aldeburgh, Suffolk

*42ft Beach:* June 4

*D class inflatable:* June 14, July 9 and August 16 (twice)

### Amble, Northumberland

*Relief D class inflatable:* July 12 and 27

### Arbroath, Angus

*D class inflatable:* July 19

### Arklow, Co Wicklow

*42ft Watson:* July 1 and August 2

### Arranmore, Co Donegal

*52ft Barnett:* June 3, August 13 and 23

### Atlantic College (St Donat's Castle), South Glamorgan

*Relief Atlantic 21:* July 4, 19, 22, 29 (twice) and August 15

### Ballycotton, Co Cork

*52ft Barnett:* June 2

### Baltimore, Co Cork

*47ft Watson:* June 15 and July 13

### Bangor, Co Down

*D class inflatable:* June 16, 27 and July 11

### Barmouth, Gwynedd

*35ft 6in Liverpool:* July 29 and August 12 (twice)

*D class inflatable:* June 14, 26, July 4, 29, 30, August 1, 6, 16 and 31 (three times)

### Barra Island, Inverness-shire

*52ft Barnett:* June 10

### Barrow, Cumbria

*46ft 9in Watson:* June 6, July 7 and August 3

*D class inflatable:* August 1 and 23

### Barry Dock, South Glamorgan

*52ft Arun:* July 11, 25, August 1 and 21

### Beaumaris, Gwynedd

*46ft 9in Watson:* June 15 and August 31

*Atlantic 21:* June 7, 10, July 6 and 7

### Bembridge, Isle of Wight

*48ft 6in Solent:* June 22, 25, 26, July 11, 30 (twice), August 19 and 28

*D class inflatable:* June 14, July 2 and 8

### Berwick-upon-Tweed, Northumberland

*Atlantic 21:* June 14, 20, July 11, 20, 23 and August 9

### Blackpool, Lancashire

*D class inflatable:* June 13, July 18, 28, August 5, 9 (twice), 16, 23, 28 and 30

### Blyth, Northumberland

*37ft 6in Rother:* July 5 and 27

*D class inflatable:* June 14, July 27, 29 and August 3

### Borth, Dyfed

*D class inflatable:* August 2, 4 and 8

### Bridlington, Humberside

*Relief 37ft Oakley:* June 22

*D class inflatable:* June 6, 7, 13, 28, July 5, 19 (twice), 20, August 3, 5, 12, 16, 18 and 28

### Brighton, East Sussex

*Relief Atlantic 21:* June 3, 6, 14, 16, 21, July 4, 16, 18, 19, August 29 and 30

### Broughty Ferry, Angus

*D class inflatable:* July 7, 15 and August 6

### Buckie, Banffshire

*47ft Watson:* July 11 and 15



**Bude, Cornwall**  
*D class inflatable:* July 2, 3, August 4 and 14

**Burham-on-Crouch, Essex**  
*D class inflatable:* June 17 and August 4

**Burry Port, Dyfed**  
*D class inflatable:* June 3, 22, 30, July 14, 17, August 9, 16 and 27

**Calshot, Hampshire**  
*40ft Keith Nelson:* July 4 and August 30

**Campbeltown, Argyllshire**  
*52ft Arun:* June 8, 23, July 17, 21 and August 9

**Cardigan, Dyfed**  
*D class inflatable:* June 19, August 29

**Clacton-on-Sea, Essex**  
*37ft Oakley:* June 4, 27, July 14, 24, August 6, 19 and 20  
*D class inflatable:* June 15, 30, July 6, 11, 25, 30, August 5, 20, 22, 26 and 31 (twice)

**Clogher Head, Co Louth**  
*Relief 35ft 6in Liverpool:* July 13

**Clovelly, North Devon**  
*70ft Clyde:* June 16, 23, 24, July 24, August 2, 15 and 30

**Conwy, Gwynedd**  
*D class inflatable:* June 8, August 13, 16 and 26

**Craster, Northumberland**  
*D class inflatable:* July 3 and August 19

**Criccieth, Gwynedd**  
*Relief D class inflatable:* June 1, 13, 20, 22 and 28  
*D class inflatable:* July 5, 29, 31, August 9, 12, 16, 20 (twice) and 21

**Crimdon Dene, Co Durham**  
*D class inflatable:* June 14, July 8, 25, 28 and August 24

**Cromer, Norfolk**  
*48ft 6in Oakley:* June 2, August 2 and 13  
*D class inflatable:* June 1, 4, 8, 15, July 5, 30, August 5, 13, 19, 22 and 24

**Cullercoats, Tyne and Wear**  
*D class inflatable:* June 6, 14, July 5, 27, August 9 (twice), 15 and 25

**Donaghadee, Co Down**  
*44ft Waveney:* June 12 and July 10

**Dover, Kent**  
*50ft Thames:* June 6, 28, July 6, 15, 19, 22, 26, August 1, 19 and 24

**Dunbar, East Lothian**  
*D class inflatable:* June 30 and July 19  
*Relief D class inflatable:* July 25 and August 12

**Dungeness, Kent**  
*37ft 6in Rother:* July 1 and August 24

**Dun Laoghaire, Co Dublin**  
*44ft Waveney:* July 16, 18, 26, August 19, 25 and 27

**Dunmore East, Co Waterford**  
*44ft Waveney:* July 22, August 5 and 20

**Eastbourne, East Sussex**  
*37ft 6in Rother:* July 25, August 5, 8, 11 and 16  
*D class inflatable:* June 11, 18, July 6, 25, August 21 and 22

**Exmouth, South Devon**  
*48ft 6in Solent:* August 30  
*D class inflatable:* June 14 and July 6

**Eyemouth, Berwickshire**  
*44ft Waveney:* June 27 and July 18

**Falmouth, Cornwall**  
*52ft Arun:* June 1, 30 and August 16  
*18ft 6in McLachlan:* June 1, 15 and August 2  
*Relief 18ft 6in McLachlan:* August 16 and 19

**Filey, North Yorkshire**  
*37ft Oakley:* July 23 and August 16  
*D class inflatable:* June 10 (twice), July 5, 19, 20, 23, 29, August 3 (twice), 7, 16, 23, 26 and 31

**Fishguard, Dyfed**  
*47ft Watson:* June 26, July 1 and 31

**Flamborough, Humberside**  
*35ft 6in Liverpool:* June 28, July 5, August 16 (twice), 23 and 26 (twice)

**Fleetwood, Lancashire**  
*Relief 49ft 9in Watson:* August 19 and 26  
*D class inflatable:* July 21, August 23 and 26

**Flint, Clwyd**  
*D class inflatable:* July 18, August 6 and 30

**Fowey, Cornwall**  
*46ft Watson:* August 7

**Fraserburgh, Aberdeenshire**  
*48ft 6in Solent:* June 25 and July 8

**Galway Bay, Co Galway**  
*Relief 52ft Barnett:* June 9  
*52ft Barnett:* July 13 and August 6

**Girvan, Ayrshire**  
*42ft Watson:* July 4

**Great Yarmouth and Gorleston, Norfolk**  
*Atlantic 21:* June 1, 7, 10, 14 (three times), 28, 30, July 11, 13, 19, 20, 28 (twice), 30, August 4 (twice), 8, 19, 20, 22, 24, 25 (twice), 29, 30 and 31

**Happisburgh, Norfolk**  
*D class inflatable:* June 6

**Hartlepool, Cleveland**  
*44ft Waveney:* June 18, July 16 (twice), and 25  
*Relief 47ft Watson:* June 18  
*Atlantic 21:* June 3 and 20

**Harwich, Essex**  
*44ft Waveney:* June 18, 24, July 16 (twice), 30 and August 20  
*Relief 44ft Waveney:* August 20  
*Atlantic 21:* June 5  
*Relief Atlantic 21:* June 7 (twice), 28, July 4, 12 and 23

**Hastings, East Sussex**  
*37ft Oakley:* August 30  
*D class inflatable:* July 4, 13, August 15 and 30

**Hayling Island, Hampshire**  
*Atlantic 21:* June 6, 13, 20, 26, 28, July 5, 9, 11, 12, 30, August 4, 14, 15, 29 (twice) and 30

**Helensburgh, Dunbartonshire**  
*Atlantic 21:* June 4, July 3 and 7 (twice)

**Holyhead, Gwynedd**  
*52ft Barnett:* June 10, July 18 and August 28  
*D class inflatable:* June 27 and August 30

**Horton and Port Eynon, West Glamorgan**  
*D class inflatable:* June 21, 23, July 11, 19, August 14, 16 and 29

**Howth, Co Dublin**  
*Relief 46ft 9in Watson:* June 2, 3, 6, 8, July 18 and August 29  
*D class inflatable:* June 17, July 14, August 10, 13, 20, 23 and 29

**Humber, Humberside**  
*54ft Arun:* June 6, 20, 26, July 13, 14, 15, 21, 25, August 1, 2, 3, 6, 7, 18, 24, 25, 28 and 31

**Hunstanton, Norfolk**  
*D class inflatable:* June 2, 15 (twice), June 28, August 3, 10, 11, 12 and 16  
*Relief D class inflatable:* August 24 (twice), 27 and 28

**Ilfracombe, North Devon**  
*Relief 37ft Oakley:* August 12 (twice) and 30

**Islay, Argyllshire**  
*50ft Thames:* June 9, 29, August 5 and 16

**Kilmore, Co Wexford**  
*37ft Oakley:* August 8

**Kinghorn, Fife**  
*D class inflatable:* June 13, 14, 26, 27, July 4 and 5

**Kippford, Kirkcudbrightshire**  
*D class inflatable:* July 2, August 16 and 31

**Kirkcudbright, Kirkcudbrightshire**  
*37ft Oakley:* August 15, 20 and 21

**Kirkwall, Orkney**  
*70ft Clyde:* June 22 and August 28

**Largs, Ayrshire**  
*Atlantic 21:* June 3, 5, 9, 17, 20, 26, 29 (twice), August 9, 15, 16, 24, 30 and 31

**Lerwick, Shetland**  
*52ft Arun:* June 28, July 18, 30, August 1, 12 and 15

**Little and Broad Haven, Dyfed**  
*D class inflatable:* June 8 (twice), 22, July 9, August 8, 12, and 24

**Littlehampton, West Sussex**  
*Atlantic 21:* June 7, 14, August 1, 2 (twice), 21, 22 (twice), 24, 25, 26, 27 and 30

**Littlestone-on-Sea, Kent**  
*Atlantic 21:* July 5, August 11, 20 and 27

**Lizard-Cadgwith, Cornwall**  
*52ft Barnett:* August 6, 15 and 30

**Llandudno (Orme's Head), Gwynedd**  
*37ft Oakley:* August 30  
*D class inflatable:* July 9, 22, 26, August 1, 3 (twice), 16 and 19

**Lochinver, Sutherland**  
*52ft Barnett:* July 15 and 26

**Longhope, Orkney**  
*48ft 6in Solent:* July 19

**Lowestoft, Suffolk**  
*47ft Watson:* July 19, August 15 and 25

**Lyme Regis, Dorset**  
*Atlantic 21:* June 4, 5, 27, 28, July 11, 12, 14, 17 (twice), 25, 26, 30, August 5, 7 and 18

**Lymington, Hampshire**  
*Atlantic 21:* August 8 and 29

**Lytham-St Anne's, Lancashire**  
*46ft 9in Watson:* June 6  
*Relief D class inflatable:* June 6  
*D class inflatable:* August 13, 20 and 29

**Mablethorpe, Lincolnshire**  
*D class inflatable:* June 2, 30, July 20, August 3, 14 (three times), 21 and 24

**Mallaig, Inverness-shire**  
*52ft Barnett:* August 17, 19 and 21

**Margate, Kent**  
*37ft 6in Rother:* June 22, July 1, 11 (twice), 18, 19, August 2 (twice), 4 and 6  
*D class inflatable:* June 13, 22, 28 (twice)  
*Relief D class inflatable:* July 5, 7, 11, 16, 19 (three times), 28, August 4, 5 and 16

**Minehead, Somerset**  
*D class inflatable:* June 7, July 12, 19, August 2, 7, 10, 14, 16, 18 and 30  
*Atlantic 21:* July 31, August 14, 16, 17, 28, 29 and 30

**Moelfre, Gwynedd**  
*37ft 6in Rother:* July 10 and August 16  
*D class inflatable:* June 14, July 1 (twice), 2, 3 (three times), 5, 6, 7, 10, 11, 18, 19, 20, 22, 25, 26 and 27

**Morecambe, Lancashire**  
*D class inflatable:* June 6, August 3 and 28

**Mudeford, Dorset**  
*D class inflatable:* June 10, 26, July 24 and August 11

**The Mumbles, West Glamorgan**  
*47ft Watson:* July 6, 19, August 2 and 3 (three times)  
*D class inflatable:* June 4, 18 (three times), 21, July 1, 10, 11, 18, 19, 29, 30, August 5, 8, 9 (twice), 19 and 30

**New Brighton, Merseyside**  
*Atlantic 21:* July 11, 30, 31 and August 29

**Newcastle, Co Down**  
*37ft Oakley:* June 12

**Newhaven, East Sussex**  
*44ft Waveney:* June 14 (three times), 18, July 3, 5, 11, 13, 19, 25, August 4, 16, 21 and 31

**New Quay, Dyfed**  
*D class inflatable:* July 1, August 10, 15, 22, 24, 30 and 31

**Newquay, Cornwall**  
*D class inflatable:* June 18, 23, 26, 29, July 2 (twice), 5, 6, 8, 12, 19, 20, 29 (twice), August 9, 11 and 20

**North Berwick, East Lothian**  
*D class inflatable:* June 14, July 7, 19 and August 1

**North Sunderland, Northumberland**  
*37ft Oakley:* July 18  
*D class inflatable:* July 19

**Oban, Argyllshire**  
*42ft Watson:* June 28  
*18ft 6in McLachlan:* June 18, 28, July 5, August 28, 29 and 30

**Padstow, Cornwall**  
*47ft Watson:* July 15, 20, August 11, 18 and 28

**Peel, Isle of Man**  
*Atlantic 21:* July 19, 20 (twice), 28 and August 15

**Penarth, South Glamorgan**  
*D class inflatable:* June 2, 3, July 5, 25, August 3 and 27

**Penlee, Cornwall**  
*47ft Watson:* June 9, 18, 28 and August 6

**Peterhead, Aberdeenshire**  
*48ft 6in Solent:* June 25, 29, August 13 and 22

**Plymouth, South Devon**  
*44ft Waveney:* June 6 (twice), July 18 and August 24  
*Relief 46ft 9in Watson:* July 5, 18 and August 24  
*18ft 6in McLachlan:* June 6, July 18, 26, August 1, 17 (twice), 24 and 31

**Poole, Dorset**  
*44ft Waveney:* June 7  
*Relief 46ft 9in Watson:* August 1 and 29  
*18ft 6in McLachlan:* June 3, 4, 26, 28, July 18, 20, August 1, 14, 18 and 29

**Portaferry, Co Down**  
*D class inflatable:* June 12, 13, 28 (twice), July 9, 17, 29, August 2, 3 and 31

**Porthcawl, Mid Glamorgan**  
*Relief D class inflatable:* June 4, 12, July 8, 12 and 14

**Porthdinllaen, Gwynedd**  
*47ft Watson:* July 8 and 14

**Port Isaac, Cornwall**  
*D class inflatable:* June 21, 24, July 12, 25, August 1 (twice), 13 (twice), 20 and 28

**Portpatrick, Wigtownshire**  
*47ft Watson:* June 6, July 18 and August 3

**Portrush, Co Antrim**  
*52ft Arun:* June 17, August 1 and 28

**Portsmouth (Langstone Harbour), Hampshire**  
*Atlantic 21:* July 5 (four times), 10, 11, 19, 25, 27, 31, August 8, 16 and 30 (four times)  
*D class inflatable:* June 6 (twice), 11 (twice), 27, August 8, 18 and 30

**Port St Mary, Isle of Man**  
*52ft Arun:* July 26 and August 26  
*D class inflatable:* June 24, July 5, 24 and August 6

**Pwllheli, Gwynedd**  
*37ft Oakley:* June 5, August 14, 20 and 21  
*D class inflatable:* June 18, July 24, August 1, 21, 23 and 26

**Queensferry, West Lothian**  
*Atlantic 21:* July 8, 13, 21 and August 19

**Ramsey, Isle of Man**  
*37ft Oakley:* June 5, 13 and August 31

**Ramsgate, Kent**  
*Relief 44ft Waveney:* June 14  
*18ft 6in McLachlan:* June 3, 15, 18, July 16 and 18

**Red Bay, Co Antrim**  
*D class inflatable:* June 29, August 2, 6, 14, 22 and 30

**Redcar Cleveland**  
*37ft Oakley:* June 13 and July 23

*D class inflatable:* June 16, August 24 and 31

**Rhyl, Clwyd**  
*37ft Oakley:* July 7 and August 20  
*D class inflatable:* June 14, July 7, 9, 12, August 3, 16 and 20

**Rosslare Harbour, Co Wexford**  
*48ft 6in Solent:* June 10, 16, August 28 and 30

**Rye Harbour, East Sussex**  
*D class inflatable:* July 5, 18, 30, August 5, 6, 15, 16 (eight times), 23 (twice), 26 and 30

**St Abbs, Berwickshire**  
*Relief D class inflatable:* July 27 and August 1

**St Agnes, Cornwall**  
*Relief D class inflatable:* June 12 and July 21  
*D class inflatable:* July 30, August 4, 12, 16 and 30

**St Helier, Channel Islands**  
*44ft Waveney:* July 12, August 6 (twice), 16, 21 (twice) and 31

**St Ives, Cornwall**  
*37ft Oakley:* June 21, July 8, August 10 (twice) and 22  
*D class inflatable:* June 21, July 2 (twice), 16 (twice), 18, 22, 26, August 7, 10, 16 (twice), 22, 23, 24, 26, 30 and 31

**St Mary's, Scilly Isles**  
*46ft 9in Watson:* August 30 and 31

**St Peter Port, Channel Islands**  
*52ft Arun:* June 5, 6, 13, July 23, 25, 27, August 4, 16 and 31

**Scarborough, North Yorkshire**  
*37ft Oakley:* July 23 and August 23  
*D class inflatable:* August 20, 23 and 28

**Selsey, West Sussex**  
*48ft 6in Oakley:* June 7, 15, July 8, August 24 (twice)  
*D class inflatable:* June 7, 15, July 13, 18, August 23, 24 and 30

**Sheerness, Kent**  
*44ft Waveney:* July 31, August 6, 9, 26 and 31  
*Relief D class inflatable:* June 17, 24, July 1, 29 and August 1

**Sheringham, Norfolk**  
*Relief 37ft Oakley:* July 14 (twice) and August 22

**Shoreham Harbour, West Sussex**  
*42ft Watson:* June 5, July 11, 28, August 2 and 5  
*D class inflatable:* June 7 (twice), 14, 28 (twice), July 18, 24, 28 and 31, August 13, 16 (twice), 17 and 29

**Silloth, Cumbria**  
*Atlantic 21:* August 21

**Skegness, Lincolnshire**  
*D class inflatable:* June 10, July 11, 20 (three times), 27, August 14 (twice), 15, 17 (three times) and 23.

**Skerries, Co Dublin**  
*Relief D class inflatable:* August 2, 8 and 24

**Southend-on-Sea, Essex**  
*D class inflatable:* June 3 and 23  
*Atlantic 21:* June 6, 9, 16, 21 (five times), July 11 and 20

**Southwold, Suffolk**  
*Relief Atlantic 21:* June 4, 21, July 5, 6 (twice), 19, 28 and 29, August 1, 5, 6, 12, 13, 14, 16 and 17

**Staithes and Runswick, North Yorkshire**  
*Atlantic 21:* June 11, 21, 22 and August 16

**Stonehaven, Kincardineshire**  
*D class inflatable:* July 12, 26 and August 16

**Stornoway (Lewis), Ross-shire**  
*48ft 6in Solent:* July 23

**Stranraer, Wigtownshire**  
*D class inflatable:* July 26, August 1 and 16

**Stromness, Orkney**  
*52ft Barnett:* July 19 and August 7

**Sunderland, Tyne and Wear**  
*47ft Watson:* August 29  
*D class inflatable:* June 7, 23, 29, July 4 and 27

**Swanage, Dorset**  
*37ft 6in Rother:* June 6, 11, July 5, 12, August 1, 2 (twice), 20, 22, 29, 30 and 31 (twice)

**Teesmouth, Cleveland**  
*47ft Watson:* June 13 and August 16

**Tenby, Dyfed**  
*46ft 9in Watson:* June 29, July 7, August 4  
*D class inflatable:* June 18, 21, 22, 25, 26, July 1, 4, 13, 21, 29, 31, August 4, 9, 13, 14 (twice), 16, 19, 20 (twice), 22, 23, 25, 27, 29 and 30

**Torbay, South Devon**  
*Relief 44ft Waveney:* June 1, 25, July 12, 23, 30, August 7, 8, 25, 29 and 30 (twice)  
*18ft 6in McLachlan:* June 9, 29 (twice), August 5 and 21

**Trearddur Bay, Gwynedd**  
*D class inflatable:* August 8, 12, 15, 22 and 25

**Troon, Ayrshire**  
*Relief 44ft Waveney:* June 1, 25, July 12, August 8 and 30 (twice)

**Tynemouth, Tyne and Wear**  
*52ft Arun:* June 21  
*D class inflatable:* June 17, 25 and 26

**Valentia, Co Kerry**  
*Relief 52ft Barnett:* June 13

**Walmer, Kent**  
*37ft 6in Rother:* June 16, July 3, 12, 15 and August 29  
*D class inflatable:* June 2, 7 and 30

**Walton and Frinton, Essex**  
*48ft 6in Oakley:* August 6, 17 (twice), 19 and 20

**Wells, Norfolk**  
*37ft Oakley:* August 20  
*D class inflatable:* July 24 (twice) and August 20

**West Kirby, Merseyside**  
*Relief D class inflatable:* June 6 and July 23

**West Mersea, Essex**  
*Atlantic 21:* June 15, July 11, 16, 24, 29, August 2, 17 and 18

**Weston-super-Mare, Avon**  
*18ft 6in McLachlan:* June 14, 20, July 11, 29, August 12, 13, 18 and 29  
*Relief D class inflatable:* July 11 and 29  
*D class inflatable:* August 12, 13, 16, 18, 25 and 29 (twice)

**Weymouth, Dorset**  
*54ft Arun:* June 9, 20, 21, August 3 and 31

**Whitby, North Yorkshire**  
*44ft Waveney:* June 21 and July 23 (twice)  
*D class inflatable:* June 6 (twice), July 1, 14, 26, 29, August 2 (twice) and 16

**Whitstable, Kent**  
*Atlantic 21:* June 7, 14, July 7 (twice), 8, 19, August 1 (twice), 18 (three times) and 25

**Withernsea, Humberside**  
*D class inflatable:* June 20, July 7, 11 and 19

**Wick, Caithness**  
*48ft 6in Oakley:* June 4

**Wicklow, Co Wicklow**  
*42ft Watson:* August 2, 22 and 27 (twice)

**Workington, Cumbria**  
*46ft 9in Watson:* July 13

**Yarmouth, Isle of Wight**  
*52ft Arun:* June 15, 22, July 1, August 1, 8, 9 and 29

**ON 1073 on trials**  
*52ft Arun:* June 4

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

January 1, 1981, to October 31, 1981: Services: 2,559; lives saved 887

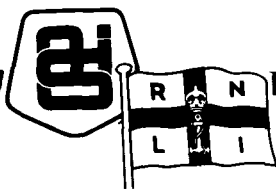
### THE STATION FLEET

(as at 31/10/81)

259 lifeboats, of which four 18ft 6in McLachlan and  
 65 D class inflatable lifeboats operate in summer only

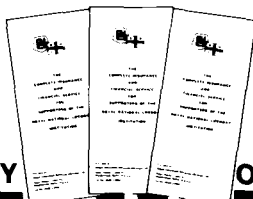
### LIVES RESCUED 107,457

from the Institution's foundation in 1824 to 31/10/81, including shoreboat services



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Name of Vessel \_\_\_\_\_ Type \_\_\_\_\_ Date purchased \_\_\_\_\_

Tonnage (T.M.) \_\_\_\_\_ When built \_\_\_\_\_ Price paid \_\_\_\_\_

Builder's name \_\_\_\_\_ Present value: Hull machinery, equipment, etc. £ \_\_\_\_\_

Length O.A. \_\_\_\_\_ L.W.L. \_\_\_\_\_ Dinghy and/or Boat £ \_\_\_\_\_

Beam \_\_\_\_\_ Draft \_\_\_\_\_ Outboard motor £ \_\_\_\_\_

Material of hull \_\_\_\_\_ Personal effects £ \_\_\_\_\_

Sail area \_\_\_\_\_ Trailer (if required) £ \_\_\_\_\_

TOTAL TO BE INSURED £ \_\_\_\_\_

Do you wish to cover Mast, Spars, Sails and Rigging whilst racing?  
If so, give replacement value £ \_\_\_\_\_

Do you require an excess in the policy; if so, for what amount?  
(i.e.: you bear the first so much of each claim). £ \_\_\_\_\_

What cruising range is to be covered?  
\_\_\_\_\_

State period for which the vessel is to be insured:

(a) in commission

(a) \_\_\_\_\_ months from \_\_\_\_\_ to \_\_\_\_\_

(b) laid up

(a) \_\_\_\_\_ months from \_\_\_\_\_ to \_\_\_\_\_

(a) Where is the vessel moored when in commission? \_\_\_\_\_

(b) Where will she be laid up? \_\_\_\_\_

(c) Will the vessel be laid up (i) ashore? (ii) in mud berth? (iii) afloat? \_\_\_\_\_

What accidents have you had during the past five years in connection with any vessel you have sailed or owned that would give rise to a claim?

Give particulars \_\_\_\_\_

Are you entitled to N.C.D.? \_\_\_\_\_

THIRD PARTY INDEMNITY in excess of the value, if so, for what amount? (The ordinary policy limits the indemnity in respect of claims by Third Parties to the insured value of the vessel.) £ \_\_\_\_\_

Make of Engine(s) \_\_\_\_\_

Date \_\_\_\_\_

State if marine engine  
conversion  
outboard

Designed maximum speed \_\_\_\_\_

Fuel used for main and auxiliary machinery \_\_\_\_\_

Is Calor or other bottled gas used? \_\_\_\_\_

If so, state material of delivery tubing \_\_\_\_\_

What fire extinguishers are kept on board \_\_\_\_\_

RNLI 01/82

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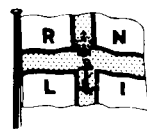
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