

Volume XLVIII Number 481



The Lifeboat

Journal of the Royal National Lifeboat Institution

Autumn 1982 25p



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THE LIFEBOAT

Autumn 1982

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Volume XLVIII Number 481

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COVER PICTURE

Fog . . . one of the worst hazards for the seafarer. The prototype 47ft Tyne class lifeboat City of London underwent her slipway trials at Selsey lifeboat station in Sussex, and Selsey lifeboathouse and slipway can be seen looming in the background. On the day this photograph was taken, by Joan Davies, Selsey's own lifeboat, the 48ft 6in Oakley Charles Henry, launched on service to help first an angling boat and then a German yacht, both of which had run aground in the dense fog.

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 671133). Photographs intended for return should be accompanied by a stamped and addressed envelope.

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NOTES OF THE QUARTER

FOLLOWING the birth of a son to Their Royal Highnesses The Prince and Princess of Wales a letter of congratulations and good wishes was sent to Buckingham Palace by Rear Admiral W. J. Graham, the director, on behalf of everybody connected with the RNLI. The following reply was received:

'We were enormously touched to receive your very kind letter following the birth of our son and send you our warmest possible thanks. The reaction to the news has been overwhelming and thoroughly heart-warming and we are rapidly discovering what it is to be proud parents!—CHARLES and DIANA.'

Barmouth lifeboat station, which recently received the new 37ft 6in Rother class lifeboat which is to be named *Princess of Wales*, sent a separate telegram of congratulations and received an equally warm reply from the Prince and Princess.

Bill Knott Building

On July 16 the Prime Minister, Mrs Margaret Thatcher, visited the headquarters of the RNLI in Poole to open the new fund-raising centre which was provided entirely by Mr William Knott, a retired Poole businessman. Mr Knott had approached the Institution with the offer of constructing the building on the depot site to allow expansion of fund-raising activities and to enable staff previously accommodated in outside portable buildings to move into the main depot.

After declaring the new Bill Knott Building open, Mrs Margaret Thatcher, the Prime Minister, unveils a commemorative plaque near the main entrance. With her is the Duke of Atholl, chairman of the Institution.

(Below) A visit to HQ operations room followed the opening ceremony. While Mrs Thatcher looks through lifeboat photographs, Mr Denis Thatcher signs the visitors' book. With them are (1 to r) Cdr George Cooper, deputy chief of operations, Lt Alan Tate, staff officer operations (2), the Duke of Atholl, Cdr Bruce Cairns, chief of operations, and (hidden) Lt Cdr Brian Miles, deputy director.



The new Bill Knott Building provides office and storage space for many publicity and fund-raising aids, including flag day supplies, souvenirs, the printing department and design studio. Southern District office is also now housed in the new building.

On their arrival, Mrs Thatcher and her husband, Mr Denis Thatcher, were received by the Duke of Atholl, chairman of the Institution. They were shown over the prototype 47ft Tyne class lifeboat and a new relief 52ft Arun, lying alongside the depot quay, before inspecting the Bill Knott Building. Then came the opening ceremony. In her speech Mrs Thatcher thanked the RNLI for 158 years of selfless service, remembering both the lifeboat crews and the fund raisers, with their complementary virtues of courage and generosity. The crews, she said, possessed the lonely virtue of courage, which each man had to find for himself—no one could give it to him; the fund raisers and those who, like Mr and Mrs Knott, gave back to society something of what

life had given to them, displayed the lovely virtue of generosity.

At an informal reception inside the new building, following the opening ceremony and the unveiling of a commemorative plaque, Mrs Thatcher was presented with a miniature brass fisherman's anchor made in the depot by Mike Randall, while Mr Knott was given a presentation line throwing pistol and Mrs Knott a bouquet of flowers.

Following her visit, Mrs Thatcher wrote to Admiral Graham:

'To be able to open the Bill Knott Building was a real privilege and to meet so many of the people involved in keeping the lifeboat service operational was a real pleasure. My admiration for your work is unbounded: you hold an unparalleled place in the hearts of the people of our country.'

Poole Open Days

Thousands of people descended on RNLI headquarters in July to attend the first Open Days ever held at head office and depot. Visitors were able to see around the offices and workshops, view special displays and watch demonstrations of the launch and recovery of an Atlantic 21 lifeboat. Joint lifeboat/helicopter exercises were arranged between a Royal Navy helicopter and either Poole's 44ft Waveney lifeboat or the Atlantic 21, and lying alongside the depot quay throughout the three days were a 52ft Arun lifeboat, the prototype 47ft Tyne and Poole's Waveney.

The Institution is proud of its ability to run a modern lifesaving organisation with minimal administrative overheads

ANNUAL MEETINGS 1983 South Bank, London, Tuesday May 17

Annual General Meeting of Governors: 11.30 am in the Queen Elizabeth Hall, Royal Festival Hall.

Annual Presentation of Awards: 3.00 pm in the main auditorium, Royal Festival Hall.

Further details will be circulated with the winter edition of THE LIFEBOAT.



While HM The Queen and HRH The Duke of Edinburgh were touring Fife on July 1, Prince Philip went afloat in Anstruther lifeboat, the 37ft Oakley The Doctors, taking great interest in the carriage launch (above, left and right); in command of the boat was Coxswain Peter Murray (photographs by courtesy of D. C. Thomson and Co). A few



days later, when in Buckie, the Queen and the Duke of Edinburgh visited Jones Shipyard, where they saw the 48ft 6in Solent relief lifeboat The Royal British Legion Jubilee, which Her Majesty had named at Henley in 1972, ten years ago; the lifeboat was in the yard undergoing survey.



The style, rank and title of Honorary Burgess of Beaumaris has recently been conferred upon Beaumaris lifeboat station. Councillor Stan Zalot, Mayor of the town and also a lifeboatman, presented the certificate and a town crest to Sir Richard Williams-Bulkeley, president and chairman of the station branch, who then handed it to Coxswain David Gallichan for safe keeping.

photograph by courtesy of Hywell W. Hughes

and the Open Days provided an opportunity to show lifeboat supporters and the general public that head office and depot play a vital part in keeping the lifeboat service at peak efficiency. It is proposed that the next Open Days will be in 1984. For a full report of this year's event, see page 128.

Norwegian Naming Ceremony

The RNLI acts as the secretariat to the International Lifeboat Conference and keeps in close touch with lifeboat organisations overseas. Several RNLI stations have links with stations in Europe, particularly in France, Germany and The Netherlands, and on a number of occasions overseas lifeboats have come across the Channel or North Sea to be present at the naming ceremonies of our lifeboats. The Norwegian lifeboat *Skomvaer II* was present at the naming of Lerwick's 52ft Arun lifeboat *Soldian* in 1978, and before an Arun was stationed at Lerwick it was not at all unusual to see a Norwegian cruising lifeboat lying in the port's South Harbour with the RNLI lifeboat. It was fitting, therefore, that *Soldian*, as part of her extended passage back to station for crew training after a recent survey, should visit Stavanger in Norway for the naming ceremony of a new Norwegian lifeboat on August 23. The new lifeboat was named *Olav V* after His Majesty The King of Norway and the ceremony was performed by his daughter, HRH Crown Princess Sonja.

Launch the lifeboat, Mr Mayor!

Ken Holland, who is coxswain of Skegness lifeboat, bore another distinguished title as the town's Mayor for the past year and an article on his station appears on page 124. Meanwhile, Beaumaris lifeboat station, one of

whose crew members, Stan Zalot, is also Mayor has recently been made an Honorary Burgess of the town; the honour has been given in recognition of its services to the local community.

In Yorkshire, two guild members from neighbouring lifeboat towns also held civic appointments in the past year. In Scarborough, Councillor Mrs Liz Mackenzie, former treasurer of the ladies' guild and still a considerable supporter, became the first woman Mayor of Scarborough since local government reorganisation. In Filey, Mrs Wadsworth, the vice-chairman of the ladies' guild whose sons are also involved with Filey lifeboat, was Mayoress.

Further north, Magnus Shearer, honorary secretary of Lerwick lifeboat station, has just been appointed Lord Lieutenant of Shetland.

With her builders' trials completed, the prototype 47ft Tyne fast slipway lifeboat City of London set out on a circumnavigation of the British Isles as part of her development trials; during these trials lifeboatmen from a number of different stations are helping to man her. She is seen here with St Peter Port lifeboat, the 52ft Arun Sir William Arnold.

photograph by courtesy of Brian Green



LIFEBOAT SERVICES

South West Division

Four rescued

ON THURSDAY April 8, the honorary secretary of St Ives lifeboat station was down at the boathouse in the late afternoon when, at 1628, he saw a 16ft sailing dinghy leave harbour with two young men and two youths on board. After watching her for a little while, and seeing the distance decreasing between her and Hayle Bar, an area to the south east where the seas were likely to be very dangerous, he became concerned for the safety of those on board. At 1633 he telephoned St Ives Coastguard and agreed to launch the D class inflatable lifeboat. By this time the sailing dinghy was a mile clear of St Ives Harbour entrance heading in the direction of Hayle Bar.

Although the day was fine and clear, there was a fresh to strong breeze, force 5 to 6, blowing from the north, the sea was rough with waves about seven to eight feet high and there was a moderate to heavy swell. It was about three hours before high water.

The assembly klaxon was sounded and at 1635 the D class lifeboat was launched from the harbour into sheltered waters; she was manned by Helmsman Eric Ward and Crew Members William Thomas and Philip Allen.

Course was set for Hayle Bar and full speed maintained. The sea was on the port quarter, and it was an uncomfortable, wet passage. At first the mast of the dinghy could be seen occasionally between the troughs. Then it disappeared from sight and the Coastguard confirmed that the dinghy had capsized in the surf on the bar; her four crew, one without a lifejacket, were reported to be clinging to the upturned dinghy.

There was a heavy ground swell on the bar which, with the strong onshore wind, was causing heavy breaking seas which extended 500 yards off shore. Reaching these breaking seas at 1637, the urgency of the call dictated that Helmsman Ward should continue at full speed into the surf line. Once inside the surf line the upturned dinghy was quickly seen 50 yards off the port bow; her four crew were clinging to her.

Such were the conditions on the bar that even at that distance the casualty was frequently obscured by breaking waves. Helmsman Ward continued his approach at reduced speed, with the lifeboat now taking on more water than the self bailers could clear. Nevertheless, choosing his moment carefully between breaking waves, Helmsman Ward made a sharp turn to port and successfully brought the lifeboat port side to the upturned dinghy, which was held fast by her mast submerged in the sand.

Working together the crew first pulled in the survivor who was not wearing

a lifejacket and then the remaining three. Within a minute the lifeboat reported that all four were on board. The water in the lifeboat was now level with the top of the sponsons, running over the transom as the lifeboat was lifted by the heavy seas.

While trying to clear the casualty, the lifeboat's outboard engine propeller was fouled by a halyard from the dinghy. Crew Member Allen instantly entered the water to try to hold the bow head to sea, while Crew Member Thomas also tried to hold the bow up by means of an oar shipped over the starboard side and Helmsman Ward tried to clear the propeller. The propeller was entangled with four full turns of polypropylene rope, the standing part of the rope still made fast to the dinghy thus effectively anchoring the lifeboat by her stern. This made it impossible for Helmsman Ward to gain enough slack on the rope to free it.

Meanwhile, Crew Member Allen, stationed at the bow with water at chest height but frequently being lifted six feet with the boat, realised he was fighting a losing battle trying to keep the boat head to sea. So, seeing the obvious difficulty Helmsman Ward was experiencing in freeing the propeller, he decided to join him at the stern. He made his way aft between lifeboat and dinghy.

At 1640 the Coastguard lookout, seeing the lifeboat to be in serious trouble, alerted RNAS Culdrose.

By now the lifeboat had slewed around on the halyard which was holding the propeller fast. Crew Member Thomas was still trying to hold her head up into the wind, but she was practically beam on to the sea and continually shipping water. Helmsman Ward passed the boat's knife to Crew Member Allen who cut the offending halyard, the helmsman was then able to disentangle the rope, and with this sudden release the lifeboat came back head to sea. Crew Member Allen, who had sustained a rib injury during his efforts in the water, was by this time extremely cold; he was unable to help himself, so Crew Member Thomas seized him and hauled him on board.

Restarting the engine first time, Helmsman Ward thought of making an emergency landing on the beach 400 yards away but, with the lifeboat so heavily laden, there was no response to the helm and with a maximum speed of only 8 knots he was committed to going in the direction he was heading, out to sea.

With his two crew throwing their weight forward to combat the force of the breaking waves, therefore, Helmsman Ward set to the task of getting the lifeboat out beyond the surf line. He successfully negotiated ten six-foot breaking waves before finally coming clear of the surf. At first the lifeboat simply drove through the oncoming waves with heavy water breaking over- all; as speed increased between the

ANNUAL AWARDS 1980

The Maud Smith Award for the most outstanding act of lifesaving during 1981 has been made to Coxswain Michael Scales of St Peter Port for the rescue on December 13 of 29 of the crew of the motor vessel *Bonita*, listing to 45 degrees in the English Channel. The winds were gusting to hurricane force, the seas were very high and visibility was poor due to driving snow and sea spray. In darkness and in extremely cold and hazardous conditions, 50 approaches were made to take off the survivors. For this service Coxswain Scales was awarded the gold medal for gallantry.

The Ralph Glistler Award for the most meritorious service carried out in 1981 by the crew of a lifeboat under 10 metres in length has been made to Helmsman Frank Dunster (for the second consecutive year) and Crew Members Roderick James and Graham Raines of Hayling Island. On Septem-

ber 19, in a strong south-easterly gale, seven people were rescued from two sailboards, a cabin cruiser, a yacht and a catamaran; the Atlantic 21 lifeboat was also called to the help of a boy clinging to a post 20 yards out on a groyne. It proved impossible to bring the lifeboat close enough to grab the boy aboard, so Crew Member James swam to him and brought him safely ashore. For this service Helmsman Dunster was awarded a bar to his bronze medal and Crew Member James the silver medal; the thanks of the Institution inscribed on vellum were accorded to Crew Member Raines.

The James Michael Bower Fund awards for 1981 have been made to the late Coxswain Trevelyan Richards of Penlee (to be received by his mother, Mrs Mary Richards) and Coxswain Michael Scales of St Peter Port, who each received the gold medal; and to Coxswain/Mechanic Alexander Gilchrist of Campbeltown, Coxswain/Mechanic Maurice Hutchens of Sennen Cove and Crew Member Roderick James of Hayling Island who each received the silver medal.

waves, however, the water within the boat cleared through the self bailers, allowing her enough power to take on the waves.

By 1643 the lifeboat was clear of the broken water and course was set for St Ives Harbour. The Coastguard now cancelled the helicopter.

On the return passage, with the rough seas on the starboard bow, speed was at first kept down to 12 knots. Crew Member Thomas treated the four survivors, who were suffering from hypothermia, but during the course of the passage he became particularly concerned about one of them who appeared to be concussed. At his request, Helmsman Ward increased to full speed. Crew Member Allen, who was operating the radio, did not realise there was to be a change of speed; his weakened state preventing him from taking a proper hold meant that he fell overboard. He was, however, promptly picked up and St Ives Harbour was reached at 1654. The four dinghy sailors and Crew Member Allen were taken to hospital by waiting Police cars. The lifeboat, which had been damaged, was rehoused at 1710 and taken off service for repair; the next day, Friday April 9, she was temporarily replaced with a relief D class lifeboat.

For this service the bronze medal was awarded to Helmsman Eric T. Ward and the thanks of the Institution inscribed on vellum were accorded to Crew Members William J. Thomas and Philip Allen.

Ireland Division

Sinking trawler

DUNMORE EAST PILOT STATION informed the deputy launching authority of **Dunmore East** lifeboat station at 1035 on Monday October 12, 1981, that the trawler *Wheal Geavor*, with a crew of three, was disabled and making water; she was 19 miles south east of Hook Head and in urgent need of help. Maroons were fired and the lifeboat crew collected a portable salvage pump from the harbour before boarding. At 1050 Dunmore East 44ft Waveney lifeboat *St Patrick* slipped her moorings and set out on service under the command of Coxswain/Mechanic Stephen Whittle.

It was a fine morning with a fresh breeze, force 5, blowing from the north west and a moderate sea running. High water had been at 0520.

On clearing harbour, Coxswain Whittle headed towards the casualty at full speed and, with following seas, a good passage was made. At 1120 the Irish naval patrol boat *LE Aisling* reported that she had sent a boarding party to the trawler with a salvage pump and that she was passing a tow. The position of the casualty was 21 miles off Hook Head.

St Patrick arrived on scene at 1230

together with a small coastal tanker *mv Banwell*. She was asked to stand by while *Banwell* placed a salvage pipe aboard *Wheal Geavor*. *LE Aisling* continued to tow the trawler towards Waterford at about three knots.

At 1240 the tanker adjusted speed alongside the trawler's port side and passed a suction hose aboard. Attempts to pump, however, were not successful and at 1305 the lifeboat crew noted an appreciable settlement of the casualty. *St Patrick* moved in close and advised 'abandon ship'. By 1312 it was obvious that the trawler was sinking and she was listing to starboard. Six men jumped to safety aboard *Banwell* but Cadet Foskin remained to let go the tow.

The trawler's list was increasing rapidly and Coxswain Whittle decided to go in and rescue the cadet without delay. With his crew ready on the foredeck, and remaining there despite the danger from the casualty's listing mast and gallows, the coxswain brought the lifeboat alongside the trawler's starboard side and held her bow hard against the trawler while Assistant Mechanic Sean Kearns and Crew Member Patrick Glody snatched the cadet from the well deck and pulled him aboard. He then drove the lifeboat full ahead clear of the trawler just before she sank. At 1315 *St Patrick* went alongside *Banwell* and took off the three fishermen. *LE Aisling* sent a launch to collect her boarding party.

St Patrick arrived at Dunmore at 1510, landed the three survivors and was refuelled, remoored and ready for service at 1600.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Coxswain/Mechanic Stephen Whittle, Assistant Mechanic Sean Kearns and Crew Member Patrick Glody.

South East Division

Tug on fire

THAMES COASTGUARD informed **South-end-on-Sea** lifeboat station at 1130 on Saturday March 21, 1981, that the tug *Laity F* was on fire near No 3 Sea Reach Buoy. The crew assembled and took the transport down Southend Pier and at 1148 Southend's Atlantic 21 rigid inflatable lifeboat launched on service; she was manned by Helmsman Paul Gilson and Crew Members Glyn Gilson and Paul Manners.

It was an overcast morning but with good visibility. A force 8 gale was blowing from the south west. It was two hours before high water.

The Atlantic's speed had to be kept down to about three-quarters because of short, rough seas and heavy spray, and on her way she was informed that the **Sheerness** 44ft Waveney lifeboat *Helen Turnbull* had launched and an RAF Wessex helicopter had been scrambled from Manston.



Helmsman Frank Dunster of Hayling Island was prevented by illness from attending the RNLi's annual presentation of awards meeting in London last May to receive the bar to his bronze medal; it was awarded to him for his part in the service on September 19 when seven people were rescued from two sailboards, a cabin cruiser, a yacht and a catamaran as well as a boy clinging to a breakwater. The presentation was made, therefore, on June 18 by Lt-Cdr John Lunch, a member of the Committee of Management and president of Hayling Island lifeboat station, during a social evening at Hayling Island Sailing Club. The service, for which the silver medal was also awarded to Crew Member Roderick James and the thanks of the Institution inscribed on vellum accorded to Crew Member Graham Raines and Shore Helpers Trevor Pearce and Nigel Roper, was reported in the spring 1982 issue of *THE LIFEBOAT*. The crew of the lifeboat also received the 1981 Ralph Glister award (see page 113).

As the Atlantic approached the tug, at 1154, three men could be seen on deck wearing lifejackets. The heat could be felt from the side of the tug and the men shouted that the fire was in the engine room and it had been battened in. As there was a risk of explosion, Helmsman Gilson immediately took the Atlantic alongside the tug's starboard side, to leeward, and two men were taken off, one a river pilot and one a crew member. The master refused to leave and the Atlantic pulled clear to a safe distance.

The tug was making considerable leeway, so the Atlantic approached again and a rope was put on to the casualty's bow in an attempt to hold her head up to weather. It proved impossible for the Atlantic to hold her, however, and the tow was slipped.

The pilot was not a young man and, as he was getting very wet and being thrown about, the Atlantic asked the helicopter to lift him off; the lift was safely accomplished at 1206.

Sheerness 44ft Waveney lifeboat, under the command of Coxswain/Mechanic Charles Bowry arrived at 1210. She took the tug in tow and, escorted by Southend's Atlantic 21, made for Leigh River. At 1214 the fire was seen to have burnt itself out and at 1240, in the lee of Marsh End Sands, the tow was passed to the tug *Eugenio* and *Laity's* crew member was put back on board.

Daniel Norman was accorded the thanks of the Institution inscribed on vellum for the rescue of a girl swept into the sea off Watchet on September 12, 1981; the service was reported in the spring 1982 issue of THE LIFEBOAT. After the presentation of the vellum last June, Helmsman Kevin Escott took Daniel for a trip in Minehead's Atlantic 21 rigid inflatable lifeboat.

photograph by courtesy of
Bristol United Press



Derek Scott, BEM, coxswain of *The Mumbles* lifeboat, has been accorded the thanks of the Institution inscribed on vellum for the rescue in his own dinghy of two men on December 22, 1981. Coxswain Scott already holds three medals for gallantry, two silver and a bronze, and he has also received a Royal Humane Society Award. photograph by courtesy of Peter Hadfield

Both lifeboats returned to their stations. Southend's Atlantic 21 arrived at 1255 and was rehoused and ready for service at 1310; Sheerness's Waveney arrived back at 1503.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Helmsman Paul D. Gilson and Crew Members Glyn D. Gilson and Paul W. Manners.

South West Division

Capsized tender

ON THE AFTERNOON of Tuesday December 22, 1981, Derek Scott, coxswain of *The Mumbles* lifeboat, was at his home overlooking the seafront when, at 1555, he heard cries for help. Scanning the

bay with his binoculars he saw two men clinging to an upturned tender about 350 metres offshore; they had been returning from their yacht in the tender when they had lost an oar and capsized trying to retrieve it.

Coxswain Scott immediately telephoned Swansea Coastguard to tell them he was going to the aid of the two men. With the help of Second Coxswain/Mechanic Alan Jones, who just happened to be at hand, Coxswain Scott launched his own 10ft clinker built dinghy from the promenade of Southend Beach. Because of the small size of the boat he thought it best to row out alone and began with powerful strokes to cover the 350 metre distance.

The afternoon was freezing with a gentle breeze, force 3, blowing from the east. The slight to moderate sea was short and choppy and it was just after high water.

Coxswain Scott reached the capsized tender at 1606. The two men, weighed down by heavy clothing and suffering from the severe cold, were unable to help themselves. By great physical effort and skilful rocking of his boat, Coxswain Scott managed to haul the more seriously distressed of the survivors aboard. Despite several exhausting efforts it proved impossible, however, to pull the other man into the boat, so Coxswain Scott told him to cling on to the stern while, as a precaution, he first passed a rope round him and secured it and then rowed for the shore as quickly as possible. With the ebb tide pushing against him, the extreme cold, and the toll of his previous efforts, it was a very arduous row, but the shore was reached at 1621. The two survivors were landed and taken by a waiting ambulance to

hospital where they were treated for hypothermia and later discharged.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain L. Derek Scott, BEM.

South West Division

Fall from cliff

INFORMATION that a man had fallen over the cliff near the Western Carricks was given to St Ives station honorary secretary by Land's End Coastguard at 1351 on Wednesday August 26, 1981, and he was asked to launch the D class inflatable lifeboat. Knowing that a crew was available within the immediate harbour area, the honorary secretary sounded the klaxon at the boathouse.

St Ives D class inflatable lifeboat launched at 1357, manned by Helmsman Philip Allen and Crew Members Ian Tanner and Ian Lowe, and set out for the casualty. It was a fine, sunny day with a light variable wind. With only one hour to go before high tide, Helmsman Allen was able to keep close inshore, sometimes passing between the land and the rockheads. The 3¼ miles to the reported position of the casualty was covered in the shortest possible time, and the lifeboat arrived at 1409.

From radio reports received from the Coastguard, Helmsman Allen knew that a man walking along the Coastal Path had seen another man, in swimming trunks, stumble down a steep, grassy slope and then disappear from sight. The inflatable lifeboat searched from east to west, then back eastwards, stopping once to consult a man on the shore, but he had seen nothing.

The lifeboat was again sweeping west when a Wessex helicopter from RNAS Culdrose arrived overhead. Both lifeboat and helicopter continued the search and then the helicopter asked the lifeboat to follow her into a cove. The man had fallen down a blow hole, at Trevail Bottoms, into which water from a stream was flowing and the entrance of which was obscured by large rocks. Only a helicopter could have seen the man, but although she hovered off the entrance and lowered her winchman and stretcher, the blow hole was too narrow to accommodate either, and they had to be lowered outside.

The lifeboat followed the helicopter into the rock-strewn cove. Helmsman Allen put Crew Members Tanner and Lowe ashore as close to the entrance of the blow hole as he could without endangering the boat, and then waited in the lee of a large rock.

Within the cove, a low ground swell was creating four to five feet waves, which demanded great care on the part of the two lifeboatmen and slowed down their progress. Seeing that the winchman needed immediate help, Helmsman Allen secured the inflatable lifeboat in the lee of the large rock and

then swam to the entrance of the blow hole.

The casualty, a heavy man, had massive head injuries as he had fallen and tumbled a total of 80 feet, landing on rock. Winchman and helmsman placed him in the stretcher and secured him carefully. Crew Members Tanner and Lowe, by a combination of climbing, scrambling and swimming, now arrived to help the winchman, so Helmsman Allen swam back out to the lifeboat to prepare, if necessary, for embarking the stretcher.

The helicopter, meanwhile, returned to the entrance of the blow hole, hovering very close indeed to the rock face. The winch wire was lowered, then manoeuvred so that it could be reached and hooked on to the stretcher. The two lifeboat crew and the winchman guided the stretcher some eight feet to seaward and then winchman and stretcher were lifted in one rapid movement. The helicopter set off immediately to Trellick Hospital, Truro.

Helmsman Allen brought the lifeboat towards the entrance of the blow hole and Crew Members Tanner and Lowe loaded the helicopter strop, blanket and first aid kit and climbed back on board. At 1425 the lifeboat cleared the cove. She returned to station at 1445 and was once again ready for service at 1500.

The hospital staff needed to identify the casualty so that next of kin could be asked whether there were any medical characteristics or allergies about which they should know. A cliff rescue team had searched the cliff path for anything belonging to the man, but nothing could be found. As it was a matter of vital importance, at 1646 St Ives was asked to launch the D class lifeboat again. Helmsman Allen was in command as before but this time with Anthony Carter and James Stevens as crew.

At 1700 the three men landed at Trevail Bottoms and searched extensively both in the gully and along the surrounding shoreline. Then, after estimating the set and drift of the tidal stream since the man fell over the cliff, the lifeboat started a sweeping search seawards. Despite the chop which had now developed on the sea, the lifeboatmen found a shirt and a camera case awash some six or seven cables north of Trevail Bottoms. A tiny tube of ointment bearing a dispenser's label was found in the camera case from which the Police were able to gain a full identification of the casualty.

The D class lifeboat returned to St Ives at 1820 and was rehoused by 1830.

It had been a rescue which neither the helicopter nor the lifeboat could have achieved alone, but working together they had been able to bring a difficult task to a successful conclusion.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Helmsman Philip Allen and letters of appreciation signed by Rear Admiral W. J. Graham, director, were

sent to Crew Members Ian Lowe and Ian J. Tanner. A letter signed by Admiral Graham was also sent to Captain R. C. Dimmock, commanding officer of RNAS Cudrose, expressing the Institution's appreciation to the helicopter pilot, Lt K. Wyman, and the winchman, Petty Officer Aircrewman M. Cockerill.

Ireland Division

Storm search

THE STATION HONORARY SECRETARY of **Courtmacsherry Harbour** lifeboat station was informed at 1428 on Saturday December 19, 1981, that a fishing boat had been seen to capsize and sink off Barry's Point. Maroons were fired and at 1445 Courtmacsherry lifeboat, the 47ft Watson *Helen Wycherley* slipped her moorings and set out on service under the command of Second Coxswain/Mechanic Brendan Madden.

A fresh to strong south-easterly breeze, force 5 to 6, was blowing in the river, with a moderate sea running. Visibility was poor in the continuous heavy rain. High water was at 1130.

Acting Coxswain/Mechanic Madden pressed on at full speed but had to reduce speed at the bar where conditions were exceptional, with a heavy onshore sea running against the ebb tide. The lifeboat pounded heavily several times and shipped heavy water aboard. With storm force 10 south-easterly winds clear of the land, the seas in Courtmacsherry Bay were violent. Acting Coxswain Madden set a course for Barry's Point at half speed, but he used full power at times to maintain course. Visibility was severely affected by spray and heavy rain.

The lifeboat arrived off Barry's Point at 1520 and began searching for survivors; such were the conditions that it was not possible to distinguish the dangerous low reef around Horse Rock 3½ cables off the point. Weak RT communications were established with Milford Haven Coastguard at 1525, and they reported that a helicopter had been requested.

The search was continued north of Barry's Point and the lifeboat established good RT communications with Ballycotton Lighthouse from 1605 onwards. Meanwhile, a shore search was organised by Noble Ruddock, a former RNLI Irish district engineer, and the lifeboat was directed towards wreckage sighted on the surface. At 1620 a sleeping bag was recovered about three cables north of Barry's Point and the lifeboat checked flotsam and oil, but found no sign of survivors.

At 1701 Ballycotton Lighthouse relayed confirmation of the position where the casualty was seen to sink, and at 1720 a Sea King helicopter from RAF Brawdy arrived on scene and began a search. The lifeboat continued to search the area between Barry's Point and the

approaches to Courtmacsherry Harbour. At about 1900, while heading south at slow speed, the lifeboat fell off a heavy wave on to her starboard shoulder and heeled over almost 90 degrees. Except for a lookout, the crew were either in the wheelhouse or cabin, the lifeboat recovered and no one was hurt.

By 2000 it was considered that there was no chance of recovering survivors alive and at 2010 Acting Coxswain Madden was advised by the honorary secretary to cease searching and seek shelter. Shortly afterwards the helicopter abandoned the search.

Acting Coxswain Madden headed for Broadstrand Bay and anchored close north west of Quarry Point; he and Acting Second Coxswain/Assistant Mechanic Jeremiah O'Mahony took it in turns to stay at the wheel and engines were used to reduce the strain on the anchor cable. The wind gradually veered south and by 2300 had dropped to a moderate southerly breeze, force 4. An hourly call was made to Ballycotton Lighthouse.

Anchor was weighed at 0730 the next day, Sunday December 20, and the search resumed between Barry's Point and Courtmacsherry Harbour bar. The wind was now south westerly force 2 or 3 but a heavy sea was still running and visibility was poor.

At 0830 the Irish warship *LE Emer* arrived and began to search, and at 0855 Acting Coxswain Madden streamed the drogue, crossed the bar and returned to station, securing alongside the Town Pier at 0900. The lifeboat was refuelled and back on her mooring, ready for service, at 1130.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Second Coxswain/Mechanic J. Brendan Madden. A letter of appreciation signed by Rear Admiral W. J. Graham, director, was sent to Noble Ruddock.

East Division

Two calls

NEWTON AUXILIARY COASTGUARD informed the honorary secretary of **Craster** lifeboat station at 1100 on Saturday May 1 that three men had moored their fishing boat at Newton Haven, a few miles to the north of Craster, and, trying to row ashore, had been blown on to rocks. Maroons were fired and the D class inflatable lifeboat was launched on service at 1110.

It was an overcast, gusty, morning with sleet showers and a near gale, force 7, blowing from north west. It was one hour after high water.

The inflatable lifeboat left harbour and headed north with Crew Member Keith Williams on the helm. Once Castle Point had been cleared the full weight of the wind was felt and in seas

which were rough, short and broken speed had to be reduced to half. As the lifeboat approached Newton Haven, Crew Member Neil Robson, the more senior man with greater local knowledge of the outlying rocks, took over the helm. The three fishermen were sighted, stranded on the rocks, and by 1120 the lifeboat was being taken in towards them.

Just at that time an RAF Sea King helicopter arrived overhead and the lifeboat held off while a winchman was put down to check the situation; it was decided that the lifeboat should take off the fishermen. So, unlocking the outboard engine and holding it in position to reduce the danger of damage among the rocks, Helmsman Neil Robson approached from the lee side and, by 1140, the three fishermen had been safely taken aboard the lifeboat. The seas at this time were five to six feet high.

The survivors were landed in Newton Haven Bay and the lifeboat returned to station, arriving at 1230. She was re-housed, refuelled and ready for service by 1240.

A quarter of an hour later Newton Auxiliary Coastguard reported to Craster honorary secretary that a dinghy had capsized off Newton Haven after hitting a submerged rock and a man had been thrown into the water. Manned by the same crew as before, Craster's D class inflatable lifeboat was launched on service again within minutes.

With the wind still north west force 7 and the seas rough, the lifeboat once again made the passage to Newton Haven, arriving at 1310. She started a search of the area but, finding no one, beached at 1330 for further information. A woman who had seen the incident told the lifeboatmen that the man from the dinghy had managed to get ashore.

By 1400 the inflatable lifeboat was back at station and by 1430 she was re-housed. As, on the return passage, loss of engine power had been experienced, the boat was put off service until repairs could be made. She was back on service again by 1600 the following day.

For this service framed letters of thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Helmsman A. Neil Robson and Crew Member J. Keith Williams.

Scotland South Division

Dinghy capsizes

A LIFEBOATMAN, John Strachan, who is skipper of a ferry running from Largs Pier to Cumbrae, and Matthew Ramsay and Donald McMillan, skippers of fishing vessels *Sea Nymph* and *Mhari Bhan*, who were mooring their boats at Largs Pier, heard shouts at about 1755 on Wednesday October 7, 1981, and saw that an 8ft dinghy had capsized between the pier and the lifeboat slip-

way; the dinghy had just left the 30ft motor vessel *Sea Witch* which was moored about 150 metres from the shore. It was a squally afternoon with a fresh to strong breeze, force 5 to 6, blowing from north west. The sea was rough.

The skippers of the two fishing vessels immediately put to sea while John Strachan and another lifeboatman, Henry Crawford, ran to Largs lifeboat-house and fired the maroons. The station honorary secretary arrived and within minutes the Atlantic 21 rigid inflatable lifeboat was launched manned by Helmsman Henry Crawford and Crew Members John Strachan, Ronald Forrest and Alan Currie.

The Atlantic 21 had reached the area by 1802 and one man was rescued almost immediately with help from *Mhari Bhan*. Another man was clinging to the rudder of a moored boat; the lifeboat could not get close enough to grab him, so Crew Member Strachan, seeing that the man was exhausted, immediately jumped into the water with a lifeline and supported him until they were both picked up by the lifeboat. The two survivors were landed on the beach, but John Strachan, although wet and cold, remained aboard the lifeboat until the end of the service.

A third survivor was picked up by *Sea Nymph* and the Atlantic 21 took this man aboard and landed him on the beach. A doctor and ambulance were standing by and all three survivors were taken to hospital.

There had been a fourth man in the capsized dinghy but nothing had been seen of him. The Atlantic 21 returned to the area to search together with *Mfvs Mhari Bhan*, *Sea Nymph* and *Girl Jean* and pilot cutter *Ganstock*. A helicopter, scrambled from HMS *Gannett* at 1829, arrived overhead at 1856; Ardrossan Coastguard mobile arrived at 1843 and organised shore parties; the fire service arrived at 1915 and set up lights on the beach; Largs Pier staff and many others were helping. Despite a thorough search from sea, air and land, however, no sign could be found of the missing man and at 2022 all services were stood down and the search called off.

The Atlantic 21 returned to station at 2025. Throughout the service Helmsman Crawford had had some difficulty in manoeuvring in the rough weather as the port engine of the lifeboat had seized on launching because of gearbox failure. On the lifeboat's return, Fleet Mechanic George Miller fitted a new gearbox and tested it. The lifeboat was then refuelled, washed down and re-housed.

For this service a letter of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, was sent to Crew Member John Strachan. In another letter, addressed to Mr J. Duffield, Largs honorary secretary, Admiral Graham expressed the Institution's appreciation to Helmsman Henry Crawford and Crew Members Ronald

Forrest and Alan Currie and all members of the team who had helped in the search.

The next day, Thursday October 8, the Atlantic 21 launched again at 0800 manned by Helmsman Henry Crawford and Crew Members Colin Grant and William Anderson; they took out Crew Members John Strachan and Stewart Smith, both of whom are qualified divers, with their diving equipment. The body of the missing man was found and recovered. The lifeboat returned to station at 0910 and was re-housed at 0915.

East Division

RSPCA award

ON WEDNESDAY August 12, 1981, **Hunstanton's** D class inflatable lifeboat was called to a speedboat which, unoccupied except for a dog, was spinning round and round out of control off South Beach. The man who had been driving it had fallen over the stern after the water skier he had been towing had also fallen; both had been recovered from the water before the lifeboat arrived. With great difficulty, Crew Member Arthur Osborne was put aboard the speedboat, brought it under control and landed both the boat and the dog, a spaniel, safely on the beach.

For this service, which was reported in the spring 1982 issue of the *THE LIFEBOAT*, the Royal Society for the Prevention of Cruelty to Animals has awarded a certificate of merit to Helmsman Alan J. Clarke and Crew Members Arthur E. Osborne and John Connors.

Scotland South Division

In rock cleft

WHILE ON PASSAGE from Carrick Fergus to Portpatrick on Monday August 3, 1981, the 32ft motor sailer *Maureen II* suffered engine failure. She continued under sail but, trying to enter harbour, she ran into difficulties and was carried on to rocks a quarter of a mile to the north.

Clyde Coastguard informed the deputy launching authority of **Portpatrick** lifeboat station of the situation at 0615. Maroons were fired and Portpatrick's 47ft Watson lifeboat *The Jeanie* slipped her moorings at 0632 under the command of Staff Coxswain Tom Beattie. A cliff rescue team was also called out and approached the casualty from the cliff top.

There was a gentle breeze, force 3, blowing from the south west but the sea was moderate with a fair swell running. The tide was on the ebb.

When the lifeboat reached the scene, at 0650, she found that *Maureen II* was in a rocky cleft, being thrown on the rocks either side by the sea, and it would be impossible for *The Jeanie* to approach her. Rocket lines were tried

but failed, so Robert Tyson, who had gone out with the lifeboat crew, volunteered to take a line across. He swam the 100 yards to the yacht with a line and passed it to a member of the cliff rescue team who was already on board; he himself was helped ashore and up the cliff by the CRE team. The line was made fast, the yacht pulled off the rocks to safety and then taken in tow by the lifeboat back to Portpatrick. The two boats arrived at 0710 and the three adults and two children on board were taken ashore. The lifeboat was back on her moorings, ready for service, at 0722.

For this service a letter signed by Cdr Bruce Cairns, chief of operations, expressing the Institution's appreciation to Robert Tyson was sent to Portpatrick station honorary secretary, Mr D. P. Brookes.

West Division

Yacht aground

HEARING, just after 1700 on Sunday September 13, 1981, that a yacht had grounded on the training bank off Buoy C6, Helmsman Edward Brown telephoned the honorary secretary of **New Brighton** lifeboat station. Almost immediately, as preparation was being made to fire the maroons, a request came from Liverpool Coastguard to launch to the aid of the 28ft steel hulled yacht *Blue Tango*.

At 1712 New Brighton's Atlantic 21 rigid inflatable lifeboat was launched manned by Helmsman Brown and Crew Members Anthony Clare and Robert Robertson. It was a fine, clear evening but with a fresh to strong breeze, force 5 to 6, blowing from west south west and gusting to near gale, force 7. The sea was moderate to rough and there was a moderate west-south-westerly swell. The forecast was that the weather would deteriorate.

Blue Tango was hard aground on the west training bank, seven miles north north west of the lifeboat station. On arrival, the Atlantic 21 ran the yacht's kedge anchor out into deeper water to the west to prevent her drifting further ashore as the tide rose, and shipping was asked to ease speed in passing.

At 1900, after a good deal of bumping and surfing in the heavy sea and swell in the making tide, the yacht came afloat. The anchor held at first but then started to drag and the yacht knocked across the training bank to the east. The Atlantic 21 lifeboat went round the end of the bank to meet her and escort her into the channel. In view of the deteriorating weather, however, and the yacht's slow progress, the lifeboat towed her to Alfred Basin. The lifeboat returned to station at 2100 and was rehoused and once again ready for service by 2130.

For this service a letter signed by Commander Bruce Cairns, RNLI chief



Padstow: On the morning of January 26 the local fishing vessel *Lamorna* ran into difficulties when a rope got wrapped round her propeller about three quarters of a mile off Newquay Head. She put out an anchor to await help from another fishing vessel. The weather was deteriorating, however, and a north-westerly gale was forecast, so Padstow lifeboat, the 48ft 6in *Oakley James* and Catherine Macfarlane was launched to her aid at 1129 under the command of Coxswain Trevor England and with a diver on board. *Lamorna* was taken in tow to Newquay where the diver, Mr A. Bradley, went overboard and cleared the fouled rope, freeing the fishing boat's propeller. photograph by courtesy of B. S. White

of operations, was sent to Captain J. A. Billington, New Brighton station honorary secretary, expressing the Institution's appreciation to Helmsman Edward B. Brown and Crew Members Anthony G. Clare and Robert F. Robertson.

Scotland South Division

Rising tide

RAMSEY COASTGUARD informed the honorary secretary of **Silloth** lifeboat station at 1255 on Thursday February 11 that a man was stuck in the salmon nets at Dornock, two miles east of the River Annan, on the north side of the Solway Firth. At 1310 Silloth's Atlantic 21 rigid inflatable lifeboat launched on service manned by Helmsman Colin Akitt and Crew Members Ashley Litt and Philip Satterthwaite.

The weather was fair with a moderate to fresh breeze, force 4 to 5, blowing from west south west. The sea was choppy with a heavy swell. It was two hours before high water.

The casualty was one of the three wildfowlers who had walked out to examine the terrain. The tide was rising and the man and his pointer dog were stranded when a gully filled with water. His friends advised him to go to the T section of a salmon net while one of them went to dial 999. At this time it was estimated that there was about six feet of water below him. As the sea gradually deepened he climbed towards the top of the post, eventually having to release his dog, which swam ashore. He clung to the post for almost an hour.

When the lifeboat arrived, at 1336 the wildfowler was clinging to the top of the

T section of the post in about 30 feet of water and about 60 yards from the shore. The tide was extremely fast running and the nearest the lifeboat could be brought to the post was 10 to 12 feet; by this time the man was also suffering from the effects of exposure.

Crew Member Litt climbed along the top rope of the salmon net through a current described as ferocious and brought the man safely to the lifeboat; during the passage to Annan, where he was transferred to an ambulance, the wildfowler was treated for exposure and hypothermia. The lifeboat was back on station at 1442.

For this service a letter of appreciation signed by Commander Bruce Cairns, chief of operations, was sent to Crew Member Ashley Litt. In a letter to George G. Egdell, Silloth honorary secretary, which was accompanied by a donation to the Institution, the survivor wrote:

'I suppose it was a routine job for the crew, but I can assure you for myself it was the opposite. I will not forget sighting the boat on the horizon and landing in the bottom of the lifeboat freezing with cold . . . Once again will you express my sincere thanks to all your lads at Silloth and throughout the RNLI.'

West Division

Running into danger

ON THE AFTERNOON of Friday September 11, 1981, the 26ft yacht *Kerry* left Douglas, Isle of Man, bound for Glasson Dock, Lancaster, crewed by two men. Although the weather and visibility were good, there was a fresh to strong breeze, force 5 to 6, blowing from the south west and the sea was rough and

one of the crew became badly affected by sea sickness. The yacht's owner tried to start the boat's engine but could not do so.

At 1927 *Kerry* called Ramsey Coastguard on VHF Channel 16 and was given a course to sail for Douglas, but as she approached land it became clear that her single-handed skipper would be running into difficulties and would need help. At 2015, when the yacht was some three or four miles off Douglas, Ramsey Coastguard telephoned the honorary secretary of **Douglas** lifeboat station, and at 2034 the 46ft 9in *Watson R. A. Colby Cubbin No. 1* launched on service under the command of Coxswain Robert J. Corran.

The lifeboat came up with *Kerry*, still under sail, at 2130 and with some difficulty because of the considerable movement of the two boats in the swell, Crew Member Steven Unsworth boarded the yacht to help. He lowered the sails, a tow line was passed and the yacht was taken to Laxey, where a doctor was waiting. The lifeboat returned to Douglas and was once again housed and ready for service at 2300.

For this service a letter of appreciation signed by Cdr Bruce Cairns, chief of operations, was sent to Crew Member Steven Unsworth.

South West Division

Fishing boat capsized

A TELEPHONE CALL was received by the honorary secretary of **Penarth** lifeboat station at 1311 on Friday September 18, 1981, from The Mumbles Coastguard requesting the launch of the lifeboat: a message had come on VHF Channel 16 from the sand dredger *Bowqueen* reporting the sighting of two people clinging to an upturned boat (later found to be an 18ft GRP fishing boat) half a mile west of Ranie Buoy off Lavernock Point. Maroons were fired and at 1321 Penarth's D class inflatable lifeboat was launched manned by Helmsman Callum Couper and Crew Members Robert Ryan and Michael Hill.

It was an overcast afternoon, but clear, and a fresh breeze, force 5, was blowing from the south west. It was nearly three hours after high water.

The passage south to Ranie Buoy, in sheltered waters, was made at full speed. At the Ranie, however, the sea state was more severe, with wind against tide causing a rough, confused sea. Speed was reduced to enable a proper lookout to be maintained and to ensure that no unnecessary stress was

placed on either the boat or the crew.

While searching off the *Ranie*, the lifeboat was told by the Coastguard that *Bowqueen* was alongside the casualty. The sand dredger was sighted about two miles to the south west; course was set for her and despite the moderate to rough short, steep head seas, up to five feet high, full speed was maintained throughout the passage.

When the lifeboat arrived at the casualty she found that there had in fact been three men aboard the fishing boat. *Bowqueen* had recovered one of them but the other two men, too cold to help themselves, were clinging on, head and shoulders above water, to a safety net which had been hung down over *Bowqueen's* port side.

Bowqueen was stopped in the water heading east north east so that, as the lifeboat came alongside the safety net, she was in the sand dredger's lee. The two survivors were extricated from the net, not without difficulty, and taken on board the lifeboat. Each was helped into a survivor's lifejacket, positioned low in the boat and covered with an exposure sheet to prevent further heat loss.

Helmsman Couper was intending to

continued on page 141

LONG SERVICE AWARDS

THE LONG SERVICE BADGE, introduced from January 1 this year for crew members and shore helpers who have given active service for 20 years or more, has been awarded to:

Aldeburgh

Coxswain W. V. Burrell, BEM
Second Coxswain S. Strowger
Motor Mechanic N. A. Saint
Crew Member F. S. Sharland
Tractor Driver M. H. Smith
Shore Helper E. A. Strowger
Shore Helper R. W. Wood

Amble

Second Coxswain R. Stewart

Barmouth

Coxswain/Assistant Mechanic G. K. Jeffs
Motor Mechanic D. W. Davies
Second Assistant Mechanic E. E. K. Griffith
Crew Member D. L. Griffith

Clacton-on-Sea

Coxswain A. C. Harman
Motor Mechanic E. C. Cobb

Exmouth

Coxswain B. L. Rowsell
Motor Mechanic B. Bradford
Crew Member P. N. Rowsell

Flamborough

Coxswain J. R. Major
Second Coxswain R. W. Emmerson
Crew Member D. R. Emmerson
Crew Member J. Major

Fowey

Coxswain B. Willis
Motor Mechanic F. G. Webber

The Lizard-Cadgwith

Coxswain/Mechanic P. R. C. Mitchell
Head Launcher I. A. Hill
Winchman S. C. Watkins

Lytham-St Anne's

Coxswain A. Wignall
Second Coxswain B. Gill
Crew Member H. Bamber
Tractor Driver A. Broxup

Margate

Second Coxswain/Assistant Mechanic
D. E. G. Lacey

The Mumbles

Coxswain L. D. Scott, BEM
Second Coxswain/Mechanic A. R. Jones
Assistant Mechanic B. J. Jeffery
Crew Member A. D. Lewis

Newcastle (Co Down)

Coxswain M. Leneghan
Second Coxswain W. S. McCullough
Motor Mechanic G. Murphy
Assistant Mechanic J. Smith
Tractor Driver M. McKibben

New Quay (Dyfed)

Coxswain D. W. Evans
Second Coxswain E. I. Evans

Padstow

Coxswain T. R. England
Motor Mechanic H. E. Murt
Crew Member A. J. May

Plymouth

Coxswain J. Dare
Motor Mechanic C. Alcock
Crew Member J. W. H. Sheldon

Port Erin

Coxswain P. Woodworth
Second Coxswain E. N. Sansbury

Porthdinllaen

Coxswain G. J. Jones
Assistant Mechanic I. H. Griffiths
Crew Member J. P. Bentley

Portrush

Coxswain J. Stewart
Second Coxswain R. McMullan

Port St Mary

Coxswain/Mechanic A. N. Quillin, BEM

Pwllheli

Coxswain W. D. McGill
Second Coxswain/Mechanic O. Roberts

Ramsey

Motor Mechanic J. H. Kneale

St Helier

Motor Mechanic R. L. Bérézai

St Ives

Coxswain T. Cocking (Snr)
Second Coxswain J. N. Perkin
Assistant Mechanic D. L. Smith
Crew Member J. L. Tanner
Crew Member J. B. Thomas
Head Launcher J. Benney
Shore Helper F. Cocking
Shore Helper J. G. Uren

St Mary's

Coxswain M. Lethbridge, BEM
Second Coxswain E. R. Guy
Motor Mechanic W. Burrow
Assistant Mechanic W. H. Lethbridge

Sheringham

Coxswain R. H. West, BEM
Bowman J. W. West
Motor Mechanic B. J. Pegg
Assistant Mechanic B. Middleton

Teesmouth

Coxswain W. Carter
Motor Mechanic D. Robinson

Torbay

Coxswain A. L. V. Curnow

Walmer

Crew Member L. G. Coe

Further recommendations for the long service badge are under consideration.

Yes, I'd do it all again

by Rosemarie Ide

A LIFEBOATMAN'S HOUSEWIFE—AND PROUD OF IT

IT WAS ONE of those glorious days. A day to be taken out and inspected and admired now and then in years to come. It would make one feel warm and good all over again. A glad-to-be-alive day. The sun was shining, not a cloud in sight, flowers in bloom everywhere, even the sea had that extra sparkle. Birds singing and people *en route* to the bus stop seemed warm and affectionate, passing the time of day. Troubles seemed far distant. Why on a day such as this you could even doubt their existence.

It was while we were living at Dover. My husband, Frank, had a day off and we were taking the children on a long-promised trip to Folkestone. I know, it is only seven miles, but to us it was like a trip to the unknown hinterland.

We got on the bus, paid our fares and sat down in great anticipation. The children, five in all, two of them a nephew and niece who had come to live with us when they lost their parents, were chattering excitedly about building sandcastles and having ice cream and, of course, about the picnic we would have. Dover beach is all pebbles and going to build sandcastles on the sandy beach of Folkestone was to them a very exciting prospect.

The driver had a couple of minutes in hand and just sat and admired the scenery. Then it happened.

Bang! Bang! The maroons went off! A lifeboat call!

Ah well, I thought smugly, not for us today. Frank is on leave. Within an instant my husband was up and away, a fast-running and fast-disappearing figure in the distance.

There was hush all around, everybody looking at one another. A mixture of disbelief and amazement on their faces. The children, all five of them, started howling their disappointment. Then all at once the other passengers resumed talking in subdued voices and casting strange looks in our direction. I could cheerfully have strangled the driver of that bus in those few seconds for leaving the doors open, such fury and disappointment was within me. However, the bus started up. I had to calm and quieten the children and the puppy, which of course, had to accompany us on this dangerous and adventurous trip to build sandcastles. And we were on our way—minus Daddy.

I should have known better than to have expected everything to be easy and straightforward. I had been a lifeboat wife for some years by that time. I was not a greenhorn any more. But there had been a relatively quiet spell, quite a number of weeks in fact when nothing out of the ordinary had happened. Just the daily routine of going to the boat and seeing that everything was in order and ready for the 'off'. You get lulled into a false sense of security in those weeks. It is almost to be compared with the daily task of keeping house. Visitors

to the lifeboat station turn up in those times, people on holiday who have a nostalgia for lifeboats, VIPs who have a vested interest and want to acquaint themselves in person. And, of course, coastguards and other lifeboatmen not just from Great Britain but from all over the world come to call.

The RNLI is a countrywide and yet closely-knit old fashioned family. It is unique. There is no other organisation quite like it. It is, as you know, a charity and survives solely on voluntary contributions. Everybody gives freely and willingly, even people who have not the remotest connections with the sea. When you stop to think about it, it is absolutely amazing. Long may the spirit of it all survive.

I came to be a lifeboatman's wife quite unexpectedly. Frank was a sailor in the Royal Navy when we met and eventually married. I say *eventually* with a smile now but it wasn't funny at the time. They say the course of true love never runs smooth and it certainly proved to be so for us. But to be fair it wasn't truly our doing; it was Cyprus, that little country in the Mediterranean.

Our banns were duly posted and I was looking forward to our wedding day. My husband-to-be was serving in HMS *Albion* at the time. She had just completed a major refit and was on trials up around Scotland. However, there was trouble in Cyprus and *Albion* was sent out with troops or supplies; then it was decided that she should continue straight on with her planned trip to the Far East. Of course, this was good sense but it made me feel very sorry for myself at the time.

However, we did manage to get married in the end, and married life started conventionally enough. Then, just as we were expecting our very first baby, Frank was posted to the Far East for another 18 months. He was to join HMS *Cook* surveying the oceans around the Gilbert and Ellice Isles.

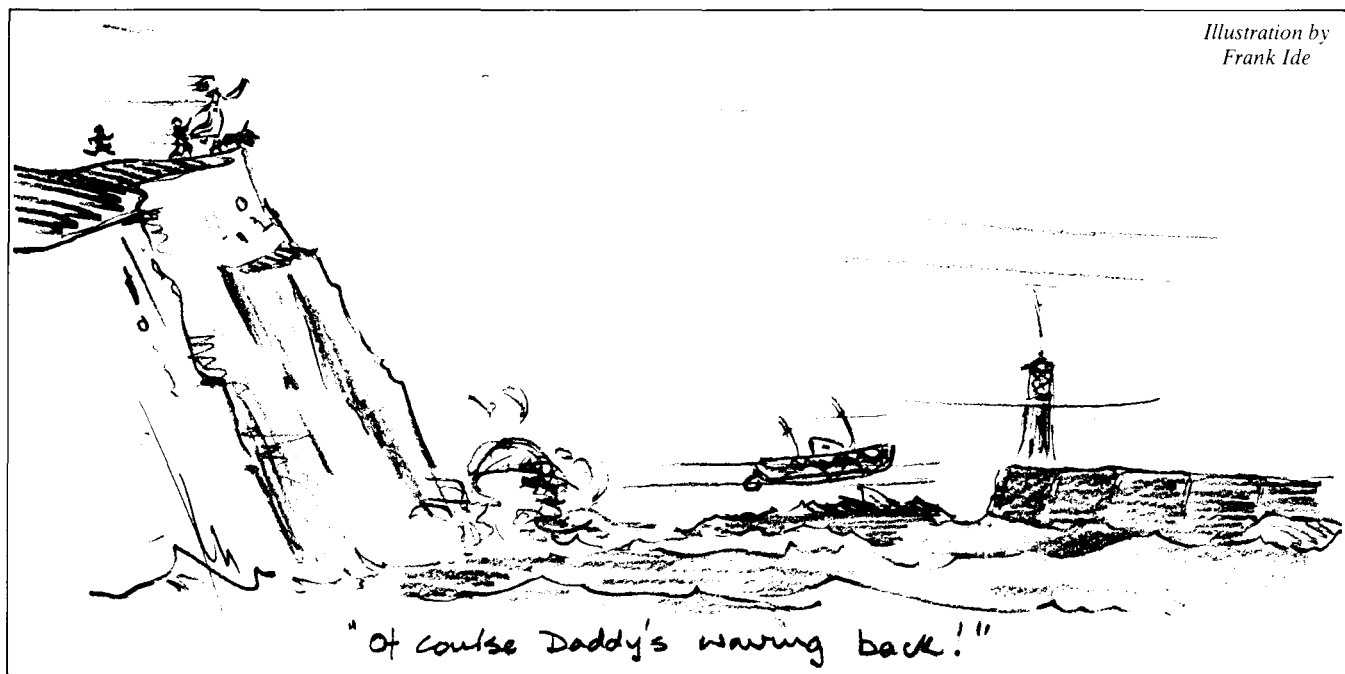


Illustration by
Frank Ide

When our baby was a few months old, Frank wrote to say that he was hoping to buy himself out of the Navy and, with luck, become a full-time crew member in the RNLI, if I had no objections. Of course I hadn't. He would be home at last. No more long separations. I was all for it and wished him luck, though I must admit that at that time I had extremely vague ideas of what the RNLI stood for.

Well, everything went according to plan. Frank left the Navy and joined the lifeboat service. The first few months in his new job he spent travelling from lifeboat station to lifeboat station relieving when people were ill or on holiday. But we were longing to have a station of our own. To be together like a proper family. Also I was by now expecting our second baby and the matter of settling down somewhere seemed quite urgent to me.

There is usually quite a long wait for a full-time post at a station to become free. The full-timers, the coxswain/mechanics or just mechanics, stay in their jobs until they retire. Very loyal employees are the lifeboat lads. But occasionally somebody is ill and cannot carry on or some other circumstances arise so that they have to leave. As I said, it does not happen very often and our hopes were not set too high. But Lady Luck was on our side. Tynemouth needed a new mechanic and Frank got the job.

Tynemouth

I had never heard of Tynemouth and having always lived in the south of England, Northumberland sounded like the end of the world to me. But at last here was the chance for our gypsy life to come to an end and I couldn't have cared less if it had been Timbuktu.

Our second baby, another boy, was a fortnight old when we departed for Tynemouth. While I was in hospital, Frank had shipped our belongings, such as they were, up north. The morning we got on the train we acquired a dog at the last moment. He was mum-in-law's really, but had taken a fancy to us and refused point blank to stay behind. So a last minute ticket was purchased for dog and we were on our way. We must have been quite a spectacle, for when we arrived at Waterloo Station the porter who came to help us did a sort of double take. Going by taxi to Kings Cross was something of a performance, too, what with the baby, dog, pram and toddler, and snow storms raging all around. The driver was kindness itself and I am eternally grateful to him.

We finally arrived at Tynemouth about teatime, having been under way since seven in the morning. It was pitch dark, blizzards still blowing and not a soul in sight. This surely isn't still England, I thought to myself. Perhaps we had landed, by some quirk of fate, in Outer Mongolia.

We finally managed to get hold of a taxi and set off for our new home. It

Frank and Rose Ide at Poole lifeboat station with their two younger sons, John (r), on leave from the Navy after serving with the South Atlantic Task Force in HMS Glamorgan, and Bob (l), a member of Poole lifeboat crew. Frank and Rose's eldest son, Jim, was away from home, serving in the Army.



was perched right on top of a cliff known as 'Spanish Battery'. Our boys used to call it 'Bunny-Bats'. Today, all these years gone past, it is still known as 'Bunny-Bats' in our family.

We didn't get battered by any Spaniards I am pleased to say but the winds showed us no mercy come summer or winter. Right across the North Sea they used to blow, great gusts of them. Drying washing out of doors I finally came to accept as an impossibility. If it managed to stay longer than half an hour on the line it just got covered with a layer of oily soot blown up from ships going about their lawful business up and down the River Tyne. Cleaning windows was an equally fruitless task. The sea would bash itself to pieces on the lighthouse below and the spray come right up and undo all my hard work in seconds. There was nothing much to see out of the front windows anyway, just miles and miles of empty ocean all the way to Norway. So we settled into life on station.

Perhaps this may be the time to elaborate a little more on lifeboat stations in general. Where there is a large lifeboat there is always one full-time crew member, the coxswain/mechanic or mechanic depending on the type of boat and local circumstances, and many volunteer crew members. Although only five to seven people are needed to man a lifeboat the great number of volunteers ensures that there are always enough lifeboatmen available should there be a call-out. Very keen and enthusiastic gentlemen they are, giving up a great deal of their spare time.

Then we have the honorary secretary. A very put-upon gentleman (and occasionally even lady). The 'hon-sec' is the person who usually authorises a launch and copes with mountains of paper work, taking care of all the background things which make sure that all wheels run smoothly. There is also a local committee and, of course, the honorary treasurer who deals with the financial side of the station's affairs.

All these people give their time free. The volunteer crew members do get a small token payment on actual call-out or exercise; just about enough to pay for the next round in their favourite 'local' where the postmortem takes place later.

On many stations the crew have a weekly get together. This is mainly to keep in touch as often call-outs are many weeks apart. A great number of cups of tea are consumed at these meetings and that is about all I know about it as a mere wife. Later on, during the evening, the lads repair to their aforementioned local, and ladies are very welcome to join in. I look forward to these evenings. They are an opportunity to catch up with all the latest gossip, swap knitting patterns and diets: a general putting of the world to rights.

Over the years, I have come to the conclusion that lifeboatmen are not made, they are born. They seem to have that extra little ingredient in their bloodstream. Even for the full-time members it is not just a job, it is a way of life. For the whole family, I may add.

A full-time man is entitled to one weekend off a month, which often he doesn't bother about. And, of course, his holiday. But apart from that his hands are tied for 24 hours round the clock. Not that he would want it any other way. How could anybody look after his boat as well as he can? Even on holiday, a much needed break, you find your lifeboatman fretting over the welfare of his beloved boat. To any future lifeboatman's wife, I give you this advice: it is no use fighting against it. You will only create great unhappiness for yourself.

In years gone by the local fishing community used to man the lifeboat. But the winds of change have taken their toll here, too. There are not so many small fishing communities as there used to be and our help now comes from all walks of life: company directors, builders, shopkeepers, engineers . . . the list is endless. There are many more volunteers than could ever be accommodated.

Now we come to the actual call-outs. These are no respecters of time or place. Their motto: the more inconvenient the better—literally. I know of one lifeboatman who went to sea in his pyjamas; a very chilling experience, I'm told. Many a man has raced to the boat with his pockets stuffed full of roast potatoes, the only part of Sunday lunch he would enjoy that day. To be caught in the bath is also quite common. Very dire threats may well be muttered in

the direction of the unknown casualty.

However, this is only a momentary reaction and no lifeboatman would ever refuse to go no matter what the weather or the circumstances. Not to go is absolutely unthinkable. So, if ever you find yourself in a tight spot or any sort of trouble round our coastline, never hesitate to fire that flare you should be carrying, or call for help over the radio. Or, if you are on shore and see someone in difficulties, go to the nearest telephone, dial 999 and ask for the Coastguard. They will take it from there.

But please be sure of your facts before you take any steps and please do not become another hoaxer. Their number is plentiful already. But hoaxers apart, there is also the natural human error to contend with. For instance, one Christmas the little town of Wareham in Dorset, just up the river from Poole, organised a lovely party for the local children. Father Christmas, of course, was expected and his arrival was heralded by the firing of a red flare. Several people spotted this flare and quite naturally assumed someone was in trouble. The Coastguard was alerted and in due course Poole's Dell Quay Dory lifeboat was launched.

This dory is a small, three-man boat, just right for Poole Harbour with its large areas of shallow water and its little islands. The lads searched for some hours with no result and finally retired for home. But all the time with the nagging doubt that perhaps they had missed a little corner somewhere. It was not until two days later that it was established where the flare came from and everyone relaxed once more. Now firing a flare in honour of Father Christmas's arrival is no crime but why didn't someone inform the Coastguard, the honorary secretary or the local coxswain of this impending event? It would have spared a lot of people a lot of worry. Never mind getting frozen charging about the harbour on a cold night in a small open boat. Nevertheless, lifeboatmen would far rather be called out on wild goose chases than miss one single genuine distress call.

But, of course, I didn't know any of this when we first arrived in Tyne-mouth. Nor did I know anything about foghorns! I recall one nice, sunny forenoon, a bell was tolling, slow and mournful for hours on end. Having lived as a child in a small village in Germany where bells were tolled when someone died, I thought to myself as I went about my housework,

'Somebody really important must have passed on, this bell's ringing for such a long time.'

I said as much to my husband when he came home for his lunch. He looked at me with a really puzzled face and then burst our laughing.

'That's the fog bell on the groyne below! That's no church bell!'

'But it's not foggy,' said I.

'Up here it isn't, no. But down below it's a real peasouper.'

The one thing I very much miss now is the never-ending sweep of the beam of light from the lighthouse down below. It gave me a very comfortable feeling watching it on its journey across our bedroom walls. A little pause of darkness and then it started all over again.

Life went on in its usual fashion for quite some time. Actually Tyne-mouth lifeboat station is not truly in Tyne-mouth. It is further down river, next to North Shields fishquay. And what a hub of life there always was there.

Our third son was born on that cliff top (and now, 17 years later, *he's* a lifeboatman). When he was a week old we moved down into the village. The reason for this move was not that we did not like it on top of our cliff. Quite the contrary. But the house itself was very damp. In many ways being on a more level base made life easier for me. I did miss my cliff top, but the new home was so much more comfortable and had the most wonderful neighbours anyone could wish for.

However, after we had lived in Tyne-mouth for some four and half years my husband was asked if he would like to be second coxswain/mechanic of a 44ft Waveney, one of the new fast afloat lifeboats. This would mean moving house once more. A different station!

It was a challenge and we accepted. I did have some doubts about the wisdom of yet another upheaval in our lives. I had much loved living in Geordieland. We had made many friends, were happy and contented with our lot. And I am not over fond of moving. Also, I never see our new abode until the day we move. The house goes with the job. But then it doesn't really very much matter to me where I live as long as I am surrounded by my nearest and dearest.

Dover

Finally everything was sorted out and we were off. Frank departed for Lowestoft to ferry the new boat to Dover, our new home town, and I took our three sons, two, four and six, to Newcastle and caught the train going south.

The boys behaved extremely well on that long train journey and I felt very proud. It's a very good morale booster when other people praise one's offspring. There was just a tiny scary moment. Our tortoise was travelling illegally in my sewing basket and when the ticket collector came the boys, of course, had to show Toby off. Good man that he was, he turned a blind eye and gave me a wink.

We enjoyed an overnight stop at Hastings with Grandma and next morning took the bus to Dover. The removal van was waiting for us. Nothing was too much trouble for the men; they were absolutely marvellous. They put my beds up for me and helped in all sorts of ways. I was very grateful.

It was the first day of July, the middle of a heatwave. I stayed up most of that night putting things in order. I found I

could work much better with the children fast asleep and I wanted everything as homely as possible for Frank's arrival two days hence.

One thing our new home had in its favour right from the very start: a lighthouse in full view. That first night, when I finally went to bed, I lay there too tired for sleep. Suddenly I realised I had once again a beam of light travelling across our bedroom walls. A little puzzled I went to the window and sure enough there was a *lighthouse* at the end of the pier making me feel very welcome indeed.

My husband arrived on the Saturday morning very tired having been at sea all night. Lifeboats are no cruise liners! We were glad to see him and very excited about our new home.

The new Dover lifeboat was provided by the Ancient Order of Foresters and she was to be named *Faithful Forester* by Princess Marina, Duchess of Kent, at that time the Institution's President. The big day dawned bright and clear but as it gathered speed, so did the winds. By early afternoon such a force was blowing that instead of coming by helicopter, Her Royal Highness had to complete the last lap by road. It was July and Dover is an extremely busy commercial port, so that there were inevitable delays—while at the harbour several pretty hats, whipped off by the wind, were bobbing and dancing in the waves.

Then the Princess arrived amid great cheering and all proceeded according to plan. The crew and their wives were presented to Her Royal Highness, who made us all feel very much at ease, before all repaired to the café at the end of the pier for tea. Princess Marina also had a ride in our new boat, and one way and another it was a most enjoyable day.

With such a wonderful start, we settled in happily once more, making many friends. Schools were found for two of our sons. Autumn term began and all became routine in our way of daily life. Or as much as it ever can be when you belong to the lifeboat service.

Dover, being *en route* to other stations, becomes a stopping over night spot for refuelling and a breaking up of long journeys for all sorts of lifeboats. And many a jolly evening was enjoyed by everyone. As I mentioned before, the service is a very close-knit family. Now and again we accommodated a lifeboatman for a week or so. The lads came to acquaint themselves with this new type of boat. Some weeks after one of these lads had departed, the Interflora lady arrived on our doorstep with the most enormous bunch of flowers I had ever seen, as a thank you. I was absolutely thrilled.

Now and again some disaster occurred in the English Channel, to which the Straits of Dover themselves form a bottle neck. It is a miracle to me that more—many more—collisions do not happen in that stretch of water between

France and Dover. Many ships ply up and down the Channel, not to mention all the ferries that cross it to French and Belgian ports. And, in between, are the whizzing hovercraft. On the radar screen in the Coastguard operations room the whole thing looks like one of those TV games gone berserk.

Sometimes in a good winter, with plenty of snow, the town of Dover gets cut off for a week or so. No traffic can get down those fairly steep roads. Another, to me, very curious thing often happened during the summer months. I would get up one fine morning and looking out of the window there would be thick fog which would last all day. Damp and miserable and cold. Yet on the cliff top there would be brilliant sunshine and clear blue sky. This never failed to amaze me.

We had lived in the good town of Dover for about five years when the question of moving was raised again. Apparently Poole, in Dorset was, like Dover, to get a new Waveney lifeboat. The old Poole boathouse on the quay would be closed down and the station moved to a new yacht marina in Lilliput. The reason: it would bring the boat much closer to the entrance to Poole Harbour. The then mechanic was due to retire so my husband was asked if he would move to Poole as coxswain/mechanic and establish the station at a brand new base with a brand new boat.

Here we go again, were my immediate thoughts. In the very first instant we were both quite excited, another challenge, but we decided to wait a few days and then sit down and think things out properly. And this we did. We 'to-ed and fro-ed', remembering friends left behind in Geordieland and knowing full well we would miss all our new-made friends in Dover. The children were older, too, and we had quite a number of pets now . . . Frank had his own little boat . . . We would stay put. No more moving.

It must have been somewhere about this time that I experienced the most frightening night of all the years we have been with the RNLI. The boat was out on a call. A filthy night it was too. Around midnight I went to bed with a book and a cup of coffee, trying to keep track of the lifeboat's movement on the marine band of our radio.

I must have dozed off for a while but was jerked wide awake by a lot of talking, urgent voices calling the boat up; the Coastguard calling ships, asking if any one was in radio or visual contact with Dover lifeboat, *Faithful Forester*.

I remember noticing the time, two o'clock in the morning. I rang the Coastguard. They were very kind and said not to worry. *Not to worry!* How could I not worry. The weather could not have been worse if it tried. A howling gale was raging outside. The rain just lashing down. The night went on and on. Endless it seemed to me. Nobody had heard or seen the boat for hours. Apparently she had just

vanished from off the face of the earth.

How could I tell our sons? How indeed, I thought, as I went to waken them ready for school. I just said there was a call-out when they asked,

'Where's Daddy?'

Being lifeboat sons, they took it at face value, thank God. I was busy with breakfast when our oldest said,

'Mum, I can hear Uncle Tony on the radio.'

Bated breath.

'Are you sure?'

'Yes, Mum. Come and listen.'

And so it was. At 7.40 am, loud and clear over the air. Never, *never* have I been happier to hear anyone's voice before or since. All my prayers answered. They were safe and sound. I didn't know whether to laugh or cry with relief. I did a bit of both actually, the boys giving me strange looks.

It transpired later that while a crew member was operating the radio the boat gave a violent lurch and all the wires were torn out, leaving them with no radio and no radar. Deaf and dumb in fact. And in such a pitch black, filthy night and very rough seas, who could possibly spot a 44ft boat? There have been plenty of scary times before and since but I hope never to experience a night like that again.

Poole

The months went by. Twice we received telephone calls:

'How would you like to move to Poole?'

The first time we said right away, it is very kind of you to consider us, but no thank you. We wavered a little the second time, but no, we were happy as we were, thank you just the same.

Then, some months later—you guessed—another call:

'How would you . . .?'

So we decided to go. We told the boys. Well, we certainly didn't expect their reactions. A united front of: How could we be so cruel? They would lose all their friends!

How about making new friends? got a very cool reception. Where was their spirit of adventure? from me, met with stony silence. So I called them a bunch of decrepid old men and got on with the packing. At the ages of nine, 11 and 13 that hit home! They apparently talked it over with their friends at school the next day, became the centre of attraction, and couldn't move fast enough!

'Are we moving next week?'

'No.'

'Why is it taking so long?'

'Because!'

'I don't think we'll ever move.'

'Then why am I packing?'

became the pattern of conversation for the next couple of months. The last week in Dover almost turned into one long round of farewell parties.

First of July 1974! Moving day! Was I glad and very exhausted. Mid-day and after seven years the time had come to leave Dover. Last minute doubts, last

minute panics. Why didn't that train come? And here it was at last. We were off! Frank and I, our three boys, Sam, our dog (strictly Heinz 57 pedigree), Emma, our lovely tortoiseshell cat and her kitten, the budgie and the canary. Toby, the tortoise, was travelling 'private', this time by courtesy of the removal van.

We reached Waterloo and boarded the train for Poole. Not long now, we said to ourselves. The weather was on our side, too; sunshine all the way. Then like a bolt out of the blue sky, the train came to a full stop, right in the middle of nowhere. Just fields all around. Eventually the ticket collector came through and told us that somebody had pulled the emergency cord and this in turn had put some vital piece of mechanism out of action.

Poole station at last, some two hours late. The gentleman who was to meet us had very sensibly gone home for tea, leaving a message and a telephone number. We rang the number. Said gentleman, a very kindly man, duly drove up to the station. Another taxi was also ordered, we represented quite a little gathering, and we were driven towards our new home. It was lovely, a nice cosy little house only five years old.

Next morning, as we waited for the removal van to arrive, the Interflora lady arrived with a beautiful bunch of flowers for me from friends in Dover and our next door neighbour made us a most welcome cup of coffee. And so started another chapter in our lives.

1974 marked the 150th anniversary of the RNLI and, a fortnight after our arrival at Poole, Norwegian, French, Swedish, Polish and German lifeboats assembled at the town quay on their way to Plymouth to take part in the International Lifeboat Exhibition which was one of the principal events of that celebration year. When all was ready, the fleet of lifeboats sailed out of the harbour armada style. In company with the foreign boats were four of the RNLI's modern lifeboats, including the new Waveney destined for Poole, with Frank in command of her. I felt very proud to belong to such a service. Very proud indeed. But the exhibition meant, of course, that Frank would be absent from home six weeks at least.

With our new house went a garden. My very first. In Tynemouth and Dover there had been just a bit out front. But this was a proper garden. I was delighted. At the time, the plot of land at the rear of our house resembled more an overgrown field thrown with builders rubble than a garden, but over the past eight years I have spent many very happy and exhausting hours out there. The shrubs are getting quite a growth now and I have made a pond, with a little assistance.

In 1974 the RNLI head office was also in the process of moving to Poole,

Continued on page 127

Skegness lifeboat station

1825-1982

A FAMILY OF FAMILIES

by Joan Davies



First lifeboat at Skegness, 30ft overall, was built by William Plenty. She is portrayed here going to the rescue of the brig *Hermione* in 1833. Coxswain Samuel Moody at her helm.

HOLIDAYMAKERS may come and holidaymakers may go, and at Skegness they do that by their thousands, but the town and its people have all the contentment and assurance of deep roots and long friendships. There is above all a sense of continuity which is well illustrated by the story of its lifeboat station.

It is a story told against a background of flat, spacious farmlands and wide smiling beaches, but for shipping the background is of an inhospitable coastline devoid of natural harbours and fraught with natural hazards.

Skegness stands on the Lincolnshire coast just north of The Wash: an area of sands and shoals. The Admiralty *North Sea (West) Pilot* describes the waters thus:

'The deep bight between the entrance to River Humber and Cromer . . . the upper

part of which is known as The Wash, is for the most part encumbered with numerous and dangerous sands, some of which fringe the coast, while others lie a considerable distance offshore; through these sands the several rivers which have their outlet in The Wash find their way at low water. The rapidity of the tidal streams in this bight, the low elevation of its shores, and the mist which almost constantly prevails, render its navigation difficult . . . The shoals and sands in The Wash are subject to constant changes . . . The tidal streams are strong . . . the rise and fall of the tide considerable . . . Soundings should never be neglected . . .'

The *Pilot* goes on to speak of the sandwaves which are liable to move horizontally and vertically so that their configurations change, and of how the rate and duration of the tides can be affected by differing winds or heavy rainfall.

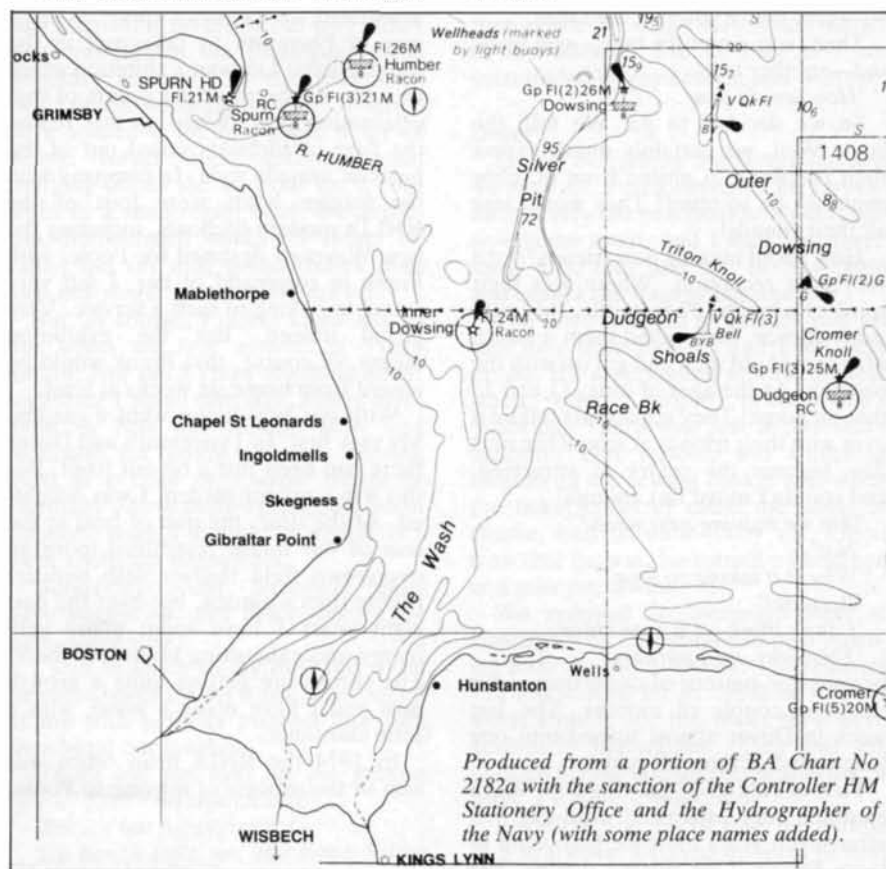
The Wash itself is formed by the estuary of several rivers on which stand the small commercial ports of Boston, Wisbech and King's Lynn, serving the fenland hinterland and exporting grain, potatoes, fertilisers and other farm produce. With its approaches of shoals, sandbanks and uncertain channels, it is a dangerous area for the seamen to have under his lee in gales from north through to east, but, if anything, high winds from the north west are even worse because of the turbulent seas they whip up.

These are waters which took a sad toll of the small trading vessels of the last century, plying to and from the ports of The Wash under sail, or on passage along the east coast. In the records of Skegness lifeboat station appear services to barques, ketches, schooners, sloops, brigs . . . On two separate occasions sailing vessels bringing a cargo of ice from Brevig to Boston ran aground on Dogs Head Sands; the brig *Starbeam* in 1888, in a snow squall, and the brigantine *Camilla* in 1895. Both boats, with the help of the lifeboat, eventually made port.

The hazards are still there today for yachts on passage and even for modern fishing vessels and coasters the *Pilot* emphasizes that a more than common degree of care is necessary. Without doubt the lifeboatmen of Skegness for the past 157 years have needed to know, and understand, their waters well.

While watching over passing shipping and yachts, the lifeboats of Skegness nowadays answer the many calls that inevitably arise on holiday beaches: rubber dinghies swept out to sea, bathers in trouble, sailing dinghies and small fishing boats in difficulties, outboard engines broken down, searches for missing people. Skegness itself has a population of 14,000, but on a fine bank holiday there can well be 100,000 people enjoying all that the town has to offer.

A number of 'shouts', particularly during the 1939-45 war, have been to search for crews from aircraft, perhaps running short of fuel, which have come down in the sea. Often there was



nothing the lifeboat could do, but in 1941 five airmen who had escaped into their rubber dinghy from a ditched Whitley bomber were successfully recovered and in 1943 two badly injured survivors were rescued from their dinghy following the crash of a Boston bomber. On one all-night wartime search the lifeboat found herself in a minefield. The mines, fortunately were clearly visible, for it was dead low water, and Coxswain George Perrin managed to get the lifeboat out of the danger area.

In November 1975 the crew of two of a Phantom aircraft, who had had to bail out, were safely recovered after what Neville Ball, the station honorary secretary, described as, '... the fastest launch I have ever seen ... they moved like lightning. ...' And Mr Ball, who has been honorary secretary since 1965, has lived in Skegness all his life.

In the story of Skegness lifeboat station, 1964 perhaps forms a good vantage point from which to look back and to look forward. It was in 1964 that a D class inflatable lifeboat was first established at the station—the boat which since then has launched to most of the 'holiday' incidents—and it was the year that the present 37ft Oakley lifeboat *Charles Fred Grantham* arrived. At her naming she was presented to the RNLI on behalf of her donors by the Earl of Scarborough; she was named by Admiral Sir Guy Grantham, who later became Governor of Malta; the vice-chairman at the time was Lt-Cdr F. S. W. Major; Wilfred Perrin was coxswain, Percy Grunnill was motor mechanic, Ken Holland was bowman. All these are among the family names knit into the history of Skegness and her lifeboat station.

From the beginning

Grunnill: there has been a Grunnill (spelt in different ways) in Skegness from the very beginning. The original Grunnill was the mate of a Danish trawler sailing from a village near Copenhagen who, some 250 years ago, was press ganged aboard a British man-of-war. He 'jumped ship' at the naval dockyard, Great Yarmouth, and walked round the coast until he came to the marshes of Lincolnshire. There he settled, fishing off the land. A small community gradually grew up and then, with the coming of the railways, it was the Earl of Scarborough of the day who recognised its potential as a holiday resort and encouraged its growth.

From 1825, when a William Plenty pulling lifeboat was allocated to this part of the coast by the RNLI, right up until today there has always been at least one Grunnill in the lifeboat crew, and sometimes as many as eight in the same boat: fathers and sons, uncles and cousins. The second coxswain today is Joel Grunnill, who joined the crew in 1939, first serving with his father, Wilf, who was motor mechanic during the war years.

The first Plenty lifeboat was managed by the Spilsby District Association, the scope of which was to be extended in 1827 so that it became the Lincolnshire Coast Shipwreck Association. In 1825 the boat was stationed at Gibraltar Point, a few miles south of Skegness, but in 1830, following the service to the sloop *Thomas and Mary* which struck Skegness Middle Bank, she was moved to Skegness itself where, in northerly or north-easterly winds, she was not so far to leeward. She continued to serve the community until 1864, when the running of the station was taken over by the RNLI. In those 39 years, 76 lives had been saved by the lifeboat or by lifeboatmen in their own boats.

For his 'conspicuous exertions' on the service to *Thomas and Mary*, when he had boarded the wreck to free two frozen survivors from the rigging, John Grunnell received special mention; and he himself had been pulled to safety by Sam Moody, soon to become coxswain. In 1838, Lincolnshire Association medals were presented to Crew Member Grunnell and Coxswain Samuel Moody who, after the lifeboat had been driven ashore by huge seas, had rushed into the surf and rescued the last survivor of the sloop *Boyne*, wrecked between Skegness and Ingoldmells.

Perhaps the two most renowned Grunnills were Matt and Mont. Matthew Grunnill served the RNLI in one way or another for 60 years. At the age of 16 he joined the crew of the Chapel St Leonards lifeboat, further north up the Lincolnshire coast, while his father was coxswain; he himself later served first as second coxswain and then as coxswain at this station before joining the Skegness crew. He became second coxswain of Skegness lifeboat in 1900 and served as coxswain from 1908 until 1932; that was the year in which the first motor lifeboat, the 35ft 6in Liverpool *Anne Allen*, came to the station. Montague Grunnill, Matt's nephew, was a lifeboatman for 41 years and he served with his uncle as second coxswain from

1908 to 1932, and then on with Coxswain George Perrin until 1934.

In 1912 Matt and Mont were both awarded silver medals by the King of Norway for the rescue of six Norwegians and two Swedes from the Norwegian brig *Azha*, which ran on to Skegness Middle Bank on a bitter November day. That was one service when eight of the 17 crew of *Samuel Lewis*, a Liverpool pulling and sailing lifeboat, were Grunnills.

It is, perhaps, well to remember that lifeboat families, who do so much for others, may themselves be at the mercy of the sea. Mont's father, Edward, was lost in the sailing yawl *Shannon* in a squall off Skegness in the summer of 1893; one of his brothers was lost in the schooner *Wick Lassie* that same year and another was lost in a minesweeper during the First World War. One January day in 1905, when a shout came, the cry was, 'It's for Matt and Mont!' Their crab boat had been caught out in a gale, and they were narrowly saved from drowning by the lifeboat *Ann, John and Mary*.

Families . . .

Another of the local lifeboat family names to come down through the years is Moody. Samuel Moody we have already met; he was coxswain for 41 years, from 1830 to 1871. During that time he was awarded two silver medals; the first in 1851 for rescuing 53 people in 21 years; the second in 1854, for the rescue of nine men and the master's wife and child from the brig *Atalanta* which had gone ashore in very rough seas; the lifeboat had to be taken through huge breaking waves in the pitch dark to bring *Atalanta's* people back to land. Joseph Moody served as coxswain from 1877 to 1880, and John Smith Moody from 1900 to 1908. In 1875 another Samuel Moody, known as Skipper Sam, together with a coast-guard, George Chesnutt, was awarded the silver medal for the rescue of the master of the ketch-rigged barge *Star*,



Launch of Samuel Lewis towards the end of World War I by horses from honorary secretary Charles Grantham's farm. A driver sat on each horse, which was attached to the carriage by a trip link. As each horse approached deep water, his driver pulled a lanyard to trip the link and brought his horse safely back to the shore.



Launch from the beach of Charles Fred Grantham, Skegness's present 37ft Oakley lifeboat, by carriage and tractor.

Lifeboatmen of Skegness, past and present: (l to r) Coxswain/Mechanic Ken Holland, Crew Member Colin Moore, Second Coxswain Joel Grunnill, Crew Member Morris Hatton, former Motor Mechanic Wilfred Grunnill, Assistant Mechanic Johnny Strzelecki, former Motor Mechanic Percy Grunnill and former Coxswain Wilfred 'Bill' Perrin.

bound from Hull to Poole with a cargo of timber, which was driven ashore at Winthorpe Gap. The lifeboat had succeeded in taking off two men but the master fell overboard. Samuel Moody and George Chesnutt jumped into the breaking waves, brought the man to the side of the lifeboat and, supporting him, managed to hold on to her lifelines until she was driven ashore. Yet another Moody, Councillor Samuel Moody, JP, was branch chairman in the 1920s and early 1930s.

But to return to the families represented at the 1964 naming ceremony. The new Oakley lifeboat had been named *Charles Fred Grantham* after one of the station's most outstanding honorary secretaries, who was also the first chairman of Skegness's Urban Council. A member of a well-known family of Lincolnshire farmers, Charles Grantham came, as a young man, to farm in the marshes behind Skegness; he became honorary secretary at the age of 22, in 1882, and continued until his death in 1922. Throughout that 40 years, it was the horses from Mr Grantham's farm which drew the lifeboat carriage. In those days, there were lifebelts for the lifeboatmen and saddles for the horses at the boathouse, and just as it was the first men to grab the belts who formed the crew, so it was the first men who grabbed the saddles who became the drivers for the team of horses. It was Charles Grantham's son, Admiral Sir Guy Grantham, who performed the naming ceremony of the lifeboat named after his father.

Then there was the Perrin family. George Perrin, a Gibraltar Point man, had, in 1932, become coxswain of *Anne Allen*, the first motor lifeboat at Skegness, with Mont Grunnill as his second coxswain and Percy Grunnill as the station's first motor mechanic. George Perrin had first joined the crew in 1912, and had served in sailing smacks and steam trawlers as well as in trawler minesweepers, as mate, during the First World War; he was an exceptionally strong man, and it was said of him that he could put a man on a shovel and lift him up on to a bar. Also in his crew was his son Wilfred 'Bill' Perrin, who followed Mont as second coxswain in 1934 and his father as coxswain in 1947. After retiring as coxswain, George Perrin continued as head launcher until his death in 1952. Both father and son were fine and much respected seamen.

Bowman at the time of *Charles Fred Grantham's* naming was Ken Holland, a member of another old Skegness family; he and Joel Grunnill have been friends since their school days. Both were already helping as launchers before the outbreak of war in 1939, when Ken went into the Navy and Joel, with older lifeboatmen going away to the war, became a member of the lifeboat crew. Ken joined the crew when he was demobilised in 1946, became bowman the next year and followed Wilfred Perrin as coxswain in 1965; from 1969 he has been coxswain/mechanic. Deeply interested in the community in which he lived, Ken Holland has served it in more ways than one. As well as being a

lifeboatman, he became a member of East Lindsey District Council and also Skegness Town Council, and he has just finished his term of office as Mayor of Skegness. It was a very busy year for Ken and his wife Jean, but for both of them it was a year they look back on with great happiness. Whatever his civic commitments, however, while mayor Ken was always ready to leave any function at a moment's notice if the lifeboat was called out; it was arranged that someone should quietly let him know, so that he could just slip away. One of Ken's last engagements as mayor was to open a fine new Coastguard lookout at Winthorpe, at the north end of the town.

The present chairman of the branch, Philip Lill, was this year awarded the silver badge for his long and outstanding service. He has held the office of chairman since 1974 after 15 years as vice-chairman, and he is also a deputy launching authority, but his connections with the lifeboat station go much further back than that. There was one occasion, back in the 1920s, when at the time a call came for the lifeboat the horses were working at such a distance from the town that there was likely to be a delay. So the lifeboat was hauled by a team of men over the beach and chest deep into the sea; among that band was the young Philip Lill. His son, Robin, has just recently been elected to the station committee.

The branch vice-chairman is Basil Major, from another lifeboat family. His father, Lt-Cdr F. S. Major, who, as vice-chairman, was present at the naming of *Charles Fred Grantham*, served as chairman from 1965 to 1974. Lt-Cdr Major, who had been associated with the station since 1922, had also been editor of a local newspaper; it was from his writings that, in 1977, his son Basil Major prepared a history of the station, *A Century and a Half of Skegness Lifeboats*.

The present honorary treasurer is Frank Skelton, manager of Barclays Bank.

Ladies' guild

Just as on the operational side, so with fund raising, the roots at Skegness are deep. Three silver badges have been awarded to the ladies; one to Mrs Grace Perrin, wife of Coxswain George Perrin, for 40 years service to the station; one to Mrs Ellen E. Horry, a joint president of the ladies' guild with Mrs Dorothy Smith; and one to Mrs H. Wood, JP, a vice-president. It was Mrs Wood who first started a comforts fund for the station and then, in 1960, founded the guild; she was a great supporter of the lifeboat right up to the time of her recent death. Mrs Betty Sleaford, the present chairman, has worked for the guild for some 20 years, as has her cousin, Mrs Barbara Hatton, assistant treasurer and box secretary. Mrs Hatton's mother, Mrs Smalley, is an active helper too, and it is her home

which is used as the main store for goods for sale; here is yet another lifeboat family name, for Thomas Smalley was coxswain from 1880 to 1900. Mrs Hatton's husband, Morris, is radio operator in the present crew and he helps Barbara with her 160 boxes; while she looks after those in hotels and cafés, he looks after the ones in pubs, and in 1981 more than £700 was collected in these boxes.

Mrs Jane Major and Mrs Margaret Walters are vice-chairmen, Mrs E. M. Patrick honorary secretary and Mrs Anne May honorary treasurer. There are some 50 or 60 members. As well as a lifeboat week in July, different members of the guild organise coffee mornings, nearly new sales, fashion shows, strawberry teas, children's sponsored silences (an annual event in school holidays) and Christmas draws—there is always good support from the town's business community. The guild sells RNLI souvenirs and Christmas cards (Mrs Woodruffe, who looks after their sale, is so well known that even holiday visitors call at her house), and sometimes the guild is asked to clear a house being sold; any good items are repaired and taken to the sale rooms, rags and scrap metal are sold to a waste merchant. It is the ladies' proud boast that absolutely nothing is wasted—and that they could sell ice-creams to Eskimos!

The guild was given a particularly fine tablecloth some little while ago. Now

each member of the guild and any visiting guild members are invited to sign the cloth, for a 10p donation; the signatures are then embroidered.

Today

Skegness's present 37ft Oakley *Charles Fred Grantham* is a housed carriage lifeboat, and she has an unusual boathouse; it has doors at both ends. When launching, the lifeboat is hauled out of the front doors in the normal way, then across the Parade and down over the sands—at holiday times everyone comes running, but the Police are there to help and no one has ever got in the way. Then, when the lifeboat returns, her tractor can take her round a side road and straight in through the back doors; and there she is, without any further manoeuvring, facing the right way for another launch. The D class lifeboat is kept in her own boathouse on the edge of the sands.

Charles Fred Grantham is normally manned by a crew of seven, all of whom have served for many years: Coxswain/Mechanic Kenneth Holland; Second Coxswain Joel Grunnill (he has been second coxswain since 1951); Bowman Ronald Chapman; Assistant Mechanic Johnny Strzelecki; and Crew Members Morris Hatton, Colin Moore and Graham Phillips. The station has great support from its honorary medical adviser, Dr Gwyn Morris, and when he

goes out with the lifeboat on a medical service he is always 'one of the crew'.

Members of the D class inflatable lifeboat crew also act as shore helpers, and they regularly go out on exercise in the Oakley so that they are ready to step in as reserves when needed in the larger lifeboat. They all live or work close to the boathouse and, when a call comes, it is the first two to arrive who man the boat. Family names appear in this crew list, too, taking tradition into the future.

So many Skegness families and so many people have devoted their time and energies to the lifeboat service; many, many more than have been mentioned here. But the reward of their combined hard work is the saving of life at sea. Over the years, Skegness large lifeboats have launched on service 407 times rescuing 305 people, and her inflatable lifeboats have launched on service 185 times, rescuing 59.

Sometimes there is a postscript to a service. In 1950 a Nottinghamshire policeman and his young son were rescued by Skegness lifeboat. Earlier this year, following a broadcast on a local radio in support of the Nottinghamshire lifeboat appeal, Ken Holland received a letter from this man telling him how, ever since 1950, he has helped on flag days, how he became a Shoreline member, and of the slide talks he gives in support of the RNLI; a very practical 'thank you'.

Yes, I'd do it all again

from page 123

lock, stock and barrel. A temporary building on the quay was acquired and for some months business was conducted on a split level basis, some in Poole, the remainder still in London. A plot of land was purchased and the building of the new head office began.

Frank and I were invited to the laying of the foundation stone and, later, to the official opening of the new building by HRH The Duke of Kent, President of the RNLI. This ceremony took place in the forenoon. After lunch we repaired to Swanage for the naming of their new Rother lifeboat. I went over by road but was allowed to return to Poole in our own boat. It was a perfect ending to a perfect day.

A year or so later we were invited to the opening of the new depot, brought down from Boreham Wood and now across the road from the head office. Another perfect day.

Our own Waveney lifeboat had, of course, been named early in 1975, a few months after she returned from the 150th anniversary celebrations in Plymouth. It was spring officially but the weather was just awful. Our Waveney was named after the late Augustine Courtauld, a famous Arctic explorer who had also been a vice-president of the RNLI. Several of his family took part in the ceremony. Mr W. P. Court-

auld, a member of the Committee of Management and Augustine's brother, had provided the finances of the lifeboat, to which a contribution had also been made by the Mayor of Poole's appeal of the previous year.

Yes, over the years we have met and shaken hands with many famous and interesting people. I consider this a great privilege and often wish that I had had the sense to keep a diary, right from the start.

Worry?

Often I am asked: Don't you worry when your husband is on call-out? Pondering over this question, I came to the conclusion that there is no straightforward answer, no clear cut yes or no. There is the phone call. Call-out! A quick peck on the cheek and away my hero goes. In that very moment things are a bit panic stations. After that it all depends on the weather, the state of the sea, if it is day or night. In raging seas, gale force winds, of course I am worried. Frightened to death in fact. Night time always makes things much worse, too. Many more years ago than I care to recall, I was convinced of being a widow at every call-out. Regardless of weather. But you get used to many things, although I am always concerned for the safety of the whole crew and the casualty. After some longish quiet spell you can get quite complacent; then some major disaster and the whole cycle starts all over again.

Frank has been with the lifeboat service for 20 years now. The pay isn't the best in the world but we have so much more than money could ever buy. I am glad my husband never had to be a 'nine to five' man or had the monotony of factory work to contend with.

Some time ago we had to fill in some forms. Name? Address? Age? What did you have for dinner yesterday? and so on. And then it came to employment. Coxswain of Poole lifeboat.

'Oh yes? How interesting. Now I had an uncle . . . ' and off they go, having a good yarn. Men don't gossip?

Then I would be remembered.

'Your wife works, sir?'

'I am a housewife,' I reply.

'Ah—hm—yes.'

Just housewife would be written down. No yarn there. Not very interesting. How wrong they all are. Yes, I am just a housewife. Very proud of it. A lifeboatman's housewife!

Over a cup of tea recently a friend asked me, if I had a new beginning, a fresh start to life, what would I change? Well, that is quite a challenge. A big temptation. But after careful consideration, I must admit I would change nothing. Naturally we have had our ups and downs like everyone else. And there have been times when I have resented being tied to a lifeboat. It is a bigger tie than having babies! Someone has to know our whereabouts at all times. Even so, yes, I would do it all again. I have no regrets whatsoever.

LAST JULY, for the first time in its history and as one of its contributions to Maritime England Year, the Institution opened its head office and depot at Poole to the public. It was an entirely new departure which provided a unique opportunity for all those on whose support and generosity the RNLI depends to see behind the scenes of the lifeboat service and to visit the offices, works and stores which provide the essential back-up for both lifeboat stations and fund-raising branches and guilds.

In his welcoming speech at the opening ceremony Rear Admiral W. J. Graham, director of the Institution, likened the RNLI to Neptune's trident. There were, he said, the three prongs: the lifeboatmen; the fund raisers; and the full-time staff whose job it was to provide both the lifeboatmen and the fund-raisers with the tools they needed for their voluntary work which was of such vital importance to seafarers. All three prongs of the trident were necessary and all were interdependent.

For three days—Thursday, Friday and Saturday, July 22 to 24—the doors were thrown wide. No one had any idea beforehand how many people would come but, when the time arrived, the Institution was delighted with the overwhelming response of the public. Each morning, even before the official opening time, people were gathering in the HQ foyer and in the depot grounds. Before long, coaches would be unloading their passengers and, throughout the day, with visitors coming and going, the car parks were full to overflowing. On both Thursday and Friday there must have been between two and three thousand visitors and on Saturday that number must have been doubled. Some people stayed all day. Some came back for a second visit or even a third. There were lifeboat people from all over the country; there were residents of Poole and its neighbouring towns; there were holidaymakers. There were individual supporters and whole families, down to babies in arms. All were made most welcome by the staff, whose great pleasure it was not only to renew old friendships but often to make the acquaintance of crew members and supporters with whom they had corresponded but whom they had never before met.

The tide of people ebbed and flowed between HQ and depot. While some visitors were being taken on conducted tours round the HQ offices, calling in at the operations room, the rescue records department, the fund-raising and publicity areas and the design office, and being told of the functions of all the various departments on each floor, others were enjoying all that there was to see and do at the depot. There was, for instance, a 'nature trail' through the workshops and operational stores, with static displays to illustrate all the many facets of the work, including a special display showing the work of the RNLI



Cowes depot; there was the new Bill Knott Building to visit, of particular interest to fund raisers; there was a Coastguard stand, the mock-up cabin used by the BBC for the TV series 'Ennals Point' and the mobile training unit caravan. A line of tractors was, of course, a constant delight for small boys who quickly 'climbed aboard'.

Further on, down at the depot quay, there were the lifeboats themselves moored alongside: Poole's own 44ft Waveney, the first prototype 47ft Tyne fast slipway lifeboat, a new relief 52ft Arun, which was open to visitors, an Atlantic 21 rigid inflatable and a D class inflatable lifeboat. Every day there were a number of demonstrations of the launch and recovery of the Atlantic 21 when visitors were able to appreciate the skill and speed required by lifeboat crews and launchers when answering a distress call and see for themselves the exciting performance of these smaller lifeboats.

Each day a combined exercise was planned between one of the lifeboats with a Royal Navy helicopter from Portland. And here demonstration and reality were to meet. On the first day the exercise between Poole's 44ft Waveney and the helicopter had to be postponed until the helicopter returned from a rescue mission; on the second day the exercise, with the Atlantic 21 this time, took place as planned; on the third day it had to be abandoned altogether because the helicopter was taking part in an extensive mid Channel search for someone lost overboard from a ferry.

Operations and fund raising go hand in hand, so on Friday, down on the depot quay and next door to the lifeboats, the draw was made for the RNLI's eighteenth national lottery. Franklyn James, the comedian and impersonator, came over from Bournemouth, where he was appearing at the Winter Gardens, to make the draw and the list of winners can be found on page 130. Guests for the occasion were the former Mayor and Mayoress of Poole, Councillor and Mrs Peter Coles. Councillor Coles had chosen the lifeboat service as the charity for his mayoral year, which ended in May; he gave every fund-raising enterprise his most active support, and the grand total of

his appeal came to an amazing £17,000. To bring the amount up to the round thousand, Mr and Mrs Coles had made their own generous contribution, becoming life governors of the RNLI. After the lottery had been drawn, Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution and chairman of the Fund Raising Committee, presented to Councillor Coles a framed certificate recording the Institution's thanks, and there was also a small gift for Mrs Coles.

Other guests who came to give the lifeboats their support on Friday included members of the cast of 'Annie', currently running in Bournemouth, and members of the Society of Poole Men, who arrived in the rig of ancient mariners to take part in a game of Uccers, the Naval game of deck ludo. Saturday was the day on which Lifeboat Enthusiasts made a point of attending and a room was set aside so that they could hold an informal meeting.

Throughout the three days there were continuous film or slide shows in the committee room, helping to relate the work of HQ and depot with work on the coast. There was a special display in the museum, a Shoreline stand where new members could enrol and old members obtain the various insignia, and souvenir stalls which were always besieged by customers. Refreshments were available (run independently by outside caterers) and, so that the many children should not be forgotten, wives of staff members made sure that there were always ice-creams available. Although not planned as a fund-raising event, a gross amount of £6,977 was taken from the various sales, and 33 people enrolled as new Shoreline members.

They were three happy days. The most frequent comment from visitors was that they had not realised how many and how varied were the activities undertaken at Poole HQ and depot. From their remarks and from the letters received subsequently, they left the staff in no doubt that they had enjoyed their visit and found it of interest; in their turn, the staff had greatly enjoyed having so many lifeboat people with them. Such a success, in fact, was the event deemed that plans are already in hand for more Open Days in 1984. We shall look forward to seeing you then.



(Above, left and right) Demonstration recovery of the Atlantic 21 rigid inflatable lifeboat into her trolley mobile 'dock'.

(Right) A Royal Navy helicopter from Portland exercises with the Atlantic 21. The D class inflatable lifeboat stands by.



(Left) At the opening ceremony Admiral Graham, the director, inspects a guard of honour mounted by Felpham Sea Cadets, who also presented a plaque to the RNLI.



(Right) After Franklyn James (l) had drawn the lottery, Vice-Admiral Sir Peter Compston makes presentations to Councilor Peter Coles, former Mayor of Poole, and Mrs Coles. Looking on are children from Heathlands Junior School.



(Left) Crowds file past the rope-work display on the depot 'nature trail'.



(Right) The Society of Poole Men call in for a game of Uccers.



(Below) After a tour round HQ offices, most people called in the committee room to look for souvenirs.



A constant procession board the 52ft Arun for a closer look round. She was lying alongside the depot quay, astern of the prototype 47ft Tyne.





Newbiggin's new Atlantic 21 rigid inflatable lifeboat was named Kirklees by Donald White on Saturday July 3. She was funded through the generous support of residents in the Kirklees Metropolitan area, Huddersfield, and among the 500 or 600 people who attended the dedication were many from Kirklees. The new Atlantic's engines were provided by the Octave Club of Elland, the cost of the launching tractor was substantially defrayed by a bequest of Mrs L. E. Morgan, of Sunderland, in memory of her husband, Captain Robert Morgan. The proceeds from Patrick Howarth's book *Lifeboat—In Danger's Hour* were donated by the author, former RNLI public relations officer, towards the cost of establishing the Atlantic at Newbiggin.

Around the coast —and inland

THE PRESENTATION of a cheque for more than £50,000 by the Lord Mayor of Cardiff to the Duke of Atholl, chairman of the Institution, was reported in the summer issue of THE LIFEBOAT. It was the amount raised up till that time by the Welsh lifeboat appeal which is

funding in part Barmouth's new 37ft 6in Rother lifeboat to be named *Princess of Wales*. Since then, the amount raised by the Welsh lifeboat appeal has increased to more than £60,000.

* * *

A cassette has been made in Buckie which has already proved very popular locally. It contains a variety of songs and poems, all with a strong flavour of the area and the sea, performed by local artistes and the Buckie Choral Group. It also contains a track recorded by Isla St Clair singing 'Ae Fond Kiss'. The cassette, price £2.50 plus 25p postage and packing, is available from David Scott, 21 The Yardie, Buckie, Banffshire, Scotland.

* * *

The eighteenth RNLI national lottery, drawn by Franklyn James on Friday July 23, during Poole Open Days, raised £29,500. The prizewinners were:

- £1,000: G. C. M. Winn, Bristol, Avon.
- £500: T. G. Shearing, Brighton, Sussex.
- £250: P. J. Bath, Sherborne, Dorset.
- £50: Miss Minnie Rubin, London NW8; A. Cooper-Johnston, Winchester; A. Safka, Leigh-on-Sea, Essex; J. A. Cousins, Wakefield, West Yorkshire; E. B. Appleyard, Shelf, West Yorkshire; R. R. O. Barwick, River, Kent; D. Jefferiss, Exton, Devon; J. C. W. Sauvay, St Brelade, Jersey; K. J. Davies, Harborne, Birmingham; Mr Mario Weeks, Torquay, Devon.

The nineteenth national lottery will be drawn on October 29.

To meet the requests of a number of our supporters, lottery tickets for the twentieth national lottery to the value of £4 are included in this edition of the journal. Supporters should in no way feel they are obliged to buy all the tickets themselves. Naturally, however, if you can sell them among your friends we shall be delighted.

Over the years a number of supporters have requested a bulk supply of lottery tickets for each lottery and we are very pleased to supply additional tickets to those who request them. The address is Appeals Office, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

In order to clear any doubts, it is re-emphasised that the only people *not* eligible to purchase the lottery tickets are paid employees of the Institution and anyone under the age of 16.

In support of the Nottingham lifeboat appeal, the 37ft Oakley relief lifeboat J. G. Graves of Sheffield last summer made a trip up the River Trent and other inland waterways to Nottingham, Newark and Lincoln. Lt Cdr Andrew Forbes, former staff inspector (plans), was in command, with volunteer crews. At each port of call a civic reception awaited the lifeboat. Among many other visitors, a local Cub Scout Pack came aboard at Lincoln.

photograph by courtesy of the
Lincolnshire Echo



(left) One day last summer senior crew members from Broughty Ferry, Stonehaven, Aberdeen and Peterhead visited Bristow Helicopters' Aberdeen base, which serves the Forties and Brent offshore oil fields. Bristows Senior Aircrewman Mike Langford shows survival equipment to (l to r) Coxswain John Buchan of Peterhead, Coxswain John Jack of Broughty Ferry and Helmsman Ritchie Coull of Stonehaven.



Keep on Running . . .

MARATHON, MINI MARATHON OR FUN RUN

by Heather Deane

Deputy Public Relations
Officer, RNLI

THE AMERICAN obsession with health and physical fitness has spread, to a certain degree, to this country in recent years, resulting in the popularity of jogging as a sport for growing numbers of people. Members of Parliament to shop assistants, septuagenarians to teenagers—they can all be seen jogging purposefully to work and back or panting sweatily past the more leisurely Sunday afternoon strollers in park or woodlands. For most joggers, though, when the initial satisfaction of achievement and fitness has been reached, there is a need for further incentive, which has led to an increasing number of marathons, mini marathons and fun runs being organised throughout the country by sports clubs, local authorities and individual groups. These, in turn, have led to runners seeking sponsorship for their favourite charities, and the RNLI has been one, of many, to benefit substantially.

In fact, last February when the Institution became aware of considerable donations being received from such sources, it decided to put itself even more in the running for sponsorship by circulating all marathon organisers on the Road Runners Club 1982 fixture list, making sponsorship forms available to entrants and by placing an RNLI advertisement, with special coupon, in the magazines *Running* and *Marathon Runner*. As a result nearly 5,000 sponsorship forms have been sent out by head office and the Institution's funds have been swelled by more than £4,600.

Bredon, Cambridge, Bournemouth, London, Plymouth, Manchester, Sheffield and Welwyn were just some of the venues for marathons and fun runs benefiting the RNLI and there must, of course, be many more where money has been paid directly into local branch accounts. Some 'runs' are organised specifically for one charity, but mainly participants choose their own.

Surely the most unusual marathon took place aboard BP's tanker *British Trent* in June, on the last morning of her ten-day passage from the Falkland Islands to Ascension Island carrying on board survivors from the Royal Fleet Auxiliary *Sir Tristram*, one of the casualties of the South Atlantic conflict. A 13-mile half-marathon, consisting of 182 laps of the catwalk which extends the length of *British Trent's* tank deck,



The running: crossing the line after 26 miles and 385 yards is Cliff Deane (No 8945), the author's husband, who was one of the stalwart band of RNLI supporters who ran the London Marathon to raise money for the lifeboats . . .

. . . and the sponsorship: Stephen Treadaway presents to Lionel Sharp, Faringdon branch secretary, the £220 which he raised by running in the Swindon Marathon. With them is Stephen's father, George, who in six years has raised over £3,000 for the lifeboats at his pub, the Victoria, in Shrivenham.

photograph by courtesy of
Wiltshire Newspapers



was undertaken by Lt Cdr Keith Richardson, RN, and Lt Clive Grant of the Royal Marines. The unique course, rocking and rolling in an Atlantic swell, required the athletes to work out a technique for moving forward rather than sideways. As was only to be expected, the runners were undaunted and their efforts resulted in £100 sponsorship from their shipmates, for the RNLI.

The London Marathon receives the most publicity and justifiably so, for in the second Gillette London Marathon, which took place on Sunday May 9, 1982, the 16,350 runners were the largest number ever assembled to run a marathon race anywhere in the world, and over 96 per cent of them finished the race! Participants agree that the organisation of the event could hardly be improved upon and the course, which passes some of London's most historic landmarks, is thickly lined with the cheeriest, most vociferous and uplifting of crowds. There was good RNLI representation in this race, with Shoreline members and supporters from Ireland, Scotland and Wales as well as the home counties competing, and although all the names cannot be mentioned here, four who between them raised over £2,000 deserve special thanks: Mr T. O'Brien of London, Cdr Mike Gilbert of Denmead, Cdr John Clarke of Newtown and Andy Anderson of Bangor, Northern Ireland. The following extracts from Andy's letter to head office give a vivid description of the event and may be of encouragement

to those intending to enter next year's London Marathon:

'Several people have asked me, why run 26 miles 385 yards for fun, not counting the hundreds of miles run in training? . . . I needed . . . something really worth running for and something likely to keep me running, and I decided to run to raise money for the RNLI.

'All along the way I was encouraged by shouts of "Come on the lifeboats!". Pain inevitably plays some part in marathon running and by the 20 mile mark my knees began to get sore and my feet began to blister. At one point I decided to allow myself a 50-yard walk but the roar of protest and encouragement from the crowd persuaded me to start running again. The noise was quite deafening; it was just continuous encouragement over the last few miles. Finally I turned the corner and saw Westminster Bridge ahead and the finish line. It seemed as if all my aches and pains disappeared and I was sprinting—I'd made it!'

It is not only the runners we thank, but all those who have supported them with sponsorship and encouragement, and those who have provided, when required, sympathy, time checks, liniment and pasta meals.

News is still coming in of the results of 1982 runs. We have always known RNLI supporters are among the most dedicated. Could it also be that they are also among the fittest?

If any reader decides to run a marathon for the RNLI, please send off 'at the double' for sponsorship forms; the Appeals Office, RNLI, West Quay Road, Poole, Dorset BH15 1HZ, will be happy to supply them.



Among the awards announced in the Birthday Honours list were:

Knighthood

David English, Editor in Chief, Associated Newspapers, Editor *Daily Mail*. Sir David was a member of the Institution's Public Relations Committee from 1977 to 1979.

Peter James Frederick Green. As Chairman of Lloyd's, Sir Peter is an ex-officio member of the Institution's Committee of Management.

James Gordon Robson, CBE, Professor of Anaesthetics, Royal Postgraduate Medical School, University of London. Sir Gordon has been a member of the Institution's Medical and Survival Committee since 1980.

KCVO

Lt-Cdr Peter Richard Buckley, CVO, RN, Private Secretary to HRH The Duke of Kent, President of the Institution, and HRH The Duchess of Kent.

CVO

Lady Mary Katherine Fitzalan-Howard, MVO. Lady Mary has been the very active president of Shoreham lifeboat society since 1967 and president of Shoreham station branch since 1977.

BEM

Robert Henry West, coxswain of Sheringham lifeboat. Mr West joined the lifeboat crew in 1946, became second coxswain in 1951 and coxswain in 1963. He was awarded the long service badge in 1982.

* * *

Coxswain Michael Scales of St Peter Port, awarded the gold medal for the service to *Bonita* on December 13, 1981, has been invited to attend the 'Men of the Year' luncheon at the Savoy Hotel on November 10.

* * *

William Hawkins, chairman of Portsmouth (South) branch, a lifelong seaman and former lifeboatman, has the engrossing hobby of collecting maritime cap badges of shipping companies, harbour authorities and ancillaries such as pilots, tugs and ferries. For each such cap badge sent to him, other than the standard MN cap badge, he will donate £3 to any nominated RNLI branch. Mr Hawkins' address is 2 Redcar Avenue, Copnor, Portsmouth PO3 6LE.

When HRH The Duke of Kent, President, of the RNLI, visited Lowestoft lifeboat station in May he met crew members, their wives and branch and guild representatives. Lord Somerleyton, branch president (hidden), presents to the Duke (l to r) Mr T. Hall, branch chairman, Michael Chapman, honorary secretary, Mrs Trixie Preston, guild chairman, and Mrs Marjorie Pryce, guild secretary. With them (l) is Sir Joshua Rowley, Lord Lieutenant of Suffolk.

photograph by courtesy of Crew Member M. Richford

Lifeboat People

Ninety years ago, in 1892, a 14-year-old girl Evelena Todd wrote a poem about the lifeboats to enter for a newspaper song competition, but she was unable to find a composer who would set her words to music.

Early this year her daughter, Mrs Lesley Shrimpton, gave the poem to Dover branch. Mrs Margaret Wegener of Herne Bay was approached. She accepted the challenge with enthusiasm, composed the music for the lifeboat song, scoring it for band parts, and its first performance was given at a concert by Canterbury Brass in Herne Church on April 3. A complimentary ticket was sent to Mrs Shrimpton, who was overjoyed to hear her mother's poem sung after so many years.

The christening in May of Bryan Michael White, son of Motor Mechanic Bob White and his wife Susan, took place on board Humber lifeboat at Spurn Point. The service was conducted by the Reverend L. D. Christie, Vicar of Easington, who used as a font the large ship's bell which, as far back as 1858, is believed to have been the call out bell for the crew when Spurn lifeboat was run by Trinity House.



When Ringley Parish Church, in Lancashire, held its first Festival of Flowers in July a display entitled 'The Work of the Lifeboats' was arranged by members of Farnworth and Kearsley branch. The Reverend C. G. Bubbings (l), the newly appointed president of the branch, shows round the Bishop of Hulme who opened and blessed the festival.



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

June

Duncan McCallum, BEM, motor mechanic of Campbeltown lifeboat from 1935 to 1970, after serving as assistant mechanic from 1933.

Mrs E. Wood, JP, vice-president of Skegness ladies' guild since 1978. Mrs Wood became a member of Skegness station branch committee in 1958 after working for Skegness lifeboat comforts fund for about ten years. She convened the inaugural meeting of the ladies' guild in 1960, serving as honorary treasurer from then until 1966 and again from 1968 to 1978; she had always helped to organise flag days, taking full control in 1970. Mrs Wood was awarded the silver medal badge in 1982.

July

Robert McMullan, coxswain of Portrush lifeboat from 1964 to 1974 after serving as second coxswain from 1940 to 1963. He was awarded the bronze medal in 1961.

Col W. J. M. Ross, CB OBE MC TD DL JP, president of Kircudbright station branch since 1966. Col Ross had also served as a member of the Scottish Executive Committee since 1974.

August

Joe Hutchinson of Hinderwell, a dedicated collector at Runswick Bay who during the past 25 years has collected thousands of pounds for the lifeboats.

* * *

Donations from family and friends of the late Mrs Kathleen Havercroft, a committee member of Poppleton lifeboat luncheon club, Yorkshire, amounted to £140.46.

Shoreline Section

BECAUSE of the growing interest in Shoreline clubs it has been suggested that we try to organise a general, countrywide get-together and, following a kind offer from Shoreline Club No 3, Southend-on-Sea, we are looking into the possibility of holding such a gathering at a holiday camp in Essex in 1983. It could be a very happy and most interesting occasion. Before we go any further, however, we should welcome the comments of other clubs and members: first of all, what do you think of the idea itself? and secondly, have you any suggestions about the form such an 'extraordinary general' meeting of this sort should take? Please write and give us your views so that we can get some measure of the support that might be expected and guidance as to the sort of programme our members would like.



Shoreline takes support for lifeboat crews right inland: (above) Bob Hurrell, down in Sussex, keeps the flag flying down on the farm . . .

. . . while (right) Skip, of Reading, a real river dog, lets it be known exactly where his sympathies lie! Both photographs were sent in by our very good friend Lynn David of Days Lock, River Thames.



Many Shoreline members took the opportunity of visiting us during the Open Days held at the RNLI's headquarters and depot in Poole last July, and we were delighted to see you all. So many have since written to us, complimenting the RNLI on the organisation of the event and saying how much they enjoyed meeting members of the staff that it would be an impossible task to reply to each and every one of you. Please, therefore, can I take this opportunity of thanking all of you who have gone to the trouble of writing; your comments are greatly appreciated.

* * *

In order to save costs we are now printing all membership cards on the same backing form, whether the subscription is paid by cheque, by banker's order or by direct debit. Apparently, as a result, some confusion has arisen and if any inconvenience has been caused to you, please accept our apologies. Perhaps I can explain a little more about the backing form.

For members who pay their subscriptions by cheque, the form is a reminder that their subscriptions are due.

Those members who pay by banker's order or by direct debit, on the other hand, will see stamped on their forms the words 'For information only'; for them the form is just a record that their subscriptions have been paid by their chosen method and no further action is required. All they need to do is to remove their membership card and destroy the backing form - unless, of course anyone wishes to increase his or her subscription or make a new deed of covenant. If changes of these kinds are to be made, the appropriate part of the backing form should be filled in and the form returned to Shoreline at Poole.

This year, a number of you took advantage of the special holiday offers for our supporters arranged by Fred Olsen, some visiting the Dutch Bulb Fields and some visiting Canada; the letters I have received have left me in no doubt that both trips were much enjoyed by all who went on them. There was one small hitch on the trip to Canada; the flight was delayed by industrial action and when the aeroplane touched down there was no courier to meet the party. Taxis were taken to the hotel and Fred Olsen, most apologetic, refunded all the taxi fares. Some of the holidaymakers then sent the amounts refunded to the RNLI as donations!

For 1983, Fred Olsen is planning an Easter cruise to the Canary Islands in its liner *Blackwatch*, and for this cruise there are, once again, special holiday offers for our supporters. I can tell you from personal experience that you will be assured of a wonderful holiday which you will never forget. Full details can be obtained from D. Cooper, Fred Olsen Travel, 11 Conduit Street, London W1R 0LS, or telephone 01-409 2019.

* * *

Each quarter we try to mention something of the many different ways our members find to help the RNLI. Here is a story I have just heard. Two of our members, Mr and Mrs Frank Ellis of Nottingham were preparing to go on holiday to Flamborough when they were told that a very good supporter of the lifeboats in that area and his wife had been taken ill and were disappointed that they would be unable to man the RNLI stand at Bempton village 'It's a Knockout'. Without hesitation, Mr and Mrs Ellis arranged to travel up from Nottingham a day earlier than they had originally planned so that they could undertake this task. That is true team spirit.

Shoreline Club No 9, at Coventry, organised a sponsored walk among its members and their friends and families on June 19. The £220 raised was donated to the local RNLI branch.

In the early part of 1981, David Hyde, a Shoreline member from Weybridge, Surrey, with the help of his son built a radio-controlled model of the Atlantic 21 rigid inflatable lifeboat. While on holiday at Aldeburgh later that year they gave daily demonstrations on the model yacht pond, thus collecting £11 for the RNLI in a box provided by the local branch. The model lifeboat was even able to try several 'rescues' of dismasted model yachts!

* * *

Just a footnote: I am afraid that the price of the Shoreline sweat shirt has had to be increased to £7 and the V neck sweater to £8.50. I am sure you will agree, however, that they are still very good value.—PETER HOLNESS, membership secretary, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

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

I enclose subscription to join Shoreline as 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 108,000 people would have been lost without the lifeboat service.

Some Ways of Raising Money

Witham and District branch, Essex, held its 1982 house to house collection in July. When the box of one of its supporters, Mr B. Tebbutt of Cogger-shall, was opened it was found to contain £75.30; that amount was made up on one £10 note, two £5 notes, 17 £1 notes, several 50p pieces and the rest in smaller coins. Can anyone better that? .

When he was eight David Pearce visited William Osbornes yard, Little-hampton, which builds some of the Institution's lifeboats, and went aboard a lifeboat. In the following five years his interest has grown and he visits as many stations as he can when on holiday. Recently, with his two friends Richard and Adam, he arranged an open afternoon in his parents' garden inviting friends to take part in games, a raffle, to buy cakes and to view a large Leggo layout. This event made £9.05 which he then sent off to RNLI HQ.



Brigg, South Humberside, ladies' guild ran a stall at the town's annual charity market on July 18, raising £135. The guild also won the runner-up prize for the best dressed stall holders—and the chairman and honorary secretary, Mrs Veda Spafford and Mrs Alison Morrison, are seen here in the rig of the day.

photograph by courtesy of Lincolnshire and Humberside Times



When Chipstead (Kent) Sailing Club held its regatta on July 18 the entrance fees for two races were donated to the RNLI. With the profit from a souvenir stall, £79.86 was raised for Sevenoaks and District branch by the end of the day.

The third Isle of Wight Midsummer Country Fair was held at Robin Hill Country Park on Sunday June 20, when more than 6,000 people were able to enjoy displays of country crafts and take part in competitions demanding country skills. Young gymnasts and musicians entertained the visitors, while for the very young the County Library ran a day of story telling and races. Among the guests was Raymond Baxter, a member of the RNLI Committee of Management and chairman of the Public Relations Committee. Following this happy day, a cheque for £3,130 was presented to the Isle of Wight lifeboat board.

Wells Cathedral Junior School raised £750 by means of a sponsored swim last summer. Between them, members of the Junior School swam 1,320 lengths of the school swimming pool, a distance equivalent to the cross-Channel swim from Dover to Calais.

Friends and supporters of Tarvin branch were invited to partake in a 'Taste of Summer' in the lovely garden of committee member Mrs Nina Bartlett. Guests were offered a wide selection of quiches and salad, followed by strawberries and cream, washed down with white wine. This very enjoyable evening raised £200 for the RNLI.

With a committee of three, John McNally, inspired by an item in a recent issue of *THE LIFEBOAT*, organised a sponsored raft race at Portrush last May. Although the actual race only lasted five minutes, weeks of preparation went into the event and a staggering £3,000 was raised.

West Mersea annual lifeboat fête, organised jointly by Mersea Island and District ladies' guild, the station branch, Shoreline members and other helpers, raised a record £2,000 this year. Local organizations gave wonderful support and on 'the day', Saturday July 24, the weather was kind. Admission was free and it was thought that this contributed to the overall success of the occasion. A Sea King helicopter from RAF Coltishall flew over and, for a charge of 10p, people were asked to guess its height and speed. The pilot radioed through the result and for the winning guess there was a prize of £5. Earlier in the summer, in June, the ladies' guild had raised £374 with another annual event, a seafood supper.

The small branch at Merthyr Tydfil in the Mid-Glamorgan valleys is having its most successful year to date, in spite of the loss of two of its most active founder members, Mrs Beatty Hopkins and Mrs Eleanor Francis. Not only has it doubled its flag day results but, as a result of a special Spring Fayre, it was able to send £350 to the Welsh lifeboat appeal.

There was a fine entry for Knowle Flower Club's competition for flower arrangements which was held this year to benefit the RNLI. Mrs Janet Smith was the judge who picked winners from classes entitled: *Masquerade, My Secret Garden, The Magic of Dance, Mystery of Space, Mini-Magic, Magical Moments and Mystery Tour*. The Mayoress of Solihull, Mrs Mollie Morrison, presented the prizes in the evening, the best in the show award going to Mrs Rose-Marie Tree of Knowle. Over £500 was raised for Knowle and Dorridge ladies' guild.



In the old days members of West Wight lifeboat guild had to sell souvenirs from a trestle at Yarmouth lifeboathouse, often in wind and bad weather. Now Coxswain Dave Kennett and his crew have built them a kiosk inside the boathouse from which souvenirs can be sold in greater comfort and stocks held ready to hand. The kiosk's sliding windows were generously donated by Vectis Windows. The kiosk was officially opened at the beginning of the summer by Coxswain Kennett, seen in the foreground with Mrs Dorothy Lovatt, chairman of West Wight guild.



Five members of Rayners Lane branch raised more than £300 in a six-mile sponsored canoe paddle on the Grand Union Canal in Hertfordshire on Saturday June 19—and it rained! The team took it in turn to paddle the canoe, generously donated by Lilo, or walk on the tow path, and the canoe was portered around each of the 18 locks of the 'course'.

Berkshire's Winnersh and District branch organised an antiques valuation event last June in conjunction with Radio 210. It was held at Winnersh Community Hall with '210' making a simultaneous outside broadcast and £93 was raised for the RNLI.

Merchant ships do not forget the RNLI. The latest of regular collections aboard ships of the Palm Line amounted to £125.38, and officers of the BP tanker *British Esk* collected £30 for the lifeboats while on service with the South Atlantic Task Force.

Penlee's 1982 annual sponsored walk brought in a remarkable total of £1,220.10½. Seven teams were competing for the cup which is awarded to the team which raises the most money and there were also a large number of independent walkers. The winning team for the third year in succession was from The Star Hotel in Penzance, which brought in £315 towards the total raised. Jean Waters set an all-time record for an individual when her sponsorship reached £101.47.

A Martell evening organised by Ashted branch last June raised £840. After a cold buffet, brandy supplied by Martell was served with coffee, an RNLI film was shown and finally there was a first-class entertainment provided by singer and raconteuse Margaret Hunter. A generous supporter donated £100 towards wine and much goodwill was engendered.

Chelmarsh Sailing Club raised more than £600 for Stourbridge branch with a sponsored sail. This very successful event was organised by Peter Masters, vice-commodore of the club, with the support of his commodore. The winning boat was a singlehanded YW Solo sailed by Colin Ward for the whole ten hours with no stops.

The gardens of Waystrode Manor in Cowden were kindly lent by Mr and Mrs P. T. Wright for Edenbridge and District branch to hold a special ploughman's lunch for the RNLI. Over 100 people came to enjoy the delightful surroundings and £500 was raised by the end of the day.



Over 200 Scouts, Guides, Cub Scouts and Brownies, members of Penarth Scout and Guide Swim Club, took part in a sponsored swim for the RNLI and raised £610. The monster cheque was presented by Phil Smith (l), Scout district treasurer, to Captain W. G. Sommerfield, Penarth station honorary secretary. Les Pugh (extreme left) organised the swim.

photograph by courtesy of Penarth Times



Peter Brookes and Colin Evans pulling away from the rest of the fleet to win the annual New Year five-mile row organised by Maldon Little Ship Club in Essex. The event raised £1,000 for the RNLI.

photograph by courtesy of The Times

Entering a ten-mile mini-marathon proved to be a double-edged sword in fund-raising terms for Roy Morris. He is a regular customer at the Horse Shoe Inn, Llanyblodwel, near Oswestry, and his friends at the bar bet him that he could not give up drinking for the three weeks before the race. He won his bet, the bar's RNLI collecting bottle thus gaining £10. Roy then went on to raise £52.10 in sponsorship for Fleetwood lifeboat station by successfully completing the marathon.

Norman Clarke, RNLI honorary information officer, has spent a great deal of time over many years visiting schools in his area to tell them about the lifeboat service. Everywhere he goes he finds tremendous interest; he is bombarded with questions and it has become obvious that the children take their enthusiasm home. His work is essentially educational. No request for donations is made, but time and again the children's own generosity leads them to make a spontaneous effort to raise money for the lifeboats. Each year since 1977, for instance, Mr Clarke has



The largest tricycle in the world, fixed securely to the Arndale Centre floor, was used by Poole Round Table to raise money for a replacement lifeboat under 10 metres for the local lifeboat station. Poole lifeboat crew, seen here covering 3½ tiring miles, cycled the furthest to raise £313, while Max Factor staff raised the most money, £420. Altogether more than £1,300 was 'wheeled' in for the RNLI with another £200 for local charities.



Surrounded by his crew, Fraserburgh lifeboat coxswain, Captain John Sutherland, is presented with a maroon case full of money raised for the station by lifeboat enthusiast John Murdoch (r). In front of the group is a model made by John Murdoch of the 48ft 6in Solent The Royal British Legion Jubilee which was the first lifeboat temporarily on station when Fraserburgh re-opened in 1979. When the maroon case was opened £24.35 rolled out.

been invited to visit Stoke-by-Nayland Middle School in Suffolk to give his presentation to the second year pupils. Each year, after his visit, he has received not only many letters but also gifts of money raised by the children for the RNLI, usually by their own mini fair set up in the dinner break. In 1977 the amount received was £21, and in 1982 £75.61, the total in six years being £297.51.

In May, Petts Wood branch held its fourth annual spring luncheon at the home of Michael and Heather Reynolds, chairman and honorary secretary of the branch. There was a cold buffet, beer, wine, a bring and buy stall and a very successful plant stall. Coxswain Joe Martin of Hastings, an old friend, came up to give the event his support and an outstanding £565 was raised for Aldeburgh lifeboat station.

Terry Byrne, a member of Chester branch committee, organised a ten-mile sponsored walk, which was undertaken by 40 walkers whose ages ranged from 14 to 50 plus. All finished the walk and £530 was raised for branch funds.

A successful but exhausting marathon snooker game was staged at the Arcadian Club in Gorleston when two 16 year olds, Adam Cooper and Patrick



Sam Baxter, president of Morecambe station branch, helps with a draw at Morecambe Yacht Club which raised more than £1,000 for the lifeboats. Holding one of the prizes is the raffle promoter, Mrs Jean Kilpatrick. photograph by courtesy of Morecambe Press



The ladies of Kidderminster guild line up in front of some of the merchandise at their nearly new shop. They have every good reason to look pleased as this year they raised £3,032.27 by their sales.



One wet and windy Sunday in May a group of Brownies took part in a beach clean at Kingsdown Beach. The £30 they earned in sponsorship was given to the lifeboats. photograph by courtesy of Basil M. Kidd



Maldon Mud Run Society raise money for charity by competitive running through the mud and silt of the River Blackwater at low tide around Christmas time each year. Following the last Christmas run, the Mayor of Maldon, on the society's behalf, presented more than £500 to Second Coxswain Roy Cousins, who received it for Dover lifeboat station.

Hanson, decided to raise some money for the RNLI. They completed 53½ frames during the 24-hour non-stop contest and managed to keep going on a steady supply of sweets, chocolate and endless cups of tea and coffee. Mrs Thelma Dowding, chairman of Yarmouth and Gorleston ladies' guild, congratulated the two contestants at the end of their ordeal in the sure knowledge that they had raised £392 for her branch.

Dorking branch held a fish and wine luncheon at the home of Mr and Mrs P. Spencer of Mickleham last July, followed by a talk by Coxswain Vic Marsh of Swanage. It was a fine day, so that the 175 guests were able to enjoy walking in their hosts' garden, overlooking Box Hill. £680 was raised, that amount including an anonymous donation of £32 from a lady whose dog finds golf balls and who has, over the years, given about £250 to the lifeboats as well as similar amounts to three other charities from the money raised on this 'treasure trove'.

Not many people who walked past Mrs Robin Terry at the Esher May Fair could resist stroking her chihuahua dog, Diosa. It sat in her handbag strategically close to her lifeboat collecting box and those who paid any attention to Diosa also paid into the RNLI funds. She brought in £22.17½ in about an hour and a half.

Friends and acquaintances of Mrs Vera Stewart of Waldringfield, Suffolk, come to her whenever they want a new knitted article of clothing. She spends many a long hour plying her knitting needles and has recently been able to send £59 to Ipswich branch, the fruits of her last winter's labour. Mrs Stewart also collects for the RNLI on the beach at Waldringfield during Deben Regatta.

The Ravenscroft Singers, since 1976, have raised a total of almost £19,500 for different charities. This group of young people spend their free time rehearsing and performing in various locations, mainly in Newcastle and Durham but sometimes in places as far away as Eastbourne. Since September last year they have been concentrating their efforts on the RNLI and have been able to hand over to Amble and Warkworth ladies' guild a grand sum of £2,200.



For her 1981-82 charity, the Mayoress of Canterbury, Mrs Gwen Wildman, chose the RNLI as her special charity and raised more than £4,000 for Whitstable lifeboat station. Of that amount, her husband the Mayor, Councillor 'Biff' Wildman (seen above), raised £1,300. He set out on a four-day sponsored walk round the new City of Canterbury, which includes Herne Bay, Whitstable and the surrounding villages, a total distance of 75 miles—a tremendous effort. Councillor Wildman then rounded off his support for the lifeboats by becoming a Shoreline member. photograph by courtesy of Whitstable Times

In a scheme to offer support to Penlee, the children of Exmouth Lower School organised themselves into 15 groups, each with its own tutor, to plan diverse fund-raising activities. Among them were a mini jumble sale, cake sale, Coke sale, a jumbo paperback sale and competitions, sponsored records at a Lower School disco, a lunchtime Beatles disco, a sponsored silence and a sponsored camp for boys who had not slept under canvas before. As well as the enjoyment that was derived from these pursuits, over £340.37 was raised; of this amount, £170.37 was given to Penlee branch and the rest was divided between a donation to Mousehole Primary and Infant School and the Mission to Deep Sea Fisherman at Newlyn.

Instead of holding a party to celebrate the re-opening of its re-designed furnishing showrooms, MFI of Wallisdown, Poole, gave £500 to Councillor Peter Coles for his special charity while he was a Mayor, the RNLI.



Llantwit Major ladies' guild with Atlantic College held a May Ball which raised £2,500 for the Welsh lifeboat appeal. The event was held at St Donat's Castle and was attended by the Lord Lieutenant Sir Cennydd Traherne and Lady Traherne. Mrs Pat Richards, chairman of the guild, is pictured presenting the cheque to Glyn Williams, regional organiser for Wales. On the left is David Sutcliffe, Headmaster of Atlantic College. photograph by courtesy of South Wales Echo



Shoreline member Sheila Donnelly hands over a turkey to Mr Stanton, the winner of the Easter draw organised by Sheila and her husband who run two shops at Childwall Fiveways and Broadgreen Hospital. Tickets, many of which were sold in the two shops, brought in £32.60 for the RNLI.

During its flag week, Swindon branch raised a total of £1,880.54, which included £255.85 from souvenir sales and £72 from draw and lottery ticket sales. The branch was allowed to have a stall for its souvenirs in a covered area called Brunel Plaza on the flag day itself and much appreciated help it received on that day from the Sea Cadets.

For the third year running Mr and Mrs G. J. Wilkes of Acaster Malbis have held a coffee morning at their home, a large caravan situated on the Mount Pleasant site. This year they succeeded in raising £191 for the lifeboats.

Thanks to Grose Garage in Kingsthorpe the Northampton ladies' guild was able to organise a grand petrol draw which brought in £1,025. The garage gave 100 gallons of petrol, 75 gallons for the first prize and 25 gallons for the second prize. The lucky winner, Malcolm Taylor, was delighted but relieved to hear that the prize was in voucher form as he wondered where he could put 75 gallons of petrol. Third prize was a dinner for two at Westone Hotel.

Three breweries helped to provide cheap drinks which were on offer at the



John Shepley at the souvenir stall in Flamborough lifeboat-house; the greatly increased sales he achieved helped branch funds reach £10,000 in the past year as well as contributing towards Flamborough lifeboat appeal. Mr and Mrs Shepley have supported Flamborough lifeboat since the 1950s.

photograph by courtesy of A. G. Cairncross Hull



In brilliant sunshine, Dunbar lifeboat fête, held at the harbour on Saturday July 24, raised more than £6,700—a marvellous result exceeding the 1981 total by about £1,000. The Lifeboat Queen, Margaret-Ann Brunton, accompanied by Lord Hunter, president of the branch, was taken out in the lifeboat to watch an air sea rescue display in Dunbar Bay. A really happy day.

photograph by courtesy of Tweeddale Press Group



This is not the start of the tall ships race but the excitement and competition felt at the start of the Pimlico Boat Race was comparable with it. Thirty-six 'boats' took part, each with a sponsored crew of four who raced their way round the course, taking in six pubs en route. Much hilarity ensued with some boats past salvaging by the time they crossed the finishing line. Money is still coming in but more than £2,300 has been counted so far by the Central London Committee, which organised the race.

Cliffe Tavern in Dover during a special evening for the RNLI. The evening ended with the auction of various items which has been donated by local firms and groups, fruit hampers, bottles of drink, chocolates and even cross-Channel tickets coming under the hammer. Some items fetched remarkable prices: one Easter egg went for £10 and a cap which had been worn by Dover lifeboat's second coxswain fetched £40. At the end of it all the owner of the Tavern, Frank Westby, was able to hand over a cheque for £660 to Coxswain Tony Hawkins.

Cogan Hotel Sports and Social Club held a sponsored fancy dress three-legged pub race in aid of Penarth lifeboat station last spring for the second year running. The competitors donned all kinds of disguises, from Tweedle Dee and Tweedle Dum to Noddy and Big Ears, but it was two lifeboatmen, Crew Members P. W. Edwards and R. E. Giles—dressed,

strangely enough, as lifeboatmen—who won the race. The total money raised was £573, of which £270 was raised by the partnership of Miss Jo Joss and Mr Martin McCarthy, who, dressed as one clown, also won the fancy dress competition at the end of the event. John Dawes, late of London Welsh and capped 24 times for Wales, donated a Welsh Centenary International Rugby jersey to be raffled; it was won by Richard Polden, RNLI area organiser (Wales).

Solihull ladies' guild raised a fine £5,250 last year by means of bridge drives, coffee mornings and a Christmas fayre, together with its house to house collection and flag day.

Paisley branch, which has much support from yachtsmen, held its annual ball in the Normandy Hotel this year, raising £1,000, and then organised a fiddlers' rally which brought in a further £980 for branch funds.



Sir Alec Rose serving his guests at a cheese and wine party which he and Lady Rose held at their home in Havant during the summer in aid of the RNLI. A total of £470 was raised. Paying tribute to all supporters of the Institution, Sir Alec said: 'A ship is only as good as her crew, and we have a wonderful crew—a marvellous band of supporters'.

photograph by courtesy of Portsmouth Evening News



Two events in June brought in funds for Hampstead Garden Suburb branch. Bishopswood Bowling Club raised £200 with a day of bowls; most members gave their support and pictured here are just some of the 'team'. Later in the same month Mrs S. Ingram held a most successful coffee morning with a bring and buy stall devoted mostly to children's games and garments; the profit was more than £100.

In just over two months Jan Akerman managed to reduce her weight from almost 12 stone to 9 stone 7lb. She is barmaid at Ye Olde Whyte Harte in Hamble and it just so happens that the landlord, Colin Partridge, is chairman of the local RNLI branch. Everyone sponsored Jan and the 34lb that she lost helped her to gain £541 for the lifeboats.

On July 31 Mr R. A. Booth, commodore of Boston Motor Yacht Club, held a barbecue in his garden in aid of the lifeboat service. In perfect weather, hot dogs were sold and numerous fund-raising games were played. As an added attraction one of the members played his Hammond organ. At the end of a most enjoyable evening £302 had been raised to send to RNLI headquarters at Poole.

To mark Maritime England Year, East Grinstead branch is aiming to raise £20,000, the cost of an Atlantic 21 lifeboat. Great efforts are being made by individuals and groups throughout the town. Among other events, a raft race held on Wiremill Lake was sponsored by local groups and businesses. Sponsored gale days, checked with the help of the London Weather Centre, raised over £650.

Books . . .

● There is a rich seam of historical booklets to report this autumn:

In recent years it has been recognised that a boat specifically for lifesaving was established at Formby Point on the approaches to Liverpool as early as 1776. **Britain's First Lifeboat Station** by Barbara and Reginald Yorke gives a detailed account not only of Formby lifeboat station from those very early beginnings until it was finally closed in 1918, but takes the story back even further to the days, in the latter part of the eighteenth century, when attempts to revive the apparently drowned were first strenuously encouraged. The result of much research, this booklet is fascinating reading and very well illustrated; it is also a memorial to the important part played in the saving of life at sea by some of Liverpool's most humanitarian and public spirited citizens. It is available, price £1.80 plus 20p postage, from Alt Press, 3 Wicks Lane, Formby, Liverpool L37 3JE; all profits will go to the RNLI widows' fund.

The Early Manx Lifeboats, 1803 to 1850 is the subject of Graham Farr's latest paper on lifeboat history, the seventh in this valuable series of monographs. On the first page will be found drawings of the three types of lifeboat first established on the Isle of Man: 'Original', Plenty and Palmer. The first Douglas lifeboat was the thirteenth 'Original' to be built by Henry Greathead in his yard at South Shields. Costing £200, she was the gift of the Duke of Atholl, Lieutenant Governor of the island, and she was delivered in 1803. There is no record, however, that she was ever used and it was not until after Sir William Hillary became involved in sea rescue in 1822 that other lifeboats were stationed on the Isle of Man: at Douglas in 1824, at Castletown in 1826, at Peel in 1829, and at Ramsey in 1830. **The Early Manx Lifeboats**, price 60p including postage and packing, is available from Grahame Farr, 98 Combe Avenue, Portishead, Bristol BS20 9JX. Please send remittance with order.

The Story of the Newhaven Lifeboats has been written by Jeff Morris and Dave Hendy. Like Douglas, Newhaven received an 'Original' lifeboat in 1803, but once again there is no record of either her or Newhaven's two other early boats being launched on service. In 1852 the *Friend in Need*, a lifeboat built by James Beeching at Great Yarmouth, was stationed at Newhaven by the Shipwrecked Fishermen and Mariners' Society, to be taken over by the RNLI two years later. Since 1852 more than 600 lives have been rescued by Newhaven lifeboatmen. There are 31 photographs in this booklet which is

available, price 75p plus 25p postage and packing, from Mrs Pat Johns, 6 Marine Court, Gibbon Road, Newhaven, East Sussex.

The Sheringham Lifeboats 1838-1981 by R. W. Malster is an account of a community which for many years was served, in good accord, by two lifeboat stations, one run by the fishermen with boats provided by a prominent local family, the Upchers, benefactors to the fishing community in various ways, and one by the RNLI. The first Upcher lifeboat, *Augusta*, which went on station in 1838, was followed by a second, *Henry Ramey Upcher*, which served from 1894 to 1935. The first RNLI lifeboat was established at Sheringham in 1867.

During the second world war Sheringham lifeboat launched on a number of occasions to search for missing airmen. Speed was essential and Mr Malster records how, receiving a 'shout' from the Coastguard early one morning, the honorary secretary did not waste time getting up but, using the telephone by his bed, made or received 21 telephone calls in 26 minutes, also despatching messengers, first to alert everyone needed for the launch of the boat and then to make arrangements for the reception of the airmen. In just over 50 minutes the lifeboat had picked up the six Polish airmen and brought them safely back to land.

The author also tells the story of how Sheringham lifeboat was called out on service to a Dutch vessel about an hour before midnight on December 31, 1950, the time when John 'Sparrow' Hardingham was due to retire as coxswain; the boat was returning from the casualty when, at one minute past midnight, 'Sparrow' turned to his second coxswain, Henry 'Downtide' West, his successor, and told him 'You're in charge now'. This very readable booklet is available price 90p plus 20p postage and packing from RNLI, Sheringham, Norfolk.

A new edition of **The Story of the St David's Lifeboats** by Desmond G. Hampson and George W. Middleton, recently published, relates many rescues, lists the awards made to St David's lifeboatmen and gives information about the branch and guild. The first edition made a profit of about £1,000 which was given to the RNLI, and all profits from this second edition will also go to the lifeboat service. The booklet is available, price £1.25 including postage and packing, from Mrs Jill Rowley, Trefelli Farm, St David's, Haverfordwest, Dyfed.—J.D.

● **Stability and Trim of Fishing Vessels** by J. Anthony Hind (Fishing News Books, second edition, £7.50) is a book no small ship operator or designer should be without. It explains the mystique of ship stability and trim in a simple yet thorough manner which anyone can understand. As the title sug-

gests, the bias is towards the fishing boat operator, but trim and stability problems are common to all vessels and there is much to be gleaned by operators and designers of all types of craft.

In view of the recent upsurge of interest in working sail, I particularly like the section on power to carry sail; I also applaud the author's decision not to over-complicate the issue with unnecessary detail, which, for those interested, is all readily available in the appendices together with relevant formulae and approximations. In general, a book offering much to seamen and designers alike.—K.C.T.

● To record the history of a river and the people living along its banks would produce, as Howard Biggs, the author of **The River Medway**, rightly says '... an immense volume if all the characters and their deeds and misdeeds were fully traced and analysed'. **The River Medway** (Terence Dalton, £5.95) is a surprisingly short book for such a vast subject in both time and physical scale. Its brevity does not, however, mean that there is a little information on a lot of subjects. What Mr Biggs has done is to limit himself to 12 important aspects of the history, the people and the towns of the Medway; these are carefully researched and described in such a way that by the end of the book the Medway is an old friend.

The history of the river would be incomplete without mention of Sheerness lifeboat station, and Mr Biggs, a very long standing member of Broadstairs branch, does not let us down. To round off the story of the Medway he recounts the events of December 30, 1978, and the service by Sheerness lifeboat to *Ma Jolie II* for which Coxswain Charles Bowry was awarded a bar to his bronze medal.—S.J.G.

● In his book **Lowestoft, East Coast Port** (Terence Dalton, £4.95), Robert Malster, a local historian, pursues the making of the town with such knowledge and infectious enthusiasm that the reader cannot help but follow with both interest and enjoyment. The old town, the building of the harbour and its trade, the herring fishery and the trawling industry all have their place. So does the extraordinary impact of such men as Samuel Morton Peto who, in the 1840s, promised the people of Lowestoft that fish landed from the local fishing boats would be delivered fresh in Manchester, built a railway line from Lowestoft to Reedham and promoted a more direct rail line with London than had previously existed, improved the harbour and then set about encouraging trade with Denmark—and that was only a small part of his enterprise which reached out to other parts of Britain, South America, Africa and even Russia.

Robert Malster, who has received an RNLI Public Relations award for his extensive writing on lifeboats in his

area, has, of course, included a section on the early lifeboats of Lowestoft. He tells of how Lionel Lukin, who had made a boat 'unimmergible' for lifesaving at Bamburgh in 1786, extended a seaside holiday in Lowestoft in 1807 to superintend the building of a new lifeboat; her design was based on that of local yawls and she was made 'unimmergible' with casks lashed inside her gunwales and her bow and stern, and with canvas-covered cork wales projecting on each side. This boat, *Frances Ann*, is thought to have been the first sailing lifeboat in the world; she was rigged with two masts and lugsails, like the yawls, and she was the forerunner of the Norfolk and Suffolk type of lifeboat. A photograph of a painting of *Frances Ann* is just one of many fine illustrations published in this book.—J.D.

● For such welcoming people, the Channel Islanders have a remarkably inhospitable shoreline. David Couling's largely photographic catalogue of shipwrecking mishaps and disasters, **Wrecked on the Channel Islands** (Stanford Maritime, £4.95), is a grim but fascinating reminder of the ignominy that even the most stately vessels are subject to once they are on the rocks.

Somewhat unconventionally the book begins with the most recent wrecks like those of the *Orion* oil rig and *Point Law* (for the service to each of which John Petit, then coxswain of St Peter Port lifeboat, received a gallantry award), and works backwards through history and many spectacular wreck and salvage scenes. Sometimes the reader thirsts for a little more information, for instance as to how or why did a ship run aground, but the book is nevertheless an eye-catching and digestible publication.—E.W.W.

● Once a professional forecaster, Alan Watts has for many years made the education of yachtsmen in the ways of the weather his particular concern, both as an author and a lecturer. His latest book, **Cruising Weather** (Nautical Books, Macmillan, £12.95) is written specifically for the cruising yachtsman passage making in coastal waters, potentially the most dangerous areas of all in bad weather.

The author's first advice is, listen to the forecasts. The first part of the book is devoted to how modern forecasts are compiled, how they may be obtained and matters arising from them, and includes chapters on terms used in forecasting, on gales, on waves, on fog, on temperature, on visibility and on your own observations. This part of the book, in fact, answers the questions what and how. Alan Watts then goes on, in the second part of the book, to answer the question why, giving explanations of weather systems and thus helping the yachtsman to understand the weather more deeply. The illustrations,

which are many and clear, are by Peter Milne.

In the appendix is such useful information as the names of sea areas in other languages and important words in English, French and Spanish: for instance, gale warning, *avis coup de vent*, *aviso de temporal*. Here is a book to read carefully on winter evenings and to have on the yacht's bookshelf for the summer sailing—an excellent Christmas present for the skipper.—J.D.

● Do not be put off by the mathematics which appear on almost every page of **Sailing Theory and Practice** (new and revised edition) by C. A. Marchaj (Adlard Coles, Granada Publishing, £22.50). This is a book for any practical sailing man to read and then keep as a reference work. A more wide-ranging and thorough investigation of sailing matters would be hard to imagine, whether the reader is interested in the development of the rating rules from the first America's Cup race to the present day Olympic and International classes, sail theory in all its aspects, or waves and *Tsu Hang's* pitchpoling off the Horn: it is all there. Added interest is lent by the mention of famous yachts and designers to illustrate the points under discussion.

The book is beautifully printed in large format, well suited to the subject matter and diagrams, and it has an excellent index and a useful appendix. It should be said that the original 1964 edition does still obtrude here and there, such as on page 254—sadly *Queen Mary* is no longer able to reach 30.5 knots—but this is a minor grouse over a first-rate book.—L.A.F.

● Children's books are not often reviewed in these columns, but **The 1983 Cub Scout Annual** includes a splendid article on the lifeboat service and is thoroughly recommended to all young supporters wanting to find out more about the RNLI.

Four Cub Scouts visited Troon lifeboat station last summer and asked Ian Johnson, coxswain/mechanic of the lifeboat, just the sort of questions any enquiring boy or girl might want to ask. The cubs were shown over the lifeboat station and went out on an exercise in the lifeboat and the six-page feature is well illustrated with colour photographs of the visit.

The subjects of other articles in the annual range from Model Aircraft to British Reptiles and include a very unusual one on The Queen's Beasts, as well as a good guide to camping. In addition there are puzzles, games and an exciting map reading competition with prizes to be won. An ideal Christmas present, in fact for seven to 11 year olds.

Costing £2.75, the annual is available from all Scout shops as well as W. H. Smiths, John Menzies and other newsagents.—H.D.

Change of address

During August the RNLI South East regional office moved from Tunbridge Wells to Uckfield. The full address is: River House, Bell Lane, Uckfield, Sussex TN22 1AE. Tel: Uckfield (0825) 61466.

Day trip to London

Rhyl lifeboat guild is organising a day trip by rail to London on Saturday January 8, 1983, for which the fare will be considerably lower than the normal day return. The train will leave Holyhead at about 0600, stopping at Bangor, Llandudno Junction, Colwyn Bay, Abergele, Rhyl, Prestatyn, Flint and Chester and arriving in London at about 1045. Departure for the return journey will be 1930. For those wishing to visit the Boat Show at Earls Court reduced rate admission tickets can be obtained; there will, of course, be an RNLI stand at the show.

In the past three years this venture has raised £3,000 for lifeboat funds.

Further information by telephone from Peter Dean, chairman of Rhyl guild at Rhyl 2661, or Mr J. E. Frost, honorary treasurer, at Rhyl 4210. Alternatively, send a stamped addressed envelope for leaflet and booking form to Peter Dean, 53 Pen-y-Maes Avenue, Rhyl, Clwyd.

Leicester Building Society

In October 1981 Leicester Building Society began a scheme designed to encourage members of the RNLI to place their investments in the Leicester (under the normal terms relating to large building societies). An offer was made by the society to contribute 1 per cent of the amount invested in it by means of a special 'lifeboat' paying-in slip to the Institution.

At first, the scheme was limited to branch and guild members but it was extended to Shoreline members last May. More than £5,000 has already been raised for the RNLI in this way—and the amount is still growing. Paying-in forms are available from the appeals office, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

With apologies

A photograph of Lady Olwen Carey Evans DBE, an honorary life governor of the Institution and president of South Caernarvonshire ladies' guild, surrounded by her family on the occasion of her ninetieth birthday, appeared in the summer 1982 issue of *THE LIFEBOAT*; it was published by courtesy of Nigel Hughes and *The Cambrian News*.

Journal indexes

A limited number of indexes are now available for the following volumes of *THE LIFEBOAT*:

Volume XLII January, 1971, to April, 1973, numbers 434 to 443.

Volume XLIII, June, 1973, to April, 1975, numbers 444 to 451.

They can be obtained, price £2 each including postage and packing, from *THE LIFEBOAT*, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Lifeboat Services

from page 119

land the two fishermen on Sully Beach, to the north, but while on the way there a helicopter from RAF Chivenor arrived overhead. While Helmsman Couper maintained steerage way into the wind, the two men were quickly lifted into the helicopter. The third man was lifted off *Bowqueen* and all three were landed at Cardiff Royal Infirmary.

The rescue completed, Penarth D class lifeboat returned to station at full speed, but giving the confused waters of Ranie Race a wide berth. She arrived at 1400 and a quarter of an hour later had been refuelled, washed down and re-housed ready once again for service.

For this service letters of appreciation signed by Cdr Bruce Cairns, chief of operations, were sent to Helmsman Callum Couper and Crew Members Robert Ryan and Michael Hill.

South West Division

Injured boy

IN THE EARLY EVENING of Monday May 10, a skin diver, David Morrison, was ashore at Bovisand Beach, 2½ miles south east of **Plymouth** lifeboat station, when he saw a boy trying to attract attention on the opposite side of the bay. Telling a girl who was with him that if he waved, help was needed, Mr Morrison swam across the bay and found that the boy was injured; he had fallen from the cliffs and was cut off by the tide. On seeing a wave the girl went for help while Mr Morrison made the boy comfortable, removed some of his wet clothes and put his own wet suit top on him.

At 1803 Brixham Coastguard telephoned the honorary secretary of Plymouth lifeboat station. The crew of the 18ft 6in McLachlan lifeboat on duty at the boathouse prepared to launch immediately and the lifeboat slipped her mooring at 1809; Emergency Mechanic Keith Rimmer was in command with Crew Member George Parker as his crew.

It was a fine evening with a moderate to fresh, force 4 to 5, south-easterly wind. The sea was choppy with a slight swell; it was about two hours before high water.

Arriving off Bovisand Beach at 1820 Helmsman Rimmer went ashore, leaving Crew Member Parker to look after the boat. He dressed the boy's injured knee, used a boathook as a splint for his leg and wrapped him in a survival blanket. Plymouth and Yealm Coastguard cliff rescue team then arrived. With the help of Helmsman Rimmer and Mr Morrison, they strapped the boy into their Neil Robertson stretcher and

hauled him up the cliff to a waiting ambulance.

Helmsman Rimmer rejoined the McLachlan lifeboat at Bovisand Fort at 1921 and by 1930 the lifeboat was back on her mooring and once again ready for service.

For this service a letter of appreciation signed by Commander Bruce Cairns, chief of operations, was sent to David Morrison.

West and South West Division

Snow

IN THE SEVERE SNOW STORMS last January lifeboatmen from several stations in Wales played an important part in helping to get medical supplies and food through to villages which were cut off by deep snow drifts and impassable roads and could only be reached by sea.

At 0700 on Monday January 11 the honorary secretary of **New Quay** (Dyfed) lifeboat station was asked by the Coastguard and by the honorary medical adviser for help in taking urgent medical supplies for children stranded in camp near Llangranog, seven miles south west of the lifeboat station, and also medical supplies and bread for villages along the route.

New Quay's 37ft Oakley lifeboat *Bird's Eye* launched at 0720 under the command of Second Coxswain Idris Evans. Coxswain David Evans was already making similar supply runs to the north east of the town in his own fishing boat. *Bird's Eye* took with her the coxswain's outboard dinghy to help with landing the supplies and three extra crew members, David Holeyman, Mark Rees and Roger Davies, were embarked to man this boat.

It was a fine day with good visibility and a gentle north-easterly breeze. The sea was moderate.

On the way along the coast a man was seen waving frantically on a cliff top. Acting Coxswain Evans investigated and found that the man's six-month-old baby had no baby food. This was obtained in Aberporth and landed by the dinghy, together with medical supplies and bread, on the open beach at Llangranog. It was 1630 by the time the lifeboat was back on station.

The next day, Tuesday January 12, *Bird's Eye* had launched by 0840, and once again worked to the south west of New Quay under the command of Second Coxswain Idris Evans while Coxswain David Evans worked to the north east in his own boat. There was a moderate sea with a heavy swell running and while ferrying food and medical supplies ashore at Llangranog Beach the dinghy was swamped and her three crew that day, David Holeyman, David Williams and Daniel Potter, were thrown into the surf. A helicopter returning from another urgent supply mission later picked up the three men from the beach and landed them back aboard the lifeboat, after first helping to

land supplies at Tresaith Beach. In the meantime, however, *Bird's Eye* had gone on down the coast to Aberporth and brought back another dinghy manned by three Aberporth men. Waves also broke over this dinghy on her way to Llangranog Beach with supplies from the lifeboat, but she reached the beach safely.

It was 1845 by the time *Bird's Eye* returned to New Quay and was re-housed. The next morning, Wednesday January 13, she was out again from 0830 to noon, taking food and medical supplies to Llangranog and Cwmtudu. The coxswain's dinghy was also recovered. Coxswain David Evans himself took his fishing boat to Aberaeron to pick up a surgeon who was to operate on a patient in Aberystwyth.

Aberystwyth D class inflatable lifeboat was launched on the morning of Tuesday January 12 to go out to meet a fishing boat bringing in people from New Quay and taking back medical supplies and yeast. There were breaking seas on the harbour bar and the skipper of the fishing boat had no knowledge of the area. The inflatable lifeboat, manned by Helmsman Thomas Ridgeway and Crew Members David Davies and Peter Heading, launched at 0900 and had returned to station by 1000.

On the South Wales coast, **Porthcawl** was isolated by an extremely heavy snow fall on Friday January 8 and the roads in the surrounding area were blocked by deep drifts for six days. By Tuesday January 12 the local chemist was out of a number of drugs urgently needed and Porthcawl station honorary secretary was asked to help. Arrangements were made with the berthing master at Swansea for the necessary drugs to be available for loading at Swansea Dock entrance, and at 1400 the station's D class inflatable lifeboat set out, manned by Helmsman Alan Edwards and Crew Members Philip Missen and Victor Davies. She returned with the drugs at 1630. The Town Mayor of Porthcawl wrote to thank Mr R. D. Howell-Jones, station honorary secretary, and the lifeboat crew for their help and a donation to the station was received from the chemist.

South West Division

Outboard failed

A SMALL BOAT which had fired a hand flare off Crackington Haven was reported to the honorary secretary of **Bude** lifeboat station by Hartland Coastguard at 1500 on Saturday May 29. Maroons were fired and at 1505 the D class inflatable lifeboat, manned by Helmsman Jonathan Ball and Crew Members Timothy Marshall and William Cook, was launched into high surf.

It was a fine afternoon but a fresh breeze was blowing from the south east. The sea was slight but there was a swell and the tide was ebbing so that at the

harbour entrance the waves were rougher and the ground swell heavy.

Once out of the harbour the lifeboat made for the casualty, eight miles west south west of Bude, at full speed. The small boat was found, with her crew of two, drifting towards Pencannow Point; her outboard engine had failed, the sheer pin broken.

The casualty was towed out of immediate danger and then, because of the ground swell on Bude Harbour bar and the ebbing tide, she was brought alongside the lifeboat, made fast and towed the five miles to the nearest harbour, at Boscastle. When they arrived, Boscastle Harbour had dried out, so the casualty was beached and her crew landed.

The lifeboat returned to station at 1715 and, as Bude Harbour had also dried out by that time, she was recovered by Land Rover. She was rehoused by 1750.

East Division

Dinghy and canoe

A SAILING DINGHY with two boys on board capsized in a fresh south westerly breeze, force 5, about three miles west north west of **Redcar** lifeboat station on Saturday May 22. The D class lifeboat launched at 1612 manned by Helmsman Paul Wilson and Crew Member David Cocks. They found that one boy had been helped ashore by a canoeist; the other had righted the dinghy but could not sail it in the increasing wind. The boy was taken aboard the lifeboat and the boat taken in tow. It was then found that the canoeist was also having difficulty making headway, so this boy and his canoe were taken into the lifeboat. The two boys were safely landed, with their boats, at 1630 and the lifeboat was rehoused by 1715.

Lifeboat Services, March, April and May, 1982

Aberdovey, Gwynedd

Atlantic 21: May 3

Abersoch, Gwynedd

Relief Atlantic 21: April 10, 11 and May 13

Aberystwyth, Dyfed

Relief D class inflatable: April 8 and May 4

Aldeburgh, Suffolk

42ft Beach: March 28

D class inflatable: March 28

Amble, Northumberland

37ft 6in Rother: March 21 and 29

D class inflatable: April 10

Anstruther, Fife

37ft Oakley: April 8 and May 22

Appledore, North Devon

47ft Watson: March 27

Atlantic 21: March 27 (twice), April 13, May

2 (twice), 16 (twice) and 23 (twice)

Arran (Lamlash), Buteshire

D class inflatable: April 15

Arranmore, Co Donegal

52ft Barnett: March 1, 7, 11, April 3 (twice),

May 3 and 27

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

Atlantic 21: May 26 and 31

Baltimore, Co Cork

47ft Watson: April 18

Barmouth, Gwynedd

D class inflatable: March 25, April 27 and

May 1

Barra Island, Inverness-shire

52ft Barnett: March 28, April 28 and May 17

Barrow, Cumbria

46ft 9in Watson: March 9

Relief D class inflatable: May 30

Barry Dock, South Glamorgan

Relief 44ft Waveney: April 10 and May 16

Beaumaris, Gwynedd

Atlantic 21: May 15

Bembridge, Isle of Wight

48ft 6in Solent: April 2, 7 and May 2

Berwick-upon-Tweed, Northumberland

Atlantic 21: March 1, April 4

Relief Atlantic 21: April 24

Blackpool, Lancashire

D class inflatables: March 13, 25, 28, April 4,

11, May 9 (three times) and 29

Relief D class inflatable: March 13, 25 and 28

Bridlington, Humberside

37ft Oakley: April 7

D class inflatable: April 10, 11, May 16 and

22 (three times)

Brighton, East Sussex

Atlantic 21: April 3, 12 (twice), 24, May 2

(four times), 3, 5, 11, 15, 16, 21 and 29

Broughty Ferry, Angus

52ft Arun: April 3 and 23

D class inflatable: March 7, April 3, 14, 23,

May 22 and 29 (twice)

Buckie, Banffshire

47ft Watson: May 9 and 30

Bude, Cornwall

D class inflatable: April 21 and May 29

Calshot, Hampshire

40ft Keith Nelson: March 10 (twice), April 18

and May 28

Campbeltown, Argyllshire

52ft Arun: April 22 and May 1

Clacton-on-Sea, Essex

37ft Oakley: March 22

D class inflatable: May 15

Clovelly, North Devon

Relief 71ft Clyde: March 10, 27, April 11, 15,

May 4, 11 and 29

Conwy, Gwynedd

Relief D class inflatable: May 4

D class inflatable: May 21 and 28

Courtmacsherry Harbour, Co Cork

47ft Watson: April 24

Craster, Northumberland

D class inflatable: May 1 (twice) and 9

(twice)

Criccieth, Gwynedd

D class inflatable: April 10 and 11

Cromer, Norfolk

D class inflatable: April 10

Cullercoats, Tyne and Wear

D class inflatable: April 18, May 2 and 8

Douglas, Isle of Man

46ft 9in Watson: April 10 and May 9

Dover, Kent

50ft Thames: March 10, 13, 28 (twice), May 2

and 19

Dunbar, East Lothian

D class inflatable: April 18

Dungeness, Kent

37ft 6in Rother: April 24, May 2 and 30

Dun Laoghaire, Co Dublin

44ft Waveney: March 12 and May 23

Dunmore East, Co Waterford

44ft Waveney: March 3

Eastbourne, East Sussex

37ft 6in Rother: April 2 and 15

Relief D class inflatable: April 10 (twice), 12,

26 and May 11

Exmouth, South Devon

48ft 6in Solent: March 9

D class inflatable: April 4, 24, 25, May 8, 23

(twice), 27, 28 and 29

Eyemouth, Berwickshire

44ft Waveney: March 1 and April 13

Falmouth, Cornwall

52ft Arun: April 5, 7, 9, May 2 and 23

Relief 18ft 6in McLachlan: April 6

18ft 6in McLachlan: April 25

Filey, North Yorkshire

37ft Oakley: April 16

D class inflatable: March 28

Fishguard, Dyfed

52ft Arun: March 11 and April 16

Flamborough, Humberside

35ft 6in Liverpool: April 16

Fleetwood, Lancashire

44ft Waveney: March 1, 13, 28 and April 18

D class inflatable: March 1, 27 and May 30

Flint, Clywd

Relief D class inflatable: April 25 and May 30

Fowey, Cornwall

Relief 46ft 9in Watson: May 17

Galway Bay, Co Galway

52ft Barnett: March 1, 2, 21, April 15, 20 and

May 27

Great Yarmouth and Gorleston, Norfolk

44ft Waveney: May 3 and 22

Atlantic 21: March 2, 8, April 8 and May 28

Hartlepool, Cleveland

44ft Waveney: March 1

Relief 44ft Waveney: April 5, 12 and May 12

Atlantic 21: March 7, April 12, May 14, 25

and 30 (twice)

Harwich, Essex

44ft Waveney: March 25 and May 31

Relief Atlantic 21: April 7, 9, 26, May 3 and

28

Hastings, East Sussex

D class inflatable: March 13, April 10, May 5

and 30

Hayling Island, Hampshire

Atlantic 21: April 11, May 1, 22 (six times),

30 and 31

Helensburgh, Dunbartonshire

Atlantic 21: April 4 and 10

Holyhead, Gwynedd

52ft Arun: March 17 and May 16

D class inflatable: April 9 and 22

Howth, Co Dublin

D class inflatable: April 19 and May 9

Hoylake, Merseyside

37ft 6in Rother: May 1

Humber, Humberside

54ft Arun: March 14, 29, April 6, 23, 25 and

30

Hunstanton, Norfolk

Atlantic 21: April 2, 16, May 15 and 31

Islay, Argyllshire

50ft Thames: March 19, May 1, 11 (twice)

and 30

Largs, Ayrshire

Atlantic 21: April 5, 11, 15, 23 (twice), May

10, 18, 23 (twice), 25 and 30

Lerwick, Shetland

52ft Arun: May 3

Littlehampton, West Sussex

Atlantic 21: March 21 (twice), April 4, 8 and

17

Littlestone-on-Sea, Kent

Atlantic 21: March 31, April 24, May 2, 3 and

The Lizard-Cadgwith, Cornwall

Relief 52ft Barnett: March 1

52ft Barnett: April 3

Llandudno (Orme's Head), Gwynedd

D class inflatable: April 11 and May 20

Longhope, Orkney

48ft 6in Solent: April 4
Lowestoft, Suffolk
47ft Watson: March 6
Lyne Regis, Dorset
Atlantic 21: March 2, April 10 and May 22
Lymington, Hampshire
Atlantic 21: April 21
Lytham-St Anne's, Lancashire
46ft 9in Watson: May 19
D class inflatable: March 28 (three times), April 10 and May 30
Margate, Kent
37ft 6in Rother: April 11
D class inflatable: March 18, April 11, 19, 20, May 17, 22 and 23
Minehead, Somerset
Atlantic 21: April 5 and 9
Moelfre, Gwynedd
37ft 6in Rother: April 24
D class inflatable: March 24, May 15 and 29
Morecambe, Lancashire
D class inflatable: April 14
Mudford, Dorset
D class inflatable: March 27, April 4, 10, May 2, 13, 17 and 23
The Mumbles, West Glamorgan
47ft Watson: March 8
New Brighton, Merseyside
Atlantic 21: April 5, May 14 and 29
Newhaven, East Sussex
Relief 44ft Waveney: March 21, April 6, 11, 12, 20, 22, 24, 29, May 2 (twice) and 4
Relief 46ft 9in Watson: May 2
44ft Waveney: May 30 and 31
Newquay, Cornwall
D class inflatable: March 4, 5, 27, April 22 and May 1
New Quay, Dyfed
D class inflatable: March 27
North Sunderland, Northumberland
37ft Oakley: April 24
D class inflatable: April 10 and 24 (twice)
Oban, Argyllshire
42ft Watson: April 12 and May 12
18ft 6in McLachlan: April 9
Padstow, Cornwall
48ft 6in Oakley: March 27 (twice) and May 21
Peel, Isle of Man
Atlantic 21: April 20 (twice) and May 8
Penarth, South Glamorgan
D class inflatable: March 3, 23, 24, 26, May 23 and 29
Penlee, Cornwall
46ft 9in Watson: April 8 and May 1
Peterhead, Aberdeenshire
Relief 48ft 6in Solent: April 2
48ft 6in Solent: April 9
Plymouth, South Devon
44ft Waveney: April 14 and May 2
18ft 6in McLachlan: May 10 and 17
Poole, Dorset
44ft Waveney: March 14, April 21, May 12, 22 and 23
Dell Quay Dory: March 21, 29 (twice), April 7, 8, 10, May 2, 12, 21, 25, 29 and 30
Portaferry, Co Down
D class inflatable: March 13 (twice)
Port Erin, Isle of Man
37ft 6in Rother: May 8 and 14
Porthdinllaen, Gwynedd
47ft Watson: March 14 and May 31
Port Isaac, Cornwall
D class inflatable: April 25 and May 30
Portrush, Co Antrim
52ft Arun: March 10
Portsmouth (Langstone Harbour), Hampshire
Atlantic 21: March 14, May 2 (three times), 16, 18, 19, 22 (three times) and 31
D class inflatable: May 2 (twice) and 31
Port St Mary, Isle of Man
Relief 52ft Barnett: April 1
Relief 52ft Arun: May 16
D class inflatable: April 12, May 5, 16 and 17

Pwllheli, Gwynedd
D class inflatable: April 11 and May 2
Queensferry, West Lothian
Atlantic 21: April 19, 21 and May 24
Ramsey, Isle of Man
37ft Oakley: March 28
Redcar, Cleveland
37ft Oakley: May 16
D class inflatable: May 22 (three times)
Rhyl, Clwyd
37ft Oakley: March 13
D class inflatable: March 20, April 18, May 29 and 30 (twice)
Rosslare Harbour, Co Wexford
48ft 6in Solent: April 14
Rye Harbour, East Sussex
D class inflatable: April 21 and May 31
St Abbs, Berwickshire
D class inflatable: April 10 and May 29
St Agnes, Cornwall
D class inflatable: May 22 and 30
St Catherines, Channel Islands
D class inflatable: March 20 and May 23
St Helier, Channel Islands
44ft Waveney: April 24, 26 and May 2
St Ives, Cornwall
37ft Oakley: April 7 and May 11
D class inflatable: March 28, April 7 and 8
Relief D class inflatable: May 2 and 11
St Mary's Scilly Isles
52ft Arun: April 7
St Peter Port, Channel Islands
52ft Arun: April 25, May 6 and 23
Salcombe, South Devon
47ft Watson: May 9
Scarborough, North Yorkshire
37ft Oakley: April 9
Selsey, West Sussex
48ft 6in Oakley: March 28 (twice), April 19, May 22 and 27
D class inflatable: April 10
Sheerness, Kent
44ft Waveney: March 15 and 21
Relief 44ft Waveney: March 25
44ft Waveney: May 2 (twice), 3, 23 (twice) and 30
D class inflatable: March 13, 21, 28 and April 4 (three times)
Relief D class inflatable: May 2, 22, 23 and 30
Sheringham, Norfolk
37ft Oakley: April 6
Shoreham Harbour, West Sussex
37ft 6in Rother: March 15, April 22 and May 29
D class inflatable: May 22 (twice), 23 (twice) and 30
Silloth, Cumbria
Atlantic 21: March 19
Skegness, Lincolnshire
37ft Oakley: March 30
D class inflatable: May 28, 30 and 31
Skerries, Co Dublin
D class inflatable: April 12
Southend-on-Sea, Essex
Relief Atlantic 21: March 29
Atlantic 21: April 10 (twice) and 13
Relief D class inflatable: March 14, 16, 27 (twice), April 24, 26 and May 1
Southwold, Suffolk
Atlantic 21: March 21, April 29, May 10 and 14

Staithes and Runswick, North Yorkshire
Atlantic 21: April 2 and May 30 (twice)
Stromness, Orkney
52ft Barnett: March 22 and April 12
Sunderland, Tyne and Wear
47ft Watson: March 4 and 27
Swanage, Dorset
37ft 6in Rother: March 12, 18, April 11, 12, 21, May 1, 3, 11 and 18
Teemouth, Cleveland
47ft Watson: April 12
Tenby, Dyfed
46ft 9in Watson: May 20
D class inflatable: April 26, May 4, 6, 23 and 29 (twice)
Tighnabruaich, Argyllshire
D class inflatable: May 15 and 29
Torbay, South Devon
54ft Arun: March 18, April 24, 27 and May 3
18ft 6in McLachlan: March 28, 31, April 4, May 6, 7 and 22
Tramore, Co Waterford
D class inflatable: April 12 and 28
Trearddur Bay, Gwynedd
D class inflatable: March 25, April 28, May 4, 5 and 30
Troon, Ayrshire
44ft Waveney: April 19, May 9, 11 (twice) 16 and 23
Tynemouth, Tyne and Wear
52ft Arun: April 11
D class inflatable: April 11, 17, May 2 (twice), 8 and 26
Valentia, Co Kerry
52ft Barnett: March 4 and 11
Walmer, Kent
37ft 6in Rother: April 14
D class inflatable: April 12, May 3, 11, 15 and 23 (three times)
Walton and Frinton, Essex
48ft 6in Oakley: April 9 and May 3
West Kirby, Merseyside
D class inflatable: April 24
West Mersea, Essex
Atlantic 21: March 30, April 6, 18, 23, May 2, 3 and 23 (five times)
Weston-super-Mare, Avon
18ft 6in McLachlan: March 27, April 4 and 25
D class inflatable: March 27, April 4, 11, 25, 29 and May 22
Weymouth, Dorset
Relief 52ft Arun: April 7, 13, 20, 25 and May 3 (twice)
54ft Arun: May 24
Whitby, North Yorkshire
44ft Waveney: March 3, April 2 and 8
D class inflatable: March 27, April 2, 4, 25 and 26
Whitstable, Kent
Atlantic 21: April 4, 17 (twice), 30, May 1 (twice), 2, 15, 23 and 31
Wick, Caithness
48ft 6in Oakley: April 23
Wicklow, Co Wicklow
42ft Watson: March 17 and May 21
Workington, Cumbria
47ft Watson: May 2
Yarmouth, Isle of Wight
52ft Arun: March 1, 26, 27, April 5, 10, 21, 22 and May 22

SERVICES AND LIVES RESCUED BY THE RNLI'S LIFEBOATS

January 1, 1982, to July 31, 1982: Services 1,501; lives rescued 446

THE STATION FLEET

(as at 31/7/82)

258 lifeboats, of which two Atlantic 21, three 18ft 6in McLachlan and 63 D class inflatable lifeboats operate in summer only

LIVES RESCUED 108,090

from the Institution's foundation in 1824 to 31/7/82, including shoreboat services

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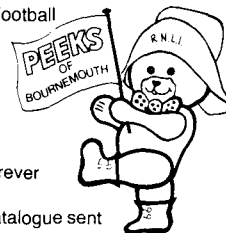
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