

Volume XLVIII Number 482



# The Lifeboat

Journal of the Royal National Lifeboat Institution

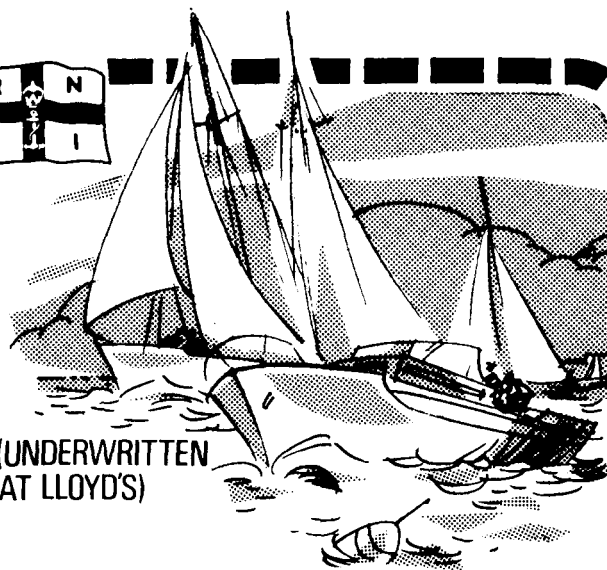
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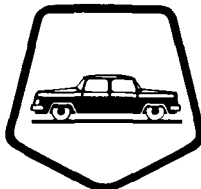
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# THE LIFEBOAT

Winter 1982/83

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Volume XLVIII  
Number 482

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### COVER PICTURE

*Whitby's 44ft Waveney lifeboat The White Rose of Yorkshire climbs a 25ft breaking sea in the approaches to Whitby Harbour. Returning from service in a strong north-north-westerly gale on April 8, 1982, she found conditions too dangerous to enter harbour. She was returning to sea to make for Scarborough when she met this very large wave. (Full report, page 149). The photograph was taken by Theo G. R. Stibbons.*

**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 (0202) 671133). Photographs intended for return should be accompanied by a stamped and addressed envelope.

**Next issue:** the Spring issue of THE LIFEBOAT will appear in April and news items should be sent by the end of January. News items for the Summer issue should be sent in by the end of April.

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

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## NOTES OF THE QUARTER

BARMOUTH'S NEW 37ft 6in Rother lifeboat was named *Princess of Wales* by the Princess on November 25 in her first engagement for the RNLI. The Princess, accompanied by Prince Charles, was given an enthusiastic welcome by the large crowds and took obvious delight in naming the lifeboat. Over £60,000 towards the cost of the boat was raised by a special appeal in Wales to celebrate the Royal Wedding. A full account of the naming ceremony will appear in the next edition of the journal.



**Poole:** After HRH Crown Prince Harald of Norway, Honorary Colonel of the Royal Marines, had visited Commando units at Hamworthy on November 4 he embarked in one of the Institution's latest 52ft Arun class lifeboats and was brought round to the RNLI depot quay, to visit Poole HQ and depot. The Arun, on trials, was escorted by Poole's 44ft Waveney and Dell Quay Dory lifeboats, and Poole's Coxswain Frank Ide is seen introducing (l to r) Crew Members Pat Lanary, Alan Channel, Steven Vince and John Jones.

photograph by courtesy of  
Royal Marines, Poole

### City of London naming

Another unique naming ceremony took place on the River Thames on November 1. Lady Leaver, Lady Mayoress of London, named the prototype 47ft Tyne class lifeboat *City of London* at the steps by Fishmongers' Hall. Among the guests were Lord Inchcape who was chairman of the City of London Appeal which raised over £400,000 to pay for the lifeboat and representatives of many businesses and livery companies which had contributed to the appeal.

The lifeboat is the first to bear the name *City of London* and will be stationed at Selsey when she completes her trials.

### New Bredees

The 33ft Brede class lifeboat, built by Lochin Marine and based on one of their commercial hulls, is now in production. The prototype boat, used for extensive trials, is to be sold and subsequent boats, which incorporate a number of important modifications, are already in service; 33-02, *Ann Ritchie*, is on station at Oban and 33-03, *Leonore Chilcott*, is at Fowey.

### Radar simulator gift

The RNLI is fortunate to receive support in many different ways. Many firms make regular donations in the form of goods; Duckhams lubricants, Martell brandy and Champion spark-



**Barmouth:** TRH The Prince and Princess of Wales, with Barmouth lifeboatmen, looking at the picture presented to the Princess after she had named the 37ft 6in Rother lifeboat *Princess of Wales*.  
photograph by courtesy of Jeff Morris

**Yarmouth, Isle of Wight:** During a visit to the Isle of Wight last October, HRH The Duchess of Kent called at Yarmouth lifeboat station, meeting officials of the branch and of West Wight guild. While being introduced to the crew by Coxswain David Kennett (l) Her Royal Highness talks to Stewart Pimm. On the extreme right is Kevin Lewis.

photograph by courtesy  
of Dave Rainer



plugs are well known examples. In August a most valuable and useful gift of a marine radar simulator was made to the Institution by Rediffusion Simulation Ltd.

The simulator, which will be used to train lifeboat crews in radar operating procedures, has been installed in a caravan and will be taken to lifeboat stations all around the coast to provide local training facilities. Previously such training had to be carried out at sea or at special training centres.

### Another step forward

After prolonged technical and operational evaluation trials the RNLI has selected a VHF direction finding system as the standard installation in certain classes of lifeboat. The equipment, the Simrad L1520 from Racal Decca, can give the bearing of transmissions from a casualty fitted with a VHF radio, thus helping to reduce considerably time spent searching.

At present this VHF DF equipment can only be installed in certain cabin lifeboats which lie afloat; further technical work is necessary before it can be considered for other lifeboats, including housed boats with folding aerials. It will be standard equipment for all new lifeboats of the Arun, Waveney and Brede classes, and it will be fitted to existing boats of these classes over a period of about four years; Clyde and Thames class lifeboats will also be included in this programme. Each installation in an existing boat will, of course, call for individual attention; in particular, as the new aerial has to be at the highest point, above the wheelhouse, the effect of its weight on the stability and self-righting capability of each boat must be carefully checked.

### Staff retirements

At the end of 1982 a number of well known and long serving members of staff retired. Lt-Col Brian Clark retired as national organiser (Ireland) after 15 years service; Glyn Williams as regional organiser (Wales) after 15 years service; Ken Bryon as legacies and trusts controller after 44 years service, and Peter Young as electronics surveyor after 18 years service. Mrs Doris Hills, whose cheerful voice has greeted thousands of



people telephoning Poole, retired as telephone operator after nearly ten years.

In Ireland, Mrs May McMaster is now regional organiser (Northern Ireland) and Jimmy Kavanagh is national organiser (Republic of Ireland). Miss Anne Williams has been appointed regional organiser (Wales).

#### Centenary vellums

Lifeboat stations at Arranmore, Co Donegal, and Port Erin, Isle of Man, have been awarded centenary vellums on the occasion of the hundredth anniversary of their establishment in 1883.

#### National Sea Service

Seven lifeboatmen from Kent attended the annual National Service for Seafarers held in St Paul's Cathedral in the City of London on Trafalgar Day, October 21, 1982. Coxswain/Assistant Mechanic Anthony Hawkins of Dover was the Institution's colour bearer at the service, escorted by Emergency Mechanic Michael Abbott and Crew

Member Alan Barker. Making up the uniformed party were Tractor Driver Richard Taylor and Assistant Tractor Driver John Miller from Margate and Crew Members Charles Reid and John Snoad from Littlestone-on-Sea. Also attending the service were Michael Vernon, a deputy chairman of the Institution, Captain J. B. Leworthy, a member of the Committee of Management, Rear Admiral W. J. McClune, a member of the Boat Committee, and Lt-Cdr Brian Miles, deputy director.

#### Salute to Maritime England

Coxswain/Mechanic Leonard Patten of Newhaven and his wife Frances represented the Institution at the Salute to Maritime England concert held at the Royal Festival Hall on October 23. The concert was organised by King George's Fund for Sailors, to which the proceeds were donated.

#### Scottish Office

The RNLI Scottish office has moved to 26 Rutland Square, Edinburgh EH1 2BW. Tel: 031-229 2206.

## Annual Meetings 1983

THE RNLI's annual meetings for 1983 will take place on Tuesday May 17 at the Royal Festival Hall, South Bank, London. The annual general meeting of the governors of the Institution will be held at 11.30 am in the Queen Elizabeth Hall, and the annual presentation of awards will take place at 3 pm in the main auditorium.

As for the meetings in 1982, application forms are being sent out to all governors with the journal, in order to save the cost of envelopes and postage for a separate circular. All governors, therefore, will receive an application form for both the morning and afternoon meetings with this winter journal. If you are a governor wishing to attend the AGM and if by any chance the form is not tucked into your journal, please write to the Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ, stating your requirements.

Branches and guilds will receive information about how to apply for tickets for the annual presentation of awards on the afternoon of May 17 from their regional organising secretaries in the usual way. If any other supporters of the lifeboat service would like to attend the afternoon presentation of awards meeting, they should write to the Director at the address given above.

**Tyne class:** *The second prototype 47ft fast slipway boat in heavy weather trials (left) off Berry Head, Brixham (photograph by courtesy of Crew Member Nigel Coulton) and (below) off Padstow (photograph by courtesy of John Watts, Cornerways Studio).*



## LONG SERVICE AWARDS

THE LONG SERVICE BADGE, introduced from January 1, 1982, for crew members and shore helpers who have given active service for 20 years or more, has been awarded to:

### Aberystwyth

Crew Member A. Blair  
Crew Member B. P. Jones  
Crew Member K. Stone

### Amble

Crew Member J. Connell  
Crew Member A. Straker

### Baltimore

Coxswain C. Collins  
Motor Mechanic M. O'Connell  
Crew Member N. Cottrell  
Shore Helper H. Skinner

### Bembridge

Coxswain P. Smith  
Crew Member A. Henley

### Berwick-upon-Tweed

Crew Member H. Crombie

### Bridlington

Second Coxswain D. Atkins  
Motor Mechanic R. W. Stott  
Shore Helper J. Crawford  
Shore Helper H. T. Wood

### Broughty Ferry

Coxswain J. Jack  
Assistant Mechanic W. Findlay

### Clacton-on-Sea

Crew Member E. E. Downes  
Crew Member R. W. Stammers

### Courtmacsherry

Second Coxswain/Mechanic J. B. Madden

### Douglas

Second Coxswain R. A. Corran  
Assistant Mechanic R. Lee

### Dun Laoghaire

Crew Member K. Tormey

### Dunmore East

Coxswain/Mechanic S. Whittle

### Flamborough

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

### Galway Bay

Coxswain/Mechanic B. Mullin

### Hastings

Shore Helper F. Harffey  
Shore Helper R. White

### Islay

Motor Mechanic A. Campbell

### Kirkcudbright

Coxswain/Mechanic G. C. Davidson

### Mallaig

Coxswain D. McMinn  
Motor Mechanic T. Ralston

### Margate

Coxswain A. G. Manning  
Crew Member J. H. Christian  
Crew Member K. H. Sandwell  
Shore Helper B. R. Richards

### Minehead

Crew Member K. Escott

### The Mumbles

Crew Member P. Algie  
Crew Member D. F. Allen  
Crew Member D. G. Cope  
Crew Member W. H. Davies  
Crew Member A. G. Eynon  
Crew Member D. A. Palmer  
Crew Member G. Ridd

### Newcastle (Co Down)

Shore Helper J. Murphy

### New Quay (Dyfed)

Crew Member D. J. Davies  
Crew Member E. F. Swan  
Shore Helper E. G. S. Fowler

### Peterhead

Crew Member J. B. McLean  
Shore Helper J. Reid  
Shore Helper J. Smith

### Pwllheli

Shore Helper G. Jones  
Shore Helper H. Lewis

### St Abbs

Crew Member A. C. H. Crowe

### St David's

Assistant Mechanic E. B. Bateman  
Crew Member J. H. Phillips  
Shore Helper H. J. Griffiths

### St Helier

Shore Helper D. A. Seymour

### Salcombe

Crew Member B. Cater

### Scarborough

Coxswain K. Eade  
Shore Helper R. Tyson

### Selsey

Coxswain M. J. Grant  
Second Coxswain G. E. Woodland  
Motor Mechanic F. R. Wells  
Shore Helper N. J. Woodland

### Sheringham

Second Coxswain A. M. Scotter  
Crew Member C. Ayres  
Crew Member A. Culley  
Crew Member D. Little  
Crew Member R. Little  
Crew Member E. Wink  
Crew Member R. Wink  
Shore Helper E. Hedges  
Shore Helper S. White

### Skegness

Shore Helper D. E. Bullen

### Southwold

Shore Helper W. G. Upcraft

### Sunderland

Coxswain/Mechanic W. Milburn  
Second Coxswain/Assistant Mechanic  
S. Cahill

### Thurso

Motor Mechanic A. M. Reid

### Walton and Frinton

Crew Member J. L. C. Barrett

### Wells

Coxswain D. J. Cox, BEM  
Second Coxswain A. T. Jordan  
Motor Mechanic A. Court  
Assistant Mechanic A. M. Cox  
Emergency Mechanic A. W. Cooper  
Shore Helper G. Read

### Weymouth

Coxswain V. J. Pitman  
Emergency Mechanic E. L. Pavey  
Crew Member L. F. Hellier

### Wick

Coxswain/Mechanic D. D. MacKay

### Wicklow

Assistant Mechanic R. Byrne

### Workington

Crew Member W. W. Smith

### Yarmouth (Isle of Wight)

Motor Mechanic R. Cooke  
Crew Member N. Chandler

## RNLI national lottery

THE NINETEENTH RNLI national lottery was drawn on October 29, 1982, by Lt-Col D. R. R. Storrie, commanding officer of the Royal Marines, Hamworthy, Poole. Vice-Admiral Sir Peter Compston, a deputy chairman of the Institution, and Anthony Oliver, appeals secretary, were on hand to supervise the draw. Mr Oliver told the audience that the money raised from this lottery put the total amount raised since they were begun over the half million pound mark.

The prizewinners were:

£1,000: Mrs C. Stancomb, Falmouth, Cornwall.

£500: Mr and Mrs Caunter, Probus, Cornwall.

£250: Mrs Holden, Leyland, Lancashire.

£50: I. J. Waters, Edinburgh; J. M. Taylor, London SW11; Adrian Rice, Plymouth, Devon; Mrs M. J. Carpenter, Chippenham, Wiltshire; Mrs Stone, Southwell, Nottinghamshire; Mrs M. J. Martyn, Farnborough, Hampshire; G. E. Mills, Wokingham, Surrey; J. K. Bridges, Plymouth, Devon; Betty Murray, Manchester 9; A. Taylor, Romford, Essex.

The draw for the twentieth national lottery will be on January 28, 1983.



*Lt-Col D. R. R. Storrie, commanding officer of the Royal Marines, Hamworthy, Poole, reaches deep into the new large lottery drum to pick out a winning ticket. Fred Williams (l), appeals office supervisor, who has spun the drum for every one of the national lotteries so far, was spinning it for the last time before his retirement at the end of the year.*

Further recommendations for the long service badge are under consideration.

# LIFEBOAT SERVICES

## East Division

### MFV on lee shore

THE LAUNCHING AUTHORITY of Whitby lifeboat station was informed by Tees Coastguard at 0725 on Thursday April 8, 1982, that the coaster *Nesam* had observed the 60ft fishing vessel *Rayella* broken down in an onshore gale three to four miles east of Whitby; it was requested that the lifeboat should prepare for a call. The crew assembled at the boathouse and after discussion between Coxswain/Mechanic Peter Thomson and the launching authority it was decided that the lifeboat should launch to stand by the fishing boat. At 0815, therefore, Whitby's 44ft Waveney lifeboat *The White Rose of Yorkshire* slipped her moorings and set out on service.

It was an overcast morning but visibility was good. A force 8 gale was blowing from north north west and it was three hours after high water.

By 0820 the lifeboat was clearing Whitby Harbour and speed had to be reduced as she met the rough seas and heavy swell caused by the ebb tide meeting the full force of the northerly gale. Once past Whitby Bar Buoy a coaster thought to be in the vicinity of the fishing vessel was sighted three miles north east of Whitby High Light and at first the lifeboat headed for her. At 0900, however, it was learned that *Rayella* was further south, so the lifeboat changed course to south east by south and, a quarter of an hour later, came up with the fishing vessel. *Rayella* had dropped anchor about 1½ miles east north east of North Cheek and was lying head to the rough seas and heavy swell; she was arranging a tow from a sister ship in the Tyne.

The gale was still blowing from north north west and there were occasional flurries of snow. By 1000 it could be seen from the lifeboat that *Rayella* was dragging her anchor down towards a lee shore, so Coxswain Thomson decided to take her in tow. He manoeuvred the lifeboat's starboard quarter close to

*Rayella*'s port bow, taking care to clear her anchor warp in the heavy seas, and a line was passed. The fishing vessel slipped her anchor and, with the full length of the towline paid out, the tow was started heading into the seas and away from the coast.

Because of the size of the casualty and the rough seas and heavy swell there was no question of trying to turn and run down wind to Scarborough with the tow; it was also impossible to enter Whitby. So, as a sister fishing vessel, *Nimrod*, was on her way from the Tyne to take over the tow, the lifeboat continued to tow the casualty away from danger, heading into wind and seas and using helm and engines to ease the surge on the towline. For the next five hours a speed of 1½ knots over the ground was made good.

At 1500, five miles north of Whitby, *Nimrod* was sighted and a quarter of an hour later the lifeboat slipped her tow and stood by while a towline was passed between *Nimrod* and *Rayella*. At 1530 *Nimrod* and her tow were under way; they arrived in the Tyne, a distance of 34 miles, 12½ hours later. The lifeboat, meanwhile, turned for home.

By now the gale was gusting up to force 9, giving a very rough sea and a heavy short swell near the land, and there were still occasional flurries of snow. Knowing that the sea would be very confused at the entrance to Whitby Harbour, Coxswain Thomson asked for a report both on the bar and at the entrance. Although the bar looked bad it was thought that it might be possible for the lifeboat to keep to the west and wait for a 'smooth' to slip into harbour.

At 1600 the lifeboat was approaching Whitby Piers, but after ten minutes Coxswain Thomson decided that conditions were too bad to try to enter harbour and he started back out towards the Bar Buoy to make for Scarborough. As the lifeboat was heading out, however, a very large sea, estimated to be about 25 feet high, lifted about ten degrees on her port bow. The coxswain put on full throttle to climb the wave (see cover picture), but it started to break and the lifeboat, as she cleared the top, corkscrewed to port and fell down into the following trough at an angle of 45 degrees, striking the bottom. The impact was severe and all the crew were thrown across towards the starboard side of the wheelhouse. Crew Member Alfred Headlam fractured three ribs as he struck the coxswain's chair, which was bent by the force of the blow, Crew Member Brian Hodgson broke an arm and Second Assistant Mechanic Keith Stuart received facial cuts. Fortunately the crew were all wearing their protective headgear, which prevented more serious injury.

The three injured crew members were made comfortable and course was set for Scarborough at reduced speed. After a service lasting more than nine hours the lifeboat was moored along-

side at Scarborough at 1735 and the injured crew were taken to hospital by ambulance. The lifeboat returned to Whitby at 1700 on Friday April 9.

For this service the thanks of the Institution inscribed on vellum were accorded to Coxswain/Mechanic Peter N. Thomson and vellum service certificates were presented to Second Coxswain/Assistant Mechanic Michael R. Coates, Second Assistant Mechanic Keith G. Stuart and Crew Members Alfred Headlam and Brian W. Hodgson.

## East Division

### Nine rescued

TYNEMOUTH COASTGUARD telephoned the honorary secretary of Tynemouth lifeboat station at 1511 on Sunday April 11, 1982, to tell him that the angling boat *Blue Fin* appeared to be in distress south of Tyne Piers. Eleven minutes later Tynemouth's D class inflatable lifeboat was launched on service manned by Helmsman Trevor Fryer and Crew Member Stuart Brown.

It was a cold, cloudy afternoon, but clear. A strong breeze, force 6, was blowing from the north. It was three hours before high water.

Full speed was made to clear Tyne Piers, where the full force of the northerly wind was causing a rough, breaking sea. The lifeboat turned south towards Herd Wreck Buoy and, as spray was reducing visibility, a check on the angling boat's position was requested from the Coastguard; South Shields Coastguard mobile reported her to be off Trow Point. Because the casualty was not far off rocks, the inflatable lifeboat, as she continued on her way, asked for the help of Tynemouth's 52ft Arun lifeboat *George and Olive Turner*. Crew members were already assembled and the Arun slipped her moorings at 1540 under the command of Second Coxswain Martin Kenny.

Meanwhile, the D class inflatable lifeboat had sighted the casualty, a cabin cruiser about 25 feet overall; her anchor was down but apparently dragging. Four people could be seen in her after well.

The strong northerly breeze was still blowing and there was a moderate swell with rough breaking seas up to 12 feet high. Because of the rocks near by, it was decided to take off the anglers. Helmsman Trevor Fryer immediately ran down *Blue Fin*'s port side, rounded her stern and came alongside her starboard side. Five more people appeared from the cabin and all nine jumped into the inflatable lifeboat; the lifeboat cleared the casualty at 1532 and started towards the Tyne.

With nine survivors and two crew members aboard the inflatable lifeboat started shipping the rough head seas and filling with water; nor could her self bailers clear the water coming aboard

**Annual awards 1981:** The Maud Smith, Ralph Glistler and James Michael Bower awards reported in the autumn 1982 issue of THE LIFEBOAT were those made for outstanding acts of lifesaving in 1981, not 1980 as stated.



because, with the extra weight she was carrying, the lifeboat could make only slow speed through the water. Climbing the seas was difficult and to stop solid water being shipped Helmsman Fryer got Crew Member Stuart Brown and the nine anglers to sit round the sponsons, facing inboard, to break the weight of the seas.

At 1552 the inflatable lifeboat entered the sheltered waters of the Tyne passing the Arun on her way out, and the anglers were landed at Tynemouth station three minutes later.

The Arun continued out to the abandoned boat but could do nothing to help her. *Blue Fin's* anchor warp finally parted and she drove ashore and broke up on the rocks. The Arun returned to station and was back on her moorings, once again ready for service, at 1640.

For this service the thanks of the Institution inscribed on vellum were accorded to Helmsman Trevor Fryer and a vellum service certificate was presented to Crew Member Stuart Brown.

## West Division

### Canoeists capsize

A GROUP OF YOUTHS aged about 14 or 15 from an outdoor pursuit centre, together with an instructor, set out from Garth Point on Sunday November 1, 1981, with the intention of canoeing off Port Penrhyn in the Menai Straits. The tide was half ebb with a south-south-westerly wind gusting up to gale force 7 to 8 and light rain. The sea was rough in the Straits and very rough, short and steep over the shoal areas.

The strong ebb tide and the wind soon carried the canoes clear of the comparative shelter of the shore and at about 1430 a particularly strong gust of wind capsized several of them, throwing their occupants into the water. They were seen by a motorist who called to Robert Chamberlain, working on his

own boat in the harbour, telling him what had happened and asking for directions to the nearest telephone.

While the motorist went to telephone Bangor Police, Mr Chamberlain ran to the offshore side of the harbour wall and saw two of the canoeists in the water; they were apparently hanging on to their boats.

As soon as a Police patrol car arrived, Mr Chamberlain asked that one of the policemen should go out with him in his boat, a 29ft ex fleet auxiliary launch now used for fishing. Police Constable Reginald Ham volunteered to go, and the two men boarded the boat. They left harbour at full speed and once clear of the harbour entrance saw the two casualties. One was some four cables north of the jetty being rapidly carried further seawards by wind and tide. The other was closer inshore. Robert Chamberlain decided to make for the more distant canoeist as his plight appeared to be urgent.

As the fishing boat approached it could be seen that the canoe was still upright with one canoeist on board and another clinging on to the bow. The man on board, who was found to be the instructor, was obviously exhausted and was making no headway against wind and tide.

Going straight across Bangor Flats, Robert Chamberlain rounded up head to wind and kept station alongside the canoe while Constable Ham grabbed the youth clinging on to the bow; between them the two men pulled first the boy and then the instructor aboard. Both survivors were completely exhausted, wet and extremely cold, and, as the youth was showing signs of exposure, Robert Chamberlain made back for Port Penrhyn at full speed. The youth was taken immediately to hospital.

By this time the other casualties had managed to gain the shore, and two more of the boys were also taken to hospital for treatment.

For this service, framed letters of

thanks signed by the Duke of Atholl, chairman of the Institution, were presented to Robert Chamberlain and Police Constable Reginald D. J. Ham.

## South East Division

### Tiger Moth

THE HONORARY SECRETARY of **Rye Harbour** lifeboat station, Humphrey Lestocq, was at the first floor window of his home on the afternoon of Friday August 27, 1982, watching the flight of a red Tiger Moth fitted with floats, a familiar sight in local skies. After watching the aeroplane do a turn to starboard followed by a roll to port, Mr Lestocq looked down for a moment to remove his cat which was climbing up his leg and as he looked back up he saw the Tiger Moth's nose drop and the aeroplane plummeted straight down behind the sand dunes.

Mr Lestocq waited for a few seconds expecting to see a plume of smoke; when none appeared he knew that the aeroplane must have come down in the sea and not on land, and he ran downstairs to alert Dover Coastguard and the lifeboat crew. It was 1613.

At 1617 Rye's D class inflatable lifeboat launched on service manned by Helmsman Teddy Caister and Crew Members Jeffrey Robus and Keith Robus. She had cleared the harbour mouth by 1622. A breeze gusting up to fresh, force 5, was blowing from the west. The sea was moderate but with heavy surf. It was about an hour and a half before high water.

The woman pilot of the Tiger Moth and her male passenger had managed to climb out on to the floats, which had broken away from the fuselage. By 1625 Rye lifeboat had them both aboard. While sending a radio message to say that the man had a back injury and needed medical attention the lifeboat headed back for the beach.

At first the intention was to wait for an RAF helicopter from Manston but both pilot and passenger were suffering from shock and, to save time, they were taken to the slipway in the harbour and transferred to an ambulance. It was now 1645. Within half an hour of the maroons going up the two rescued people were on their way to hospital.

## South East Division

### French trawler

DOVER COASTGUARD received information from Cap Gris Nez at 1315 on Tuesday June 29, 1982, that the 50ft French trawler *Armandeche* was aground on the Goodwin Sands, north north east of South Goodwin Lightvessel. At 1325 the honorary secretary of **Dover** lifeboat station was requested to launch the lifeboat and the maroons were fired immediately.

**Rye Harbour:** The remains of the *Tiger Moth* whose crew of two were rescued by Rye's D class inflatable lifeboat on August 27 (see right).  
photograph by courtesy of Mary Lestocq



The weather was bad, with heavy rain and lightning. There was a strong breeze, force 6, blowing from the south west and the seas were heavy. It was five hours before high water.

*Rotary Service*, Dover's 50ft Thames lifeboat, slipped her moorings at 1334 and headed out to sea under the command of Coxswain/Assistant Mechanic Anthony Hawkins. By now a message had come from the Coastguard to say that the casualty was about 4½ miles north east by north of South Goodwin Lightvessel, for which course was set. Passing the lightvessel at 1355, the lifeboat bore away to port to head for South Goodwin Buoy. With wind against tide, the seas were very rough in the shoal waters.

At 1407 the French trawler was sighted aground in very shallow water on the east side of South Calliper Bank. Approaching to one cable, Coxswain Hawkins decided to launch the lifeboat's Y class inflatable dinghy. Manned by Crew Members Robert Bruce and Alan Perkins, the dinghy was veered in to the casualty, taking with her a line as a messenger for a tow rope.

At first there was lack of understanding because of the language difference, but then Cap Griz Nez helped by translating messages over the VHF radio. The lifeboat towing warp was passed and at 1459 the tow began. As the five trawlermen refused to abandon ship, despite the pounding taken by the trawler since grounding, Crew Member Perkins went aboard to see how effectively her pumps were dealing with the water she was making.

Arrangements were made to receive the casualty in Dover and then, at 1527, the trawler's pumps failed. Two of her crew were immediately transferred to the inflatable dinghy for safety. The water level was rising in the stricken vessel and by 1534 her three remaining crew members had put on lifejackets and now wished to abandon ship. The towline was cut, the lifeboat approached the trawler and all five of her crew were safely transferred to the lifeboat by the inflatable dinghy. During this operation, a large sea lifted the casualty's quarter on to the lifeboat, the trawling davit landing heavily on her port quarter and damaging her rail and fendering. Coxswain Hawkins could make no attempt to avoid the danger because there was not a moment to lose. Within minutes of the transfer the trawler settled, rolled over and sank, 2.8 miles north north east of South Goodwin Lightvessel. The time was 1538.

The lifeboat remained on scene for ten minutes so that, should the trawler's liferaft break free and surface, she could try to save it; if she could pick it up it would avoid possible later reports of a liferaft adrift from other shipping and a consequent further search. The liferaft did not surface, however, so the lifeboat set course for Dover, heading into the heavy seas. She arrived on



**Yarmouth, Isle of Wight, and Poole:** While on passage from Guernsey to Portsmouth on Thursday August 19, 1982, the 30ft ferro-concrete gaff sloop Fairweather Father broke her rudder 18 miles south west by south of the Needles Lighthouse. A near gale, force 7, was blowing from west south west and the sea was very rough. The 36ft sloop Chanti Brize, on passage from Cherbourg to Hamble, with considerable difficulty passed a line to the disabled yacht; she successfully took the other boat in tow (see above) but ran into trouble herself just as the 52ft Arun relief lifeboat Ralph and Bonella Farrant, on temporary duty at Yarmouth, arrived on scene. The Arun was under the command of Coxswain David Kennett. With two yachts now in difficulty, Poole's 44ft Waveney lifeboat Augustine Courtauld also launched on service; she was under the command of Coxswain/Mechanic Frank Ide. Fairweather Father's crew of four, including two children, were transferred to Ralph and Bonella Farrant in the lifeboat's Y class inflatable dinghy manned by Assistant Motor Mechanic Brian Miskin and Crew Member Alan Howard; with the four survivors on board, the Arun then took Chanti Brize in tow back to Yarmouth. Augustine Courtauld continued on her way to try to recover the abandoned yacht but no sign of her could be found. The photograph was taken by Mrs Mary Endean from the yacht Gornaway which had stood by until Chanti Brize had Fairweather Father in tow.

station at 1552, the survivors were landed to return to Boulogne and the lifeboat was refuelled and back on her mooring, once again ready for service, at 1620.

For this service a framed letter of thanks signed by the Duke of Atholl, chairman of the Institution, was presented to Coxswain/Assistant Mechanic Anthony G. Hawkins, Second Coxswain/Mechanic Roy W. Couzens, Second Assistant Mechanic Michael F. Abbott and Crew Members Geoffrey Buckland, David McHugh, Robert Bruce, Alan Perkins and Colin Stroud. Following the service letters of thanks were received from the owner/skipper of *Armandeche* and from the French Marine Department.

## West Division

### Injured boy

RAMSEY COASTGUARD telephoned Peel lifeboat station at 1943 on Tuesday April 20, 1982, asking for immediate help for a boy who had fallen over the cliffs at Eairy Cushlin. Maroons were fired and the crew assembled. The Neil Robertson stretcher was put aboard before, at 1950, the station's Atlantic 21 rigid inflatable lifeboat launched on service; she was manned by Helmsman Brian Maddrell and Crew Members Edward Allen and Colin Makin and Dr Keith Jones also embarked with the crew. It was a calm evening with light winds from the south west. High tide was at 2206.

Once clear of the breakwater lighthouse, at 1954, course was set for Eairy Cushlin, 300ft cliffs some seven miles

south west of Peel. As they approached, at 2015, the crew could see the 15-year-old boy at the water's edge; two men were with him. As soon as the lifeboat was close enough, Helmsman Maddrell asked Crew Member Allen to swim ashore to assess the situation.

Reaching the shore, Crew Member Allen found that the boy, who had fallen some 30 feet, was very severely injured and he indicated that the doctor was needed immediately. Helmsman Maddrell manoeuvred the lifeboat between rocks to within ten feet of the shore and Dr Jones, accompanied by Edward Allen, who had come to meet him, swam to the casualty.

Port Erin Coastguard cliff rescue team was ready to give help if needed and a helicopter, scrambled from RAF Valley, was on her way.

Crew Member Allen swam back to the lifeboat, which acted as radio link throughout, to report to Helmsman Maddrell that Dr Jones thought the injured boy should be air lifted to hospital; he then swam back to shore, first with a red parachute flare to be fired when the helicopter was sighted, then with a survival sheet; one hand had to be kept free to combat the severe swell and undertow on the rocks.

One of the boy's friends was sent to a vantage point to watch for the helicopter; as soon as she was sighted, Crew Member Allen fired the flare. The helicopter homed in on the flare and, with directions from the lifeboatman at the mouth of the cleft in the rocks, lowered a para medic and a stretcher. About a quarter of an hour later, following a message brought out by Crew Member Allen and transmitted by

the lifeboat, more medical supplies were lowered. After further treatment the boy was placed in a stretcher and lifted into the helicopter, followed by the doctor, to be flown to Nobles Hospital.

By now seven of the boy's friends had gathered. As the light was failing, Helmsman Maddrell thought it would be too dangerous for them to go back up the cliff, so he arranged to take them in the lifeboat to Peel. With the tide making all the time he was able to go in bow first over rocks to the cliff face. Three approaches were made to embark first the seven men, helped by Crew Member Allen, once again in the water, and finally Edward Allen himself with the lifeboat's stretcher.

Helmsman Maddrell then manoeuvred the lifeboat into deeper water and headed back for Peel; a radio call was made for dry clothing to be waiting for the two men who had been with the injured boy most of the time.

The lifeboat arrived back on station at 2145; she was rehoused and once again ready for service at 2205.

The injured boy was transferred to a Liverpool Hospital the following morning by helicopter but sadly, despite all attempts to save his life, he died later that day.

For this service letters of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Dr Keith Jones, Helmsman Brian Maddrell and Crew Members Edward Allen and Colin Makin.

## South West Division

### Rock pool

FALMOUTH COASTGUARD telephoned the deputy launching authority of **St Agnes** lifeboat station at 1817 on Friday August 6, 1982, reporting a youth trapped on rocks at Porthtowan swimming pool, about 3½ miles south west of St Agnes. Maroons were fired and at 1824 the D class inflatable lifeboat was launched on service manned by Helmsman Peter Bliss and Crew Members Paul Gamble and Andrew Beckett.

It was an overcast evening, but clear, with a fresh breeze, force 5, blowing from the north. The sea was rough and it was an hour before high water.

At first the lifeboat's course took her through rough beam seas; speed had to be reduced and the boat frequently had to be brought head to sea to meet the nine foot breaking waves. However, once round St Agnes Head and running before the following sea full speed was maintained; altogether the passage to Porthtowan took about 13 minutes.

When they arrived off the swimming pool the lifeboatmen could not at first see the youth. Then they spotted him, stranded on a 20 foot high rock some 30 feet from the shore; his path to safety was completely covered by a mass of turbulent water which extended across

the entire area of the pool. The rock on which he was stranded afforded him some protection against the waves which were frequently breaking over all.

Helmsman Bliss spent several minutes assessing the situation before deciding to try to effect a rescue. He knew that a helicopter had been alerted but considered that the youth was in imminent danger of being swept into the sea and that there was no time to lose.

Porthtowan swimming pool has been made among the rocks making use of their natural formation. On one side is the cliff face and on the other the line of rocks on one of which the youth was stranded. A man-made concrete wall completes the seaward side of the pool. An approach to the casualty from the sea was out of the question because of the heavy breaking waves and the rocks. The only possible way of approach was from within the pool, which meant taking the lifeboat over the concrete wall, at that time just awash.

The lifeboat's painter was freed in readiness and the outboard engine tilted. While waiting for a wave large enough to carry the boat in over the wall, a particularly heavy series of breaking seas made it necessary for Helmsman Bliss to steer back head to sea until the danger had passed. When the right moment came, however, Helmsman Bliss steered for the narrow entrance to the pool and, keeping close up to the cliff face, he managed to clear the wall. On the way over, the engine skeg struck the wall but although the engine was knocked up it continued to run normally. It was later found that the hull had been damaged by iron pieces protruding above the concrete wall.

The pool itself was rough and confused, the seas sweeping in around the rocks whipping up a caldron of white water. Helmsman Bliss made his approach from directly behind the rock on which the youth was stranded, seeking the only lee available. Crew Members Gamble and Beckett were landed on the rock to see the boy safely into the lifeboat. He was immediately helped into a lifejacket and covered by a survival sheet.

It was extremely difficult to control the lifeboat in the turbulent seas and she was making water. Helmsman Bliss told Crew Member Beckett to remain on the rock and steady the boat with the painter and he called for the Coastguard ashore to throw him a cliff rescue line. The line was attached and the many helpers ashore were able to pull the lifeboat in so that the youth could be landed. Before the lifeboat could return for Crew Member Beckett, however, another series of large waves forced him to release his hold on the painter. The lifeboat was swept round on to the rocks. Crew Member Gamble tried to row clear but both oars snapped, so Helmsman Bliss told Andrew Beckett to wait to be airlifted from the

rock while he ran the lifeboat ashore to await the falling tide. The time was about 1913.

A Wessex helicopter from RNAS Culdrose was now overhead and Crew Member Beckett was winched to safety. The youth was taken to hospital where he was treated for shock and cold before being released later. The lifeboat was returned to station by road and, as examination revealed several tears in the hull, she was taken off service.

For this service a letter signed by Rear Admiral W. J. Graham, director of the Institution, and expressing appreciation to Helmsman Bliss was sent to Mr R. C. Thomas, honorary secretary of St Agnes lifeboat station. A letter signed by Admiral Graham was also sent to the commanding officer of RNAS Culdrose expressing the Institution's appreciation to Lt Ross Wadams, the pilot of the helicopter, and his crew.

## South East Division

### Plastic sheeting

HM COASTGUARD informed the deputy launching authority of **Dover** lifeboat station at 0452 on Saturday October 17, 1981, that the Dutch yacht *Midnight Marauder*, being sailed singlehanded, was in difficulty with a fouled propeller and rudder about three miles east of East Goodwin Lightvessel, 17 miles north east of the station. The DLA agreed to launch and maroons were fired immediately. Meanwhile, another yacht, *Westerly Star*, on passage from Chatham to Calais with seven trainee yacht masters on board, had intercepted the original PAN message from *Midnight Marauder* and she headed for her. Although not large enough to undertake the tow in the deteriorating weather, *Westerly Star* stood by *Midnight Marauder* until the lifeboat arrived and had her in tow.

It was an overcast morning with a moderate to fresh breeze, force 4 to 5, blowing from the north east and a moderate sea, but gales were forecast.

Dover's 50ft Thames lifeboat *Rotary Service* slipped her moorings at 0505 under the command of Coxswain/Assistant Mechanic Anthony Hawkins and set out at full speed. She came up with *Midnight Marauder* at 0601 and was approaching the casualty when the drive belt on her hydraulic steering broke; while the emergency steering was rigged the lifeboat, steered by her engines, was brought alongside the casualty.

*Midnight Marauder* was found to have about 100 square feet of plastic tarpaulin round her screws. While manoeuvring to pass a tow rope aboard, the lifeboat picked up some of the plastic sheeting in her port propeller, which was then also fouled by the towing warp. The warp was cut, the port engine stopped and locked off. The warp was



passed again and made fast and the passage to Dover with *Midnight Marauder* in tow was made under one engine and with emergency steering. *Westerly Star*, meanwhile, continued her passage to Calais.

On arrival at Dover, at 0850, the lifeboat's inflatable dinghy was put in the water as a diving tender while the propellers of both yacht and lifeboat were cleared. Work had also started on fitting a new belt for the hydraulic steering when, at 0908, the Coastguard called up the lifeboat on VHF requesting an immediate launch to go to the aid of two fishermen whose 14ft outboard dinghy had capsized off Shakespeare Cliff, two miles west of Dover, and who were in the water.

By now the north-easterly gale was gusting to near gale, force 7. The lifeboat set out immediately at best possible speed on one engine and using her emergency steering. The Port Signal Station was asked for help and a harbour patrol launch already at sea, manned by Harbour Patrol Officer A. Carpenter and Crewman K. Heath, was diverted to the scene.

The two fishermen were close to the shore and within 20 feet of rocks. The swell was confused in the shallow water and surf was breaking. Nevertheless, with great skill, the launch was brought alongside one of the men in the water and he was helped aboard up the stern diving ladder.

Meanwhile, the lifeboat approached the other fisherman, who was in a collapsed state. Crew Member Garth

James entered the water with a lifeline and helped the man alongside the boat where he was recovered by the rest of the crew. Both survivors were landed in Dover and taken to hospital.

For the rescue of the two fishermen letters of appreciation signed by Rear Admiral W. J. Graham, director of the Institution, were sent to Coxswain/Assistant Mechanic Anthony G. Hawkins and Crew Member Garth V. James of Dover lifeboat, and also to Harbour Patrol Officer A. Carpenter and Crewman K. Heath of Dover Harbour Board.

## Scotland South Division Brede on service

THE FIRST SERVICE performed by the 33ft Brede class lifeboat *Ann Ritchie* while she was on operational evaluation trials at Oban was to go to the aid of the 55ft MFV *Cawsand Bay*. The fishing vessel, on passage to fishing grounds on the night of Monday June 28, 1982, ran aground nearly three miles south west of Oban. Another fishing vessel, *Alert*, tried to tow her off, but without success.

At 0018 on Tuesday June 29 a request for help came to the honorary secretary of Oban lifeboat station from the Coastguard and *Ann Ritchie* launched on service at 0030 under the command of Coxswain/Mechanic John Maclean. It was a fine night with occasional showers. A gentle breeze, force 3, was blowing from the south west and the sea was slight. High tide was at 2353.

*Cawsand Bay* was reached at 0035 and a towline passed. By 0117 the fishing vessel had been refloated and the lifeboat then took her in tow back to Oban; she was moored alongside North Pier by 0152. The lifeboat was refuelled and once more ready for service at 0230.

Following the successful completion of her evaluation trials, *Ann Ritchie* was placed on service at Oban lifeboat station on Monday October 25, 1982.

## Scotland South Division Stranded

BELFAST COASTGUARD reported to the honorary secretary of **Portpatrick** lifeboat station at 0355 on Friday February 26, 1982, that *Craigantlet*, a merchant vessel on passage from Belfast to Liverpool, laden, had gone ashore off Killantringan, 1¾ miles to the north of the station. There were 11 people on board. The 46ft 9in Watson relief lifeboat *Lady Scott* (Civil Service No 4), on temporary duty at Portpatrick, launched at 0420 under the command of Coxswain/Mechanic Charles Bowry.

The night was overcast and it was raining; visibility was at best fair. A near gale, force 7, gusting to gale force 8 was blowing from the south west and the sea was very rough. It was three hours after high water.

*Craigantlet* was sighted just west of Killantringan Lighthouse at 0435. Five minutes later the lifeboat was taken down wind on her first approach so that Coxswain Bowry could assess the situation. Coming within 300 yards, it could be seen that the vessel was aground with her whole port side to the shore and her whole starboard side presented to the full force of the wind. Two gaps of about 80ft were seen between rocks ahead and astern of the stranded vessel. The sea height was about 20 feet.

The lifeboat turned west, clear of *Craigantlet* and radio communications were established both with her and with the Coastguard mobile ashore. *Craigantlet's* master thought an approach could be made through the forward gap between the vessel and the rocks, rounding up on her port bow. The lifeboat made a second approach, this time to within 150 yards of the casualty, but crew members stationed each side of the wheelhouse shouted to say that they could see a line of rocks directly ahead. It could also then be seen that the lifeboat would not have room to turn once she had passed between the rocks, so she was taken out again to the west.

Coxswain Bowry was on his way to look at the possibilities of passing between the rocks at the casualty's stern when the lifeboat was struck by a very heavy sea which filled the wheelhouse, damaging the port door and lifting the deck tracking in several places on the port side. It was apparent that there was

**Torbay:** The crew from the cargo vessel *Majorca* are put ashore at Brixham. At 0430 on Saturday September 18, 1982, *Majorca*, 20 miles south east of Straight Point, sent out a mayday call; she had a list of 5 degrees and her cargo was shifting. It was a calm day but there was thick fog with visibility no more than half a mile. Torbay's 54ft *Arun* Edwards Bridges (Civil Service No. 37), under the command of Second Coxswain Ernest Fradd, launched on service at 0444; soon after, *Majorca* reported a list of 35 degrees. The lifeboat arrived on scene at 0655, at the same time as a Sea King helicopter from RAF Brawdy. While the lifeboat rescued two men from an inflatable dinghy and one from a liferaft, the Sea King lifted two more survivors from another liferaft, to put them aboard the *Arun*. The liferafts were also recovered, to avoid false alarms if left at sea. With all survivors embarked, the lifeboat set course for Brixham at 0715. *Majorca* sank at 0718 and local fishing authorities were informed of her position. The survivors were landed at Brixham at 0850 and the lifeboat was back on her moorings, once again ready for service, at 0925.

photograph by courtesy of Crew Member Nigel Coulton



no possibility of approaching the merchant vessel from astern and it would have been equally impossible to take off her crew from the weather side.

It was now about 50 minutes before dawn and Coxswain Bowry reported to Belfast Coastguard that *Craigantlet* looked stable; none of her deck cargo containers had shifted. Although seas were breaking over the vessel, he thought it would be prudent to await first light.

The Coastguard mobile ashore then reported that some of *Craigantlet's* crew were trying to abandon ship by means of a liferaft launched on the vessel's port side. At Coxswain Bowry's request, the crew were asked to stand fast and remain on board. At this time a rocket was successfully fired from the merchant vessel to the Coastguard and a light line between ship and shore was established. However, information came from Belfast Coastguard that a helicopter was on her way from RNAS Prestwick and the lifeboat was asked to stand by.

All 11 people were safely airlifted from *Craigantlet* by 0700. The lifeboat returned to station and was once again ready for service by 0735.

#### East Division

### Motorboat aground

ON THE EVENING of Saturday April 24, 1982, the small fishing boat *Lona M* ran aground on the rocks of North Wamses Island, about four miles east of North Sunderland lifeboat station. Mr Hawkey, warden for the Farne Islands Reserve, informed Tyne Coastguard and then, while enquiries were being made, *Lona M* herself called up on VHF Channel 16 to tell the Coastguard that she was aground but expected to float clear on the next flood tide, early on Sunday morning. Of the seven people on board, however, two were children and two were women; it was asked if they could be taken off.

A telephone call was made to the honorary secretary of North Sunderland lifeboat station at 2030 and at 2045 the station's D class inflatable lifeboat was launched, manned by Coxswain Robert Douglas and Motor Mechanic Alan Hogg.

It was a quiet, cloudy evening with a light breeze, force 2, blowing from the south east. The inflatable lifeboat made the passage to *Lona M*, and took off the women and children; they were landed and taken home by car. Then, as there was a real danger that the fishing boat might be holed as she floated off the rocks, it was agreed that the D class lifeboat should return to the casualty after the tide turned and that North Sunderland's 37ft Oakley lifeboat *The Edward and Mary Lester* should also launch to stand by.

Both lifeboats were launched at about 2320, *The Edward and Mary Lester* under the command of Coxswain

Robert Douglas and the D class inflatable lifeboat manned by Helmsman Kevin Mole and Crew Member John Hanvey, Jnr. At 2350 crew members were put ashore and stood by until the rising tide had floated the fishing boat clear. After it had been established that no damage had been done to her hull, *Lona M* returned to her home port at Holy Island while the lifeboats returned to North Sunderland. The inflatable lifeboat was rehousing at 0340, but, the tide being now too high for the Oakley lifeboat to be put on to her carriage, *The Edward and Mary Lester* was moored in the harbour until 0830, when she was re-carried and rehousing.

#### West Division

### Yacht knocked down

AFTER FINISHING a cruiser race in gale force winds, the 25ft yacht *Setantii* set out from Port St Mary on the morning of Monday August 30, 1982, to return to her home port of Fleetwood; she had a crew of three. Gale force winds, force 7 to 8, were still blowing from the north west and the seas were rough, but the passage was expected to be a fast run. The yacht was reefed, all safety equipment was in place and the three men had their lifelines attached.

At 1800 *Setantii* sighted Blackpool Tower and realised that she was being set too far to the south. It was a squally evening and as she tried to reach back to Lune Deep across shallow water, where the seas were short and steep, she was knocked down by an unusually large wave. One of her crew was thrown in the water but his lifeline held and the skipper managed to pull him back on board.

*Setantii's* rudder had also been damaged and, unable to steer, she was rolling badly in the rough seas and was knocked down twice more. Red flares were fired and at 1930 Fleetwood's 44ft Waveney lifeboat *Lady of Lancashire* launched under the command of Coxswain William Fairclough. Off King Scar another yacht was passed, inward bound for Fleetwood, which indicated that the casualty was to the south and west of her.

Shortly after, *Setantii* was sighted. Her reefed main and small jib were still up. The yacht's crew, by now very wet, cold and tired, managed to lower the main. Coxswain Fairclough then brought the lifeboat alongside long enough for Crew Member David Bolland to jump aboard the yacht, and he managed to get the jib down.

A tow was passed and the yacht pulled head to sea. She was then handed alongside the lifeboat so that her crew could be taken off. Before Crew Member Bolland reboarded the lifeboat he secured the tow line through the pulpit, round both sheet winches and securing it finally round the mast. The tow was begun dead slow, but after about ten minutes the pulpit carried

away; the rope swept across the forestay, which parted, and yacht's mast and rigging collapsed into the water.

Because of the wires in the water, Coxswain Fairclough did not want to go alongside again, so he tried to tow the yacht stern first, keeping down to three knots. This manoeuvre was successful until about half a mile from Wyre Light, when the tow parted.

Second Coxswain Stephen Musgrave was put aboard the yacht to make the tow fast again. Once he was back on board the lifeboat, the tow was resumed. By 2320 the three men had been landed safely, the yacht secured and the lifeboat back in her pen, once again ready for service.

In a circular sent out later to his fellow yacht club members, the owner of *Setantii* wrote:

*'It is difficult to express adequately our gratitude to the crew of Fleetwood lifeboat and I hope that all club members will vigorously support the annual lifeboat regatta at the club . . .'*

#### West Division

### Four boys

LIVERPOOL COASTGUARD informed Flint lifeboat station at 1225 on Sunday April 25, 1982, that four boys were stranded 500 yards off the shore in the River Dee. They had gone to fish from a bank off the Cob at Bagillt and had been cut by the fast-rising tide.

Three members of Flint lifeboat crew were already at the boathouse checking the D class inflatable lifeboat so, as maroons were fired, they were already getting out the boat. She was launched down the slipway at Flint at 1235, manned by Helmsman Terence Jacklin and Crew Members David Moore and Robert Forrester. She headed down river while Flint Coastguard mobile travelled by road to a vantage point at Bagillt.

When the lifeboat reached the boys, now waist deep, very cold and frightened, Crew Member Forrester entered the water to help them into the boat. They were wrapped in survival sheets and landed on the slipway at Flint at 1300.

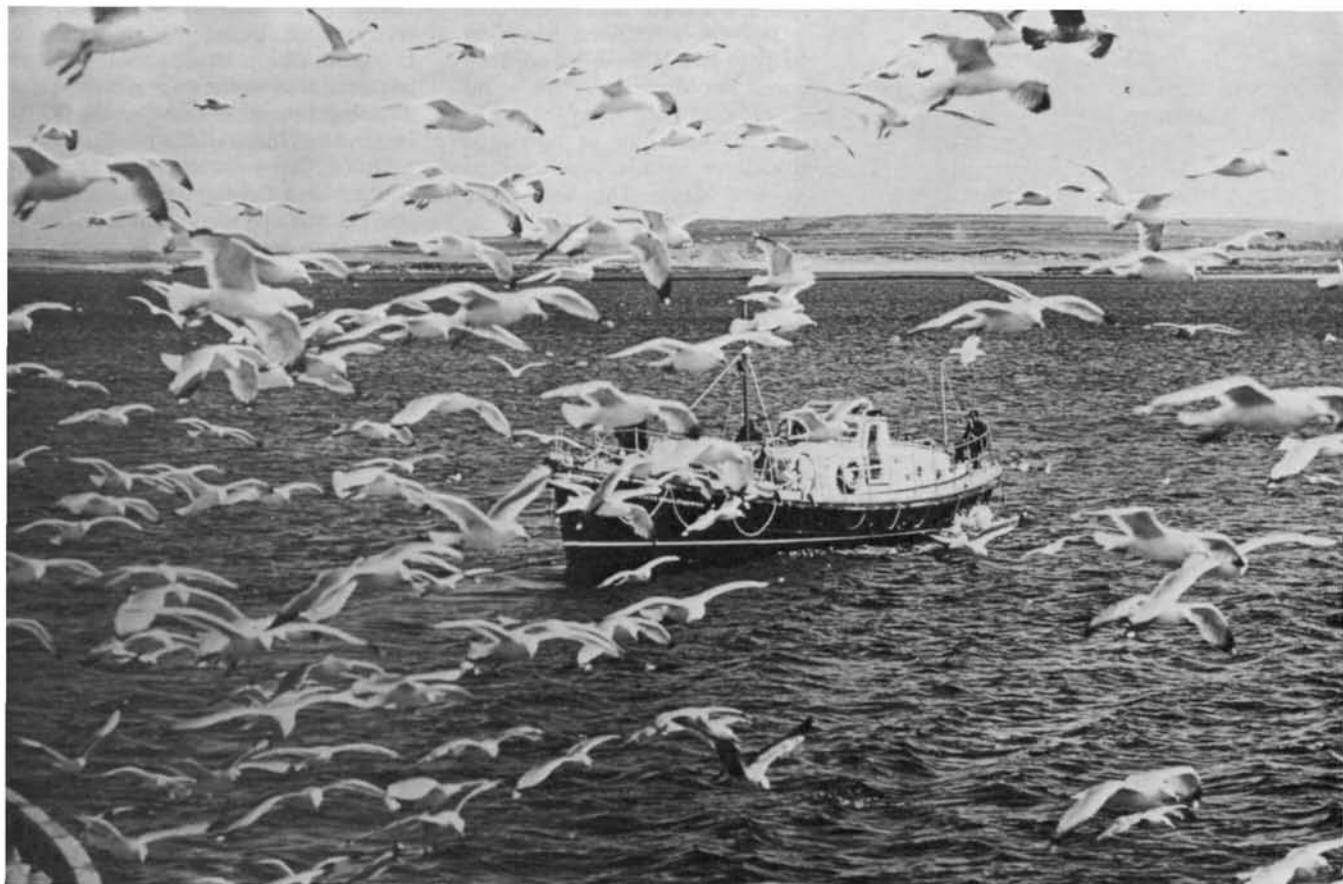
#### East Division

### Two calls

ON THE MORNING of Friday August 13, 1982, a message came at 1148 from Thames Coastguard informing Aldeburgh lifeboat station of a fishing vessel, *Cachalot*, which had broken down; she was anchored between Orfordness and Weir Point but, with a strong breeze, force 6 and freshening, blowing from the south south west and rough seas, she was in danger of dragging ashore.

Aldeburgh's 37ft 6in Rother lifeboat

*continued on page 176*



52ft Barnett lifeboat Joseph Hiram Chadwick, on station at Galway Bay from 1968 until 1977, when she was replaced by the present Barnett Frank Spiller Locke.

photograph by courtesy of  
National Geographical Magazine

# Atlantic Watch

IRELAND'S WESTERN LIFEBOAT STATIONS:  
ARRANMORE, GALWAY BAY AND VALENTIA

by Ray Kipling  
Public Relations Officer RNLI

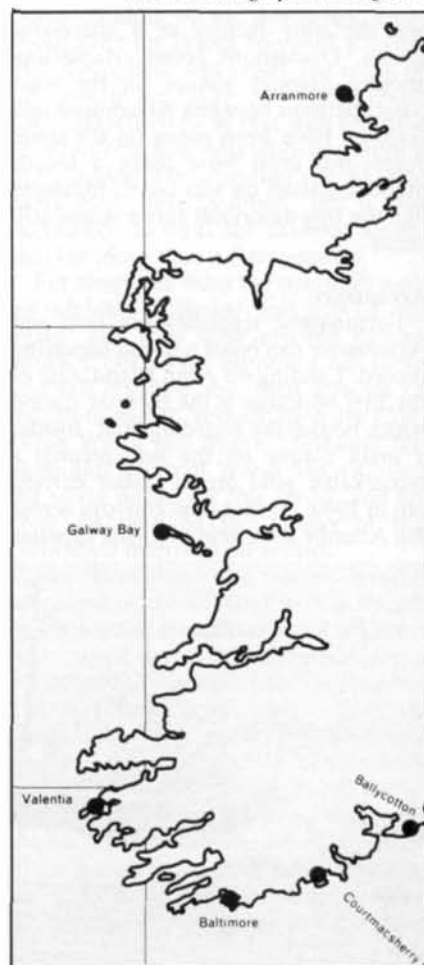
*'The wind was of hurricane force, with fierce squalls accompanied by snow and sleet and the seas were mountainous.' . . . 'It took two hours to board the lifeboat and three times the boarding boat was driven back on to the beach by the storm and very rough sea.' . . . 'At 6.05 pm the lifeboat slipped her moorings and started on a 42-mile passage to the distressed vessel.'*

Three separate incidents, factually described from official service reports, give an insight into the operations of the three lifeboat stations on the west coast of Ireland which summer trippers, charmed by the welcome, beauty and sunshine of Donegal, Galway or Kerry can hardly imagine. The matter-of-fact approach of the lifeboatmen of Arranmore, Galway Bay and Valentia also obscures the unique difficulties they face; visitors who see the stations' Barnett lifeboats gently stirring at their moorings may never know that these are three of the remotest stations in the RNLI.

Communications, geography and economics mean that the west coast of

Ireland is composed of small, isolated communities. Inland, farming is all important. Even now hay is gathered in pitchforked haycocks and digging turf from peat bogs is an essential and very economical source of fuel. On the coast, fishing is expanding with harbours such as Killybegs in County Donegal and Rossaveel near Galway seeing a considerable increase in landings. Freighters, Irish and foreign, ply the west coast and recently more yachts are making trips up from the south or down from the north. Guarding the safety of the seafarers are the three lifeboats, widely spaced but with many common features.

Arranmore, Valentia and Galway Bay all have 52ft Barnett lifeboats, the boats still regarded by many lifeboatmen as extremely fine sea boats, although they lack the high standard of manoeuvrability found in modern fast lifeboats. There is no coastguard service to back any of these stations; HM Coastguard operates in Northern Ireland and some of the east coast stations in the Republic link up with Welsh or Cornish





Coastguards, but in the west, all communications are with local VHF stations which pass on messages to and from the Marine Rescue Co-ordination Centre (MRCC) at Shannon.

All three stations are on islands and because of the distances to the flank stations, all three have of necessity to be particularly self-reliant. Co-ordinated searches with two lifeboats are virtually unknown on this coast, though massive searches with a lifeboat, fishing vessels, Irish navy vessels, aeroplanes and helicopters are often carried out. Because of the distances, Arranmore, Galway Bay and Valentia lifeboats may have 10 or 11 hours of hard steaming into a storm before a casualty is reached. Such calls are rare, but they do happen. Equally, casualties within sight of the stations can founder, and even though the lifeboat is there within minutes, lives may be lost.

Such an incident occurred at Arranmore in October, 1981. Early one morning, in darkness, a fishing vessel struck a reef off Aran Island, Co Donegal, and her sister vessel fired red flares. Within 15 minutes of being alerted, Arranmore lifeboat launched into the gale force winds; ten minutes later she was on the scene. Four men had been washed ashore and survived; two or three were washed ashore but either drowned or died from hypothermia and the remainder perished nearer the wreck. The lifeboat spent over nine hours on a harrowing search, to no avail. So the distance from the station and the communications to shore are not the only factors in a successful rescue. Discussions about establishing another lifeboat station on the west coast, perhaps between Arranmore and Galway, have been going on for some years; but even were there a fourth lifeboat station on this coast, incidents like the one described above would still occur.

#### Arranmore

Fortunately, tragedies are rare and Arranmore can boast a proud lifesaving record. Landing on Aran Island, one of the first buildings is the lifeboat station which houses the boarding boat. Inside, a small plaque on the wall records a remarkable gold medal rescue carried out in 1940. At that time convoys across the Atlantic were bringing vital supplies

into Britain. On December 7 a Dutch steamer, *Stolwijk*, was driven ashore on a reef off Tory Island, 24 miles north of Arranmore. For three days the wind had been blowing hard from the north north west. It was now at hurricane force with fierce squalls, accompanied by snow and sleet. The seas were mountainous.

As the lifeboat set out the seas were so heavy that she was lost from sight within minutes. The wreck was exposed to the full fury of the gales and the seas sweeping in from the Atlantic, which were breaking right over her. Ten of her crew had tried to get away in one of the ship's boats but it had been smashed to pieces and they had drowned. When the lifeboat arrived she found the steamer's crew huddled near the stern. The lifeboat anchored and, at times lifted by the waves to the height of the steamer's masts, fired a line; it was seized by the survivors and a breeches buoy was rigged. One by one, men were hauled through the breaking waves, each man being in the water for five minutes or more.

After five had been saved, the line, which was chafing against the steamer, broke and the lifeboat had to pull clear, anchor again, fire another line and go on with the rescue. Ten more men were hauled to safety through the seas. Then the veering line wore through again and the lifeboat swung almost under the bow of the wreck. The coxswain brought his boat around again and for the third time it all had to be done from the beginning. Again a line was fired, this time with the last cartridge on board the lifeboat. The last three survivors were hauled in. The rescue of the 18 men had taken more than four hours.

The lifeboat turned back to Arranmore but the weather was too bad to land there, so the coxswain put in to Burtonport on the mainland. The lifeboat had been out for 16 hours. The crew were so exhausted that they could not get out of the lifeboat unaided. Even then they could not rest for there was no way of mooring the lifeboat. They had to remain on watch all night, going ashore in turns for food.

Coxswain John Boyle was awarded a gold medal by the RNLI and another by Queen Wilhelmina of the Netherlands. His mechanic, Teague Ward, was awarded silver medals by both the

RNLI and Queen Wilhelmina; the crew, which included Acting Second Coxswain Philip Boyle, another Boyle but unrelated to the coxswain, were all awarded bronze medals by the RNLI and by the Queen of the Netherlands.

One of Coxswain Boyle's crew, Philip Byrne, later became coxswain himself and he was awarded a silver medal in 1966, again for a winter service to Tory Island. A young boy was seriously ill with appendicitis and a doctor advised that an urgent operation was necessary. The weather was bad, with a north-westerly gale and very rough seas. It took the lifeboat 2½ hours to reach the island but because of rocks and shoal water she could not reach the jetty. A local currach, rowed by ten men, put out, reached the lifeboat and put the sick boy and his father on board. As this was being done an oar was broken and the thole pins on one side of the currach snapped. The boat could no longer be kept head to wind and sea. An anchor was dropped but failed to hold and the currach began to drag quickly on to the rocky lee shore.

Coxswain Byrne realised the great danger but without hesitation ran the lifeboat in towards the currach. A line was passed and the currach towed clear; she was taken close to the pier and then let go, to reach safety. The lifeboat then set out for Burtonport, landed the boy and returned to station where, because the weather was so bad, the crew had to wait for an hour before going ashore in the boarding boat. The second coxswain of the crew was Philip Boyle and the mechanic was Charles Boyle.

In the boat for this rescue had been two pairs of Byrne brothers, from two generations: Philip and Neil, the coxswain and assistant mechanic; and Neil's sons, Brian and John. They were not the first, nor were they to be the last men from the Byrne family to help man the lifeboat. Back in the days of pulling and sailing lifeboats one of the bowmen of the Arranmore lifeboat had been another John Byrne. Now, in the 1980s, Bernard Byrne, Philip's nephew, is



Bernard Byrne comes of a traditional lifeboat family and, like his uncle, Philip, in former years, is coxswain of Arranmore lifeboat.



(Left) Arranmore's 52ft Barnett lifeboat Claude Cecil Staniforth. Valentia, like Arranmore and Galway Bay, has a Barnett lifeboat; her name is Rowland Watts.

coxswain of the Barnett. He talks non-committally of the long, hard services. Almost every year the station has at least one call which takes the lifeboat to sea for more than ten hours, to search for a boat in trouble or stand by a vessel with machinery failure—even on a false alarm. On Aran Island every move of the crew of young men is watched by small boys. The acceptance of the lifeboatmen's job and their part in the community is summed up by a boy on the quay watching the crew prepare for an exercise:

*'Where are you going? What sank?'*

### Galway Bay

Arranmore shares with Galway Bay the name of its island, Aran, and an unusual type of service: acting as an ambulance. Galway lifeboat is stationed at Kilronan on Inishmore, one of the group of three Aran Islands in Galway Bay. As the two stations are frequently cut off by bad weather, more than half their calls are to take sick people to the mainland, and these missions can literally be lifesavers where hospital attention is needed. Coxswain Bartley Mullin of Galway Bay has never yet had to deliver a baby on board his lifeboat but has had some close shaves:

*'It's happened a couple of times in the ambulance.'*

An aeroplane link with the mainland has reduced medical calls but in bad weather the lifeboat is still the only link with Galway City, three hours steaming away. The coxswain describes the hazards . . .

*'In the wintertime it can be a bad coast . . . all the Atlantic swell is coming on top of us, a long swell when you get around the back of the islands . . . you get it very bad with a west or north-west wind . . . you get used to it . . .'*

Boarding the lifeboat in the harbour presents its own problems. Here, an easterly wind blowing across from the mainland means a nasty swell and a hard pull. In 1967 the crew rowed for two hours, their boarding boat driven back on to the beach three times, before they reached the lifeboat:

*'It was night time, too, when the call came and the weather was very bad with plenty of wind in it, blowing a storm. We were driven back right on the strand and had a job to try and get out again. We wondered whether we'd make it or not. Finally we got out.'*

At that time Bartley Mullin was motor mechanic, serving under Coxswain Coley Hernon, who is now the honorary secretary. Five years earlier they had both been awarded the bronze medal for the rescue of eight men from a grounded Dutch coaster. The wind was gusting to force 10 and as the coxswain held his boat out to sea, Bartley Mullin, then assistant mechanic, and Crew Members Thomas Joyce and Patrick Quinn took turns to try to row a small boat to Mutton Island, where the survivors were sheltering. On

Coxswain Bartley Mullin of Galway Bay (l) with Coleman Hernon, former coxswain and now honorary secretary. Both were awarded the bronze medal for the rescue of eight men from a Dutch coaster in 1962.

(Below) Coxswain Dermot Walsh of Valentia was awarded the silver medal for the rescue of ten men from the motor vessel Oranmore in 1970.



the first attempt six men were taken off, but after that the little boat was beaten back five times before, on the seventh attempt, she was successfully brought in to take off the last two men and their dog. Bartley Mullin's account is typically modest:

*'It was a bad night and there were plenty of seas running. We had to launch a little dinghy and row to the island. We were getting swamped. We took off the crew and landed them in Galway.'*

To the lifeboatmen of Kilronan it was another rescue, another eight men saved. The community of about a thousand people produces a crew, volunteers eager to ensure continuity for a strategically placed station, miles out in Galway Bay and ready to head north towards Eagle Island or south to Loop Head.

### Valentia

Modern technology has brought a shared problem to the islands of Inishmore and Valentia. Microwave transmitters carry telephone messages but are found unreliable in the summer. This is particularly ironic for Valentia which used to be the last staging post for Western Union's transatlantic cables. At one time Western Union employed 300 people in its neat buildings in Knightstown at the easterly end of the island, where the lifeboat is stationed. Fortunately, radio communications are excellent with Valentia Radio, the main link for the lifeboat, and the honorary secretary, Paddy Gallagher, can only remember one anxious night when radio communications with the lifeboat were lost for some hours.

It was in 1970, when the 650-ton Limerick vessel *Oranmore* broke down over 40 miles from Valentia. The weather was appalling and when radio communications were lost Galway Bay



Joseph Houlihan, motor mechanic of Valentia lifeboat, was awarded the bronze medal for the singlehanded rescue of two men from a capsized dinghy in 1963.

lifeboat was alerted. However, Valentia lifeboat reached the casualty in the very high seas and heavy Atlantic swell. After standing by for two hours, Coxswain Dermot Walsh received a signal that the master was ready for some of his crew to be taken off. The lifeboat rose and fell 20 to 30 feet with crashing seas but one man was snatched from a rope ladder. On a second run in, two more men were grabbed, but it was impossible to hold the lifeboat alongside for more than a few seconds.

For almost an hour the coxswain took his lifeboat alongside and moved out again. Ten men were rescued though another one, who mistimed his jump and fell into the sea, died in spite of mouth-to-mouth resuscitation by Coxswain Walsh and Motor Mechanic Joe Houlihan. Dermot Walsh was awarded the silver medal for this rescue and his crew all received the thanks of the Institution inscribed on vellum.

Joe Houlihan, the quiet spoken mechanic of the lifeboat with a wealth of knowledge about boats and engines, had earlier won a bronze medal for a singlehanded rescue. In September 1963 he saw a dinghy capsize about 600 yards from the lifeboat storehouse where he was working. He launched the boarding boat into the rough seas, rowed out to the dinghy and managed to pull one man in. The other survivor, a clergyman, was too heavy for the mechanic to pull on board the boat. He therefore told the clergyman to hang on

*continued on page 179*



# Naming Ceremonies . . .

Two station lifeboats, at Mallaig and Aldeburgh; a relief lifeboat at Poole; and the prototype Tyne class lifeboat in the City of London.

## Mallaig, Inverness-shire

EARLIER BAD WEATHER on Saturday September 11, 1982, gave way to a bright sunny morning at the attractive west coast of Scotland harbour of Mallaig as preparations were made for the naming of the station's new 52ft Arun lifeboat. With the island of Skye and the clearly visible Cuillin hills in the background, the new Arun was a gleaming centrepiece of the naming ceremony site on a quayside already decked with platform, bunting and rows of chairs patiently awaiting the guests.

Coming on station in July, the lifeboat, funded from a legacy left by Miss Lilian Hunter in memory of her parents, had already been called out on service several times. One call had taken Coxswain David McMin and his crew to sea for more than 24 hours and another

had earned a formal letter of appreciation from the Chief Constable of the Northern Constabulary.

By early afternoon a large gathering of local people, invited guests and civic dignitaries were taking their seats, backed up by holidaymakers and visitors to Mallaig attracted by the festive scene. On cue at 2 pm the platform party arrived escorted by a piper, Lachlan Robertson, in full Highland dress. They were greeted by a very impressive Scout Cub guard of honour; then young Ian MacNaughton, son of the assistant mechanic, resplendent in his traditional attire, manfully made a presentation to Mr Charles M. Hunter, who was fulfilling the dual rôle of donors' representative and namer of the lifeboat. After an address of welcome by the branch chairman, Mr G. G. Jackson, the Mal-

laig School Choir delighted everyone present by singing a short selection of sea songs.

In accepting the Arun from Mr Hunter on behalf of the RNLI, Sir Charles McGregor, a vice-president of the Institution and convener of the Scottish Lifeboat Council, delivered her into the care of Mallaig station branch; in turn, she was accepted on behalf of the branch by the station honorary secretary, Archie MacLellan.

To accompanying music provided by the visiting Leith Salvation Army Band, the Reverend A. McGowan, minister of the parish of Mallaig and the Small Isles, supported by Canon E. MacInnes of St Cumin's Church, Morar, conducted the service and dedication of the new lifeboat. Then the chairman, Mr Jackson, called upon Mr Hunter to name the boat *The Davina and Charles Matthews Hunter*.

With the breaking of the bottle of champagne, the Arun slipped her moorings, turned on a sixpence and, to the music of 'We are sailing . . .' especially requested by Coxswain McMin and his crew in honour of the guests, she headed out into the harbour where, with perfect timing, she was escorted by a low flying air sea rescue helicopter from RAF Leuchars displaying the RNLI house flag on her winch wire.

In all, a memorable day, which was concluded with typical Mallaig hospitality being provided for everyone in the Seamen's Mission, where Rear Admiral W. J. Graham, director of the Institution, thanked Superintendent W. Simmons and his lady helpers for their generosity.—K.T.



(Below) Mallaig's new 52ft Arun lifeboat *The Davina and Charles Matthews Hunter* at sea. (Left) aboard after her naming ceremony are (l) Mr Charles Hunter, who handed over the lifeboat to the RNLI and named her, and his wife (r of centre group). With them are their son-in-law and daughter, Mr and Mrs Miller, their son and daughter-in-law, Mr and Mrs Hunter, and (extreme r) Mrs Campbell Howes, a relative of the donor.

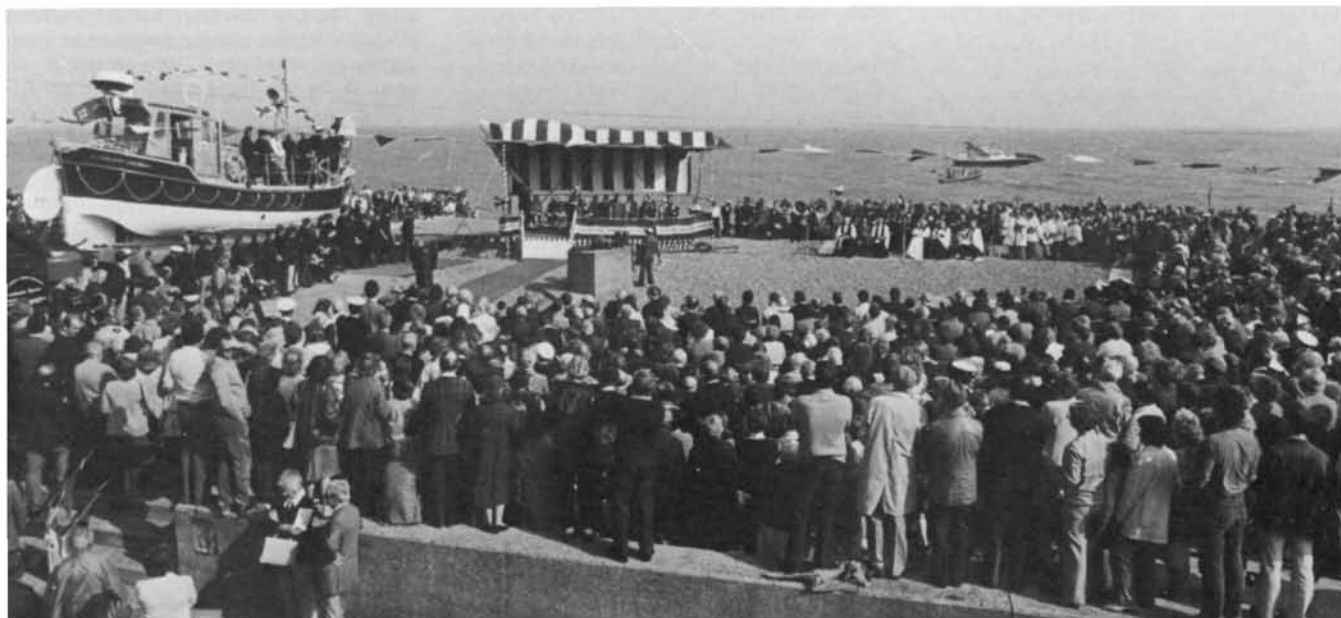


## Aldeburgh, Suffolk

EVEN SOME of the shops in Aldeburgh's high street closed so that staff could go to the ceremony. What custom could there be anyway when everybody was down on the beach for the naming of the station's new 37ft 6in Rother lifeboat? Nowhere more than at Aldeburgh could a comparatively small community feel so possessive about its new lifeboat: Aldeburgh had raised the greater part towards her cost with its appeal. Aldeburgh men would be taking her to sea and her name was to be that of Aldeburgh's most famous coxswain, the legendary James Cable who three times was awarded the RNLI's silver medal for gallantry.

The Suffolk coast is sometimes known for its chill easterly winds; on Monday September 20, 1982, there was indeed a stiffish wind, but it came from the south and its warmth reflected the welcome given by the people of Aldeburgh to HRH The Duke of Kent, president of the Institution, and other visitors to the naming ceremony. The new lifeboat, high on her turntable, dominated the proceedings; a huge crowd beneath, including lines of school children each clasping a flag, awaited the Royal party's arrival while the band





Just part of the crowd which gathered on Aldeburgh beach for the naming of the station's new 37ft 6in Rother lifeboat James Cable.

photograph by courtesy of *Eastern Daily Press*

of the Leiston Royal British Legion played lilting Arthur Sullivan tunes.

Once dignitaries were installed on the dais, Vice-Admiral Sir Charles Mills, chairman of Aldeburgh branch, welcomed everyone to the ceremony and reminded the Duke of Kent that it was 50 years ago that his father, Prince George, had come to Aldeburgh on May 27, 1932, to name the then new lifeboat *Abdy Beauclerk*. A further reference to history was made by the Mayor of Aldeburgh, Mr Peter Whately-Smith, when he stood up to hand over the lifeboat to the RNLI. He recalled the fund-raising prowess of Captain Pascoe whose appeal in Aldeburgh in 1866 raised £450, enough to pay for the local lifeboat of that day which was later named after him. He gave details of the appeal for *James Cable* which raised £225,000 from a total of some 700 separate donations.

Michael Vernon, a deputy chairman of the RNLI, who received the lifeboat and delivered her into the care of Aldeburgh branch, continued to evoke Aldeburgh's rich history by reminding the gathering that a lifeboat was stationed at Sizewell, just along the coast, by the Suffolk Shipwreck Association in 1824, the same year as the RNLI's foundation. The station was transferred in 1851 to Aldeburgh, where there has been at least one lifeboat ever since.

In his speech of acceptance, Kenneth Brown, station honorary secretary, expressed his pleasure, pride and confidence in being entrusted with 'such a fine new boat'. He ended with the words,

*'... I am in no doubt that our crew will do justice, in fact have already begun to do justice, to this splendid craft. You may rely on them, Sir, to continue in the tradition of James Cable and be ready to answer the call at all times.'*

The service of dedication followed, conducted by the Reverend David

Hutchinson, Vicar of the Parish Church of St Peter and St Paul, assisted by Bishop Falkner Allison, Father David Thomson of the Roman Catholic Church, the Reverend Michael Allen of the Methodist Church and with Reg Kirby of the Baptist Church in attendance.

After the service the Duke of Kent paid tribute to the lifeboatmen, shore

helpers and all their families, saying that those he met today were doubtless very similar to those his father had met 50 years earlier; they would all respond to a call for rescue in the same way. The Duke also expressed the deep gratitude the RNLI felt to the people of Aldeburgh who had succeeded in raising 90 per cent of the entire cost of the new lifeboat. He had much pleasure in

HRH The Duke of Kent arrives at Aldeburgh lifeboat station, accompanied by the branch chairman, Vice-Admiral Sir Charles Mills and . . .

photographs by courtesy of Jeff Morris



. . . after he had named James Cable he went aboard for a demonstration beach launch over the skids and trip afloat.





(Left) The new 52ft Arun class relief lifeboat 52-22 during her naming ceremony at Poole depot; in attendance, lying alongside the quay, is the new Waveney lifeboat which has now gone on station at Blyth. (Below) A few words from Major General Ralph Farrant, past chairman of the Institution, in whose honour, together with his wife, this Arun was named Ralph and Bonella Farrant.



Introduced by Admiral Graham, General Farrant said,

*'It is a great delight to be here today . . . I would like to thank the chairman and Committee of Management for the great honour they have paid me in resolving that this lifeboat should bear the name of myself and my dear wife. Serving the Institution has been a great pleasure to us both. We have met so many people all over the country . . . I would like to thank everyone in the RNLI family both near and far for their help and support over the years and for their continuing work for the Institution.'*

Admiral Graham then invited Mrs Farrant to name the lifeboat *Ralph and Bonella Farrant*, and as the traditional bottle of champagne broke on her bows, three hearty cheers were led by the lifeboat crew.

General and Mrs Farrant were escorted to 'their' lifeboat by the chairman and the director, and as they went afloat for a short trip, accompanied by their grandchildren, a helicopter from the naval air base at Portland flew overhead, streaming an RNLI flag and providing a final heart warming tribute to this family celebration.—H.D.

#### City of London

THE CITY OF LONDON appeal, which raised £433,485.43 to fund the first prototype 47ft Tyne class lifeboat, was launched by the Rt Hon The Earl of Inchcape at Fishmongers' Hall in November 1980. On Monday November 1, 1982, the story came full circle when this impressive new boat was named *City of London* at Fishmongers' Hall Steps, London Bridge, by the Lady Mayoress, Lady Leaver. It was in many ways an historic as well as a splendid occasion. Welcoming the guests, Mr John Norton, a past Prime Warden of the Fishmongers' Company, reminded them that the RNLI itself had been founded within the City of London in 1824, but that this was the first lifeboat to be named after that great centre of



photographs by courtesy of Jeff Morris

*Salute from search and rescue colleagues: a Wessex helicopter from Portland naval base flies overhead, streaming an RNLI flag, as, after her naming, RNLI Ralph and Bonella Farrant gives a demonstration run in Holes Bay.*

naming her *James Cable*. The button was pressed and down came the bottle of champagne.

After the ceremony the Royal party boarded *James Cable* and watched by the eager crowd which had moved round on to the shingle to line the launching path, the lifeboat sped down the sloping beach into the sea. Before returning to the beach Coxswain William Burrell was able to show the Duke of Kent his new lifeboat's impressive capabilities in choppy waves.—E. W.-W.

#### Poole, Dorset

'Each naming ceremony is unique', said Rear Admiral W. J. Graham, director of the RNLI, as he opened the proceedings for the naming ceremony of a new 52ft Arun lifeboat on Friday October 8, 1982. This ceremony, organised by head office staff, was taking place at the RNLI's depot, West Quay Road, Poole, the lifeboat was to enter the relief fleet and she was to be named in honour of Major General Ralph H. Farrant, RNLI chairman from 1975 to 1979, and Mrs Farrant.

Among the audience were many of General and Mrs Farrant's relations and friends, colleagues of General Farrant, who is a vice-president of the RNLI and a member of the Institution's Search and Rescue, Boat, Technical Consultative and Finance Committees, and RNLI staff. A bouquet was presented to Mrs Farrant by Teresa Harvey, youngest member of the Institu-

tion's staff. Any gloom cast by clouds left over from a morning of torrential rain was quickly dispelled by cheerful music played with vigour by the Band of the Royal Artillery, General Farrant's old regiment.

In handing the new lifeboat over to the Institution the Duke of Atholl, chairman of the RNLI said,

*'One of the most splendid of RNLI traditions is to name a lifeboat as a tribute to those who have served as chairman of the Institution. I am well aware of the enthusiasm and dedication General Farrant brought to the job of chairman. As his successor I was most grateful when I took over in 1979 to find the RNLI on a thoroughly sound footing and well prepared for the challenge of the 1980s.'*

*During his time as chairman, General Farrant visited lifeboat stations, branches and guilds throughout Britain and Ireland, and it is fitting that this lifeboat should have been paid for out of the general funds of the Institution and that she will serve in the relief fleet, visiting lifeboat stations throughout the country.'*

Commander Bruce Cairns, chief of operations, accepted the lifeboat on behalf of the Institution and there followed a service of dedication conducted by the Reverend Peter G. Hardman, Rector of Wareham, assisted by the Reverend John Potter, Rector and Rural Dean of Poole, the Reverend Bruce Warren, Minister United Reformed Church, Poole, and Father Eamonn McGivern, Parish Priest of St Mary's Roman Catholic Church, Poole.

maritime activity, renowned the world over. Among the guests were not only the Lord Mayor and Lady Mayoress, but also representatives of 40 City Livery Companies and other major institutions.

Describing the new lifeboat, Rear Admiral W. J. Graham, director of the Institution, said:

*'The RNLI prides itself on being able to put into the hands of our lifeboatmen the best possible tools for the job. You see before you the latest example of our wares which I believe lives up to our traditions of excellence, ingenuity, practicality, ruggedness and, if I may call it such, "with-it-ness" . . . this exciting fast slipway boat is 'designed and built to a very tight and demanding specification. The fundamental requirement was to design a boat capable of being launched from an existing boathouse down an existing slipway but having more than twice the performance of the older 47ft Watson or 48ft 6in Oakley . . . she had to have protected propellers . . . she needed large powerful engines . . . and of course she must carry the latest navigational aids, radio direction finding and survival equipment. Very much a quart in a pint pot.*

*'This has been achieved, thanks to the careful preliminary design and research work carried out by the National Maritime Institute with the help of our own technical staff and by the great care and craftsmanship shown by our boatbuilders, Fairey Allday Marine of East Cowes. She has already circumnavigated the British Isles; she has been launched down a slipway; she has been handled by over 50 different coxswains; she has endured storm force 10 off Cape Wrath; she has exceeded 18 knots.*

*'This boat is a prototype but she is in every way a lifeboat and after more trials next year (1983) in differing sea conditions, at different slipways, she will take her place on the coast.'*

Lord Inchcape, chairman of the



A bouquet for the Lady Mayoress of London, Lady Leaver, presented by Charlotte Elphick, niece of Mr John Norton (background r), past Prime Warden of the Fishmonger's Company. With them are (l to r) the Duke of Atholl, chairman of the Institution, Lord Inchcape, the Lord Mayor, Countess Inchcape, Alderman Davis, Sheriff of London, and the Bishop of Fulham.

appeal committee, presented the new lifeboat to the Duke of Atholl, chairman of the Institution, who received her on behalf of the RNLI. Thanking all those who had contributed towards her funding, His Grace said that although many institutions and companies based in the City of London had in the past given lifeboats, this was the first time a lifeboat had been given by all those who live and work in that historic square mile. The success of the appeal, the Duke continued, had been due in particular to Lord Inchcape himself, who had always supported the RNLI both personally and through his company; like his father before him, he was a great friend of the Institution.

The Duke of Atholl then announced that when this new lifeboat had finished a further series of trials she would be placed on station at Selsey.

The service of dedication which followed was conducted by the Bishop of Fulham, representing the Bishop of London, supported by the Reverend C. Cunningham of the Roman Catholic Church, the Reverend R. G. Gibbins of the Methodist Church and the Reverend K. Good, assistant secretary of the Mission to Seamen. On this occasion, when the boat was still undergoing operational trials, the prayers embraced those concerned in her design and

As Lady Leaver named the prototype Tyne fast slipway lifeboat RNLB City of London, she pressed a button and the bottle of champagne broke on deck.

photographs by courtesy of Jeff Morris

(Below) City of London returning from a demonstration run on the River Thames between London Bridge and Tower Bridge with the Lord Mayor and Lady Mayoress and other principal guests on board.

building as well as those who would sail in her:

*'... strengthen, we pray thee, the efforts and endeavours of all those who will sail or work on this lifeboat . . . Enable them to perfect her design so as to improve the chances of saving life from shipwreck and disaster. Help them to find pride and inspiration in this thought so that they may daily renew their efforts diligently until such time as their task is completed, and this lifeboat goes to her appointed station.'*

After the prototype 47ft Tyne class lifeboat had been named *City of London* by Lady Leaver, with the traditional breaking of a bottle of champagne, the Duke of Atholl invited the Lord Mayor and Lady Mayoress to board the lifeboat for a short trip on their own River Thames, down to Tower Bridge and back. As the lifeboat cast off, the Guild Hall School of Music and Drama Band, which had provided all the music, was playing *'Rule Britannia'*.

Formal proceedings at an end, the guests were invited to a reception in Fishmongers' Hall. A special lifeboat cake had been made for the occasion by the School of Cookery of the Marine Society, in whose Lambeth premises is housed the RNLI's London office, and it was ceremoniously cut by the Lord Mayor.—J.D.





# Commercial Shipping

## —taking off the crew

AT THE ROYAL FESTIVAL HALL last May the gold medal for outstanding gallantry was presented to Coxswain Michael Scales of St Peter Port, Guernsey, and the silver medal to Coxswain/Mechanic Alexander 'Alastair' Gilchrist of Campbelltown and Coxswain/Mechanic Maurice Hutchens of Sennen Cove. In broad outline, the three services for which these medals were awarded, and which are summarised briefly below, had much in common. All were to commercial vessels, merchant or fishing; all were performed in winds ranging from strong gale to hurricane and in violent seas; all three coxswains were faced with taking off a number of people in these very difficult conditions with the additional complication that most of the survivors were foreign speaking; all three worked with other shipping or SAR helicopters. However, every service is unique, each presenting different problems to which answers must be found, and found without delay, if life is to be saved; but if something of the experience gained on service in extreme conditions can be told, and thus shared, the telling may help others in the future.

So, the morning after they had received their awards, Coxswain Scales, Coxswain Gilchrist and Coxswain Hutchens met with Cdr George Cooper, deputy chief of operations, to talk over their experiences in the storms of 1981.

The two merchant vessels, *Bonita* and

*Tungufoss*, were listing badly when they were reached respectively by St Peter Port's Arun lifeboat and Sennen Cove's Rother, so that unusual means had to be used to rescue their crews . . . and that is where the discussion began . . .

**Cdr George Cooper, deputy chief of operations:** Mike, tell us how you found *Bonita* and how you approached her.

**Coxswain Michael Scales, St Peter Port:** It was dusk when we reached *Bonita*. The light was fading very fast. I could see that her port bilge keel was out of the water, but I didn't know whereabouts in the ship her people were. So we took the Arun down her windward side, which was high out of the water with her bilges up, round her stern and along her leeward side to midships, to her bridge; the wing of the bridge was actually in the water. By this time I was up on the Arun's flying bridge; I had the crew stationed round the deck, with Peter Bisson next to me to help with communications and to handle the searchlight. At first we couldn't see anyone but eventually we saw someone peering out of the wheelhouse window.

Thinking we could probably get the people off the wing bridge, I stuck the lifeboat's nose across the deck, but I quickly abandoned that approach. One of *Bonita*'s two masts could have come crashing down on top of us on the roll and there was debris in the water; the liferaft off the wing of the bridge was in

the water, too. I thought, 'If we lose an engine, we've had it'. But that was the lee side.

We pulled away a little bit and I went round to the other side of the ship, the windward side where her bilge keel was out of the water. The seas were now very heavy. There was a pilot ladder hanging from the midship boatdeck with a chap halfway down it; but this ladder fell short of the water by about 30 feet and the man would have had to climb over the bilge keel. If he had dropped in the water he would have gone right under, with the suction, and we could not have got anywhere near him. So I decided it would have to be the after end, where we could take them off, penny for penny.

The chap went back up the ladder and now we could see the people underneath the midship lifeboat, which was still in her davits. By shouting and pointing and with messages from Robert Vowles, our mechanic, to the captain of *Bonita*, who had a portable VHF, we indicated that they should get down to the after end.

**Cooper:** Did you have any problems with communication, as you were talking to an Ecuadorian vessel?

**Scales:** No. The Danish ship *Charlottenborg*, which was standing by, was in communication with *Bonita*'s captain all the time and was relaying information. And the captain himself spoke English.

Starting to make his way aft, one man tried walking on the inside of the rails, but he fell and I think broke his leg. All they could do was lash him to a hatch so that he would not be swept overboard. In the end, he was the last one off. We couldn't get him, but eventually, while a helicopter was on her way to try and lift him off, he slipped into the sea and the

**Sennen Cove, service to Tungufoss:** At 2027 on the night of September 19, 1981, the DLA of Sennen Cove lifeboat station was informed that the Icelandic coaster *Tungufoss* was heeled over and in distress four miles south of Longships Lighthouse and at 2045 Sennen Cove's 37ft 6in Rother lifeboat *Diana White* launched with Coxswain/Mechanic Hutchens in command. A force 8 to 9 gale was blowing from west south west and there were heavy rain squalls and very rough seas. To set course for the casualty, Coxswain Hutchens had first to steer across the wind, the lifeboat rolling violently.

When the lifeboat reached *Tungufoss* she found a Royal Navy helicopter on scene. Three men had been rescued by the helicopter but the winchman had been injured. The casualty was heeling over 45 degrees. Two liferafts were attached to her stern. During the first attempts to approach the liferafts a wave swept through the cockpit of the lifeboat and on two occasions the lifeboat had to reverse quickly to avoid the ship's propeller. Approaching from another angle, the lifeboat was manoeuvred as close as possible and, one at a time, three men were transferred from the ship to the liferafts and floated towards the lifeboat so that they could be snatched aboard. Two more men

tried to jump into the rafts, which were filling with water, but missed their footing and fell into the sea. At this point the lights on *Tungufoss* went out but with the help of the helicopter's searchlights the men were spotted and pulled from the water aboard the lifeboat.

The coaster's list was increasing but with great skill the lifeboat, rising and falling 20 feet on the seas, was taken close in, avoiding the ship's rudder, so that two more men could slide down from the starboard alleyway and leap aboard. Altogether the lifeboat had approached the casualty 20 times, with the coxswain using great skill to prevent his lifeboat striking the ship as she heeled further and further. With *Tungufoss* almost on her beam ends and apparently about to founder, the lifeboat began a final approach but the last man on board, the captain, managed to grab a lifting strop flown within his grasp by the helicopter and was lifted to safety as the coaster sank.

For this service Coxswain/Mechanic Maurice Hutchens was awarded the silver medal (*full report*, THE LIFEBOAT spring 1982).

**Campbelltown, service to Erlo Hills:** At 0706 on October 2, 1981, Campbelltown's 52ft Arun class lifeboat *Walter and Margaret*

*Couper* set out with Coxswain/Mechanic Alexander Gilchrist in command after the station honorary secretary had been informed that the trawler *Erlo Hills* was ashore on the west side of the Mull of Kintyre.

After a search and a passage of over two hours the lifeboat eventually found the casualty, which was ashore off Rathlin Island off the North Irish coast, by which time the northerly wind was gale force 9, giving short steep breaking waves. The coaster *Ceol Mor* was standing by. The lifeboat passed a towline between the trawler and the coaster which pulled the casualty off the rocks. The tow was slipped when the trawler's skipper reported that all was well with his vessel and the coaster departed, but it was later found that *Erlo Hills*' steering gear was jammed; then her main engine broke down and she began to drift again towards the shore. The skipper refused to let the lifeboat take his crew off, so the coxswain moved in and, on the second attempt when only 200 yards from the shore, secured a tow. Both boats were constantly being struck by 15ft waves and the lifeboat could hardly make headway. The lifeboat eventually had to slip the tow because of the risk of a capsize. By now wind and tide were keeping the trawler from drifting back on shore.

French tug *Abeille Languedoc* picked him up. Of course, four people had been taken off *Bonita* by a naval helicopter before we arrived, and another naval helicopter succeeded in taking off one more man while I took the lifeboat up to windward to give the crew a short rest... but that was later, after we had got 16 survivors on board.

Anyway, to go back, *Bonita's* people started on the long trek down towards the stern, walking on the outside of the hull, outside the rail. When the first group was on the stern I made my first run in. *Bonita* was laying beam on to the wind. We were running, stern to sea, and I just took the port quarter in. As she went by two chaps jumped aboard. I remember passing *Bonita's* propeller and then a third chap jumped, probably just as we left; he may have tried to stop himself but gravity took over and he dived head first into the stanchions and actually into the wheelhouse side. He eventually died as a result of his injuries.

That presented me with a major problem so, while the injured man was being cared for and taken below, I pulled aft, did a circle around and had a think about it. Another thing—there were ropes hanging off *Bonita*. After that first run in I realised that I could not take my stern that close to the ship without risking losing my engines.

I and the second coxswain, Peter Bougourd, who was on the bow, had a little bit of a conflag and I told him I was going to try running in bow on to the ship and see if I could just jump them aboard like that. By this time the swell was increasing.

**Cooper:** How much were the ship and the lifeboat moving in relation to one another?

*Ceol Mor* returned to help but *Erlo Mills* would not at that time agree to accept a tow, so the coaster, short of fuel, departed. Then, having obtained instruction from her owners, *Erlo Hills* asked for a tow. *Ceol Mor* returned once again to take her into the lee of Church Bay. To repass the tow line Coxswain Gilchrist had to bring the lifeboat within feet of the coaster's stern, at times high above the lifeboat. Twice the tow was passed but, in the very rough seas, parted; two lines passed by rocket also parted. By now *Ceol Mor* was so low on fuel that she could stay no longer.

The wind had strengthened to storm force 10 and the trawler was being carried into Macdonnell Race. Her skipper eventually agreed to abandon ship and the lifeboat, approaching through 30ft waves, was driven alongside the heavily rolling trawler six times to take off her 14 men. The passage back to Campbelltown was made at reduced speed and frequently the lifeboat was heeled right over by the heavy breaking seas.

For this service Coxswain/Mechanic Alexander Gilchrist was awarded the silver medal (*Full report, THE LIFEBOAT spring 1982*).

**St Peter Port, service to Bonita:** Early on the afternoon of December 13, 1981, a mayday



Michael Scales



Alexander Gilchrist



Maurice Hutchens

Coxswain Michael Scales of St Peter Port was awarded the gold medal for the service to *Bonita* on December 13, 1981; he first joined St Peter Port lifeboat crew in 1975, becoming second coxswain in 1980 and coxswain in 1981 (photograph by courtesy of Brian Green). Coxswain/Mechanic Alexander 'Alastair' Gilchrist of Campbelltown was awarded the silver medal for the service to *Erlo Hills* on October 2, 1981; he first joined Campbelltown lifeboat crew as motor mechanic in 1970, becoming second coxswain/mechanic in 1974 and coxswain/mechanic in 1978. Coxswain/Mechanic Maurice Hutchens was awarded the silver medal for the service to *Tungufoss* on September 19, 1981; he first joined Sennen Cove lifeboat crew in 1957, becoming assistant mechanic in 1959, second coxswain/assistant mechanic in 1968, a crew member again in 1973 and coxswain/mechanic in 1978. Cdr George Cooper is the RNLI's deputy chief of operations.

**Scales:** We were both going up and down at the same time, but with the swells breaking and the ship listing and rolling, we were falling at an angle from the quarter on her high side right down past the bottom of her rudder.

**Coxswain/Mechanic Maurice Hutchens, Sennen Cove:** That's very similar to our job, with *Tungufoss*.

**Scales:** It was an actual height of 50 feet.

**Cooper:** You did a remarkable rescue, but you made it look so simple. Had it

been done by a lesser seaman there might have been quite a bit of damage done to the lifeboat. At what stage did you consider using the heaving line technique?

**Scales:** On the first run in bow on we were picked up by a wave and we did a nose dive in towards the transom. So I realised that, with the rise and fall, we could not get that close without the risk of crushing someone, should they fall between the ship and the lifeboat. And within six feet of the rudder it was all white water; they couldn't jump in the



Cdr George Cooper

message was relayed from the Ecuadorian vessel *Bonita* which was listing heavily in the middle of the English Channel. There were 36 people on board. At 1400 St Peter Port's 52ft Arun lifeboat *Sir William Arnold* slipped her moorings and set out at full speed under the command of Coxswain Michael Scales. The wind was southerly storm force 10, gusting to hurricane force 12. Driving snow and sea spray reduced visibility to 200 yards and the sea was very rough. The lifeboat maintained full speed despite broaching eight times and arrived on the scene at dusk.

The wind was now south east force 11, whipping up waves of 45 to 50 feet. *Bonita* was listing over 45 degrees to starboard with the starboard wing of her bridge in the water. Seas were sweeping right over her decks and she was rolling heavily. Royal Navy helicopters had managed to rescue four people in daylight but subsequent rescue attempts had failed. Two helicopters and four ships were standing by.

During the next 3½ hours, in darkness and in bitterly cold and hazardous conditions, the lifeboat made 50 approaches to take off the survivors. Ropes, drums and large pieces of timber were floating off the lee side of the casualty so the lifeboat had to be taken in under her transom stern. During these

approaches the lifeboat was rising level with the ship's deck on each crest and then falling 50 feet to below the bottom edge of the rudder in the troughs. Three men jumped on board but one misjudged his jump and was badly injured, so a heaving line was thrown aboard *Bonita* which survivors could hold as they jumped into the sea; then, as the lifeboat came astern as gently as possible in the huge seas, the survivors were pulled to the lifeboat and hauled to safety. On each approach the coxswain had to use all his skill to prevent the lifeboat being swept into the ship. One man fell from *Bonita* and was unfortunately lost, one more was lifted by helicopter as the lifeboat paused to allow the crew to restore circulation to their chilled limbs, and the last man was rescued by the French tug *Abeille Languedoc* when he slipped into the sea. In all, the lifeboat took off 29 people and, in view of the serious conditions of the survivors, reduced speed was made into head seas (the wind had now gone round to north west) to land them at Torbay. The lifeboat reached Brixham at 2313 after nine hours at sea.

For this service Coxswain Michael Scales was awarded the gold medal and each of his crew the bronze medal (*Full report, THE LIFEBOAT summer 1982*).

water there without being attached to the lifeboat. So I thought the only way was to get a line up to them.

**Cooper:** Did you have difficulty getting the line across?

**Scales:** Yes. With that force of wind, it was just being blown away. I had to get within about six foot of the vessel and even then it was only the sheer physical effort of the second coxswain which got the heaving line across to the people.

**Cooper:** When they eventually caught the line, did you tell them to secure it round themselves or just to hang on?

**Scales:** We didn't have time for them to tie it round; it was just a matter of getting in there, contact and pull away enough for them to jump. Having something in their hands gave them the confidence to jump in the water. And I had to control the lifeboat so that we were not picked up by the waves and driven into the stern of the ship; it was a matter of holding her off just enough so that the people could jump in the water without getting crushed, then coming astern and, as soon as they hit the water, giving her a little bit of a burst aft.

**Cooper:** The system you used obviously works. You rescued 29 people that way. And *Bonita* eventually sank, didn't she?

**Scales:** Yes, early the next day.

**Cooper:** How do Mike's experiences compare with yours, Maurice, when you took your Rother lifeboat out to *Tungufoss*?

**Hutchens:** I don't know the tonnage of the vessel you were working with, Mike?

**Scales:** Between six and seven thousand tons gross.

**Hutchens:** *Tungufoss* was around five hundred tons gross; a small Icelandic coaster. The situation was very similar, by what Mike was saying. She was listing very severely to port. When we came on scene there was a Sea King helicopter there which had already picked up three of them, but the winchman had had a lot of buffeting around and I think he had been injured. Like Mike, we went around the vessel; probably it was instinct to go round to see what the situation was. We finished up to windward. I thought I would make a run in to her stern, similar to Mike, and hope somebody would come off. Her stern was a triangular shape in the water; as far as I could see, it was one of those cut off transoms. She had two liferafts already inflated and in the water on the ends of their painters. We tried a couple of runs in, but got tangled up with the liferafts. So then we came in bow up into the wind. A chap jumped into one

of the liferafts. They appeared to be a very well disciplined crew. They let the liferaft drift back to leeward and then we went in and picked the man out of the raft: a dead simple job. You could see that they were doing it quite naturally. They knew that if they let the raft drift off there was a safety margin between them and the ship. We took off two more blokes that way; no bother at all.

The fourth and fifth blokes tried to jump but they just could not get into the raft. They slid down the rope a third of the way and dropped into the water. They were immediately sucked away with all the turmoil under the coaster's stern and we had to go and search for them. They were right under my bow somewhere; I didn't know exactly where. The crew, second coxswain, mechanic, everybody, was up forward looking and they directed me. And the helicopter crew, without any conversation, kept their light on the area; there was something wrong with their radio and we could only talk to them through the Coastguard. That illumination was very important because the casualty's lights had failed; probably, because of her list, she had got water into her machinery.

**Cooper:** So you were working with a well-disciplined crew, and you had perfect understanding with the helicopter, with no communication?

**Hutchens:** We did. The pilot, he was very young, anticipated what we were doing all the time. We picked these two chaps out of the water, not without some difficulty, I might add. They were heavy. Picking them up off the fore end of a boat is not easy so we brought them back to the break in the fo'c'sle, one on either side. My crew reached down to pull them up, but they were lively chaps and by no means in distress. And the whole crew had their lifejackets on. The Icelandic people proved that night that they were extremely well disciplined. I give them full credit for that.

**Scales:** Part of *Bonita's* crew, the Norwegians, were well disciplined but some of the Ecuadorians were not wearing lifejackets. That created a big problem.

**Cooper:** Alastair, how did you find the crew of *Erlo Hills*?

**Coxswain/Mechanic Alexander Gilchrist, Campbeltown:** There was a British skipper but the 12 Spaniards in the crew were taking their orders from the Spanish fishing skipper. They didn't really look like seamen, and they were frightened.

**Cooper:** *Erlo Hills'* position wasn't known, was it? You had to search for her?

**Gilchrist:** The first information I had

was that *Erlo Hills* was ashore to the west of the Mull of Kintyre, so I just carried on away south. As we were rounding Davarr Light, maybe three miles out, the Coastguards at Clyde told me that they thought the trawler must be on Sanda Island. I went away down, searched Paterson's Rock and then down round the Boiler Reef, past the lighthouse and round the bottom end of Sanda, but there was no boat to be seen. Then I had a funny feeling that maybe if there was a boat ashore it would be to the west. So I hauled the Arun round and started heading west. Just after that, *Ceol Mor*, a wee coaster about 380 tons coming back from the Irish Republic through the Sound of Rathlin, saw the trawler. Then we knew exactly where she was. Clyde Coastguard stopped working us and Belfast Coastguard took over. We just kept on running and we got there about half past nine.

There's a place called Doon Bay. It's not really a bay. It's more like a kind of hole with a reef going to the north and a wee reef going to the south, like a crab's claws. *Erlo Hills* was on the south end of the reef. *Ceol Mor* was lying off and she asked us to try to get a tow rope from the trawler to her. I knew right away that the people were not going to come off because the rocket brigade was at the top of the cliffs and there were people further back, up in the hills, but there was no attempt to get ashore. So I went away in, up to her stern—her bow was aground but she had a couple of fathoms at the stern—got the tow rope and passed it to the coaster. *Ceol Mor* started the tow but she could not get her head up into the weather at all; she was pushing up across the sea all the time.

**Cooper:** Northerly wind?

**Gilchrist:** Aye, it was a northerly wind. Be about force 9. *Ceol Mor's* master asked us to come round his side and up across his bow to get a rope and pull his head up into the wind. We had two goes at it. We bust our nylon rope and the whole boat was shaking. I realised it just wasn't going to do and I would probably strain the lifeboat. So *Ceol Mor's* master said, 'OK. Slip the lifeboat tow'. And he slackened off the tow to the trawler, steamed in a circle, right round, right over the top of his tow rope, right up the side of the reef—it was colossal—and shouted to the trawler, 'Right! Full astern now!' And the two of them just went off like that.

*Ceol Mor* towed her maybe three quarters of a mile, slipped the tow and then waited about ten minutes. The trawler seemed slightly down by the head and there was a trail of oil coming from her bow, but otherwise she looked OK. So *Ceol Mor* said that she was carrying on to Cairnryan to get bunkers and would pass information on the radio. *Erlo Hills* said she would get under way for Campbeltown, to a yard



there, and asked if we would stand by.

The trawler started to pull in the tow, but all the time she was drifting further and further into the shore again. I was just going to give her a call and tell her she was getting too close when we saw smoke coming from her funnel. But she started to steam round in circles, getting closer in all the time. Her engine had completely stopped, and I think her rudder had come right round and her propeller had gone into it. I said, 'Maybe you had better come off now,' but they replied, 'No, we want a tow.' She was pretty close to the shore, so the only option was to run up to her, turn the lifeboat round, go astern right up to her stern and get a tow over quickly. The first time we got the tow on and I put her ahead, maybe I was a bit too quick, because I could see the shore and I was not exactly sure what was underneath us. It was a lee shore. Anyway, I gave her stick too quickly and instead of veering out the tow from the trawler, they made it fast, and it pulled through. So they pulled in the tow and I got round again and rattled the lifeboat up astern to them. We got the tow over. I went slow ahead and away she came.

Once I had got clear, I could not get the lifeboat up into the wind at all. When I crossed the sea she was rolling pretty badly, but she felt OK. But after a while, the trawler would drop down the back of a wave and the tow start to snatch and pull the Arun away by the stern. It was none too good. So as soon as I thought the trawler was far enough out, we slipped the tow and called *Ceol Mor* to ask if she would come back. I don't think we would have been able to tow the trawler to Campbeltown anyway; she was about 350 tons gross.

**Cooper:** Had you thought of towing her to the south of Rathlin Island?

**Gilchrist:** I thought about that too, right enough, but I was afraid if I got down round the bottom end, into the tide race in the Sound of Rathlin, the chances were I would not be able to manage on my own and the trawler might drift ashore. We were safe where we were; the two of us had plenty of sea room.

*Ceol Mor* agreed to come back; it took her maybe an hour. We asked if the trawler crew would like to come off, but they refused again. And they would not accept a tow then, either. Whatever we said, they were now determined to wait for a Spanish ship which they said would take them in tow. After about a couple of hours the master of *Ceol Mor* said, 'I'm running badly short of fuel. I am going to try to go for Campbeltown,' and away he went.

The trawler was speaking by radio to Spain, she was speaking to the Channel Islands and all over the place. Eventually it was decided that they would take a tow. There was no other ship in the vicinity except *Ceol Mor*, so I radioed her. 'Could you come back?' Her master said if he came back he could only

tow the trawler into Church Bay. 'That'll do,' I said, so back he came.

By this time the wind must have been about force 10 and we were starting to get into Macdonnell Race. The wind was northerly and the race was going north. I tried to get a fix on the Decca Navigator later on and I thought it must be broken because we had drifted two miles in 20 minutes. That is six knots.

We tried four times to get the tow rope alongside *Ceol Mor*. It meant getting close alongside the trawler, coming down to *Ceol Mor* and manoeuvring my stern up into the stern of the coaster, which was light ship. Her stern would come up and her propeller come out of the water. After a while I was worried that the bite, the slack, of the tow would maybe get washed round her prop and we would drift under her stern. It was no use. We then tried firing a couple of rocket lines, but they both broke.

By now *Ceol Mor* was so short of fuel she had to leave. So I told the trawler we were going to take off her crew. And they agreed. All our fenders were out. We fendered our shoulder and starboard side and approached. Her people were all in the wheelhouse by this time. One of them came out and started to go for the stern, which had a kind of tumblehome effect. I swung the lifeboat's bow round to try to get a shoulder in but as the lifeboat came up he got frightened and moved clear. So I swung back round and came up at the waist of the trawler, into her starboard side. One or two of the crew began to come out and as we rose up beside the trawler the boys would pull them off. Maybe a couple of them would jump from the poop of the trawler on to the deck of the lifeboat. After about 20 minutes we got the whole lot of them off.

**Cooper:** Had they put liferafts over the side, like *Tungufoss*, do you think you would have been able to effect as easier recovery?

**Gilchrist:** I think so. There would have been less damage to the boat and I think we could have got the men more easily.

**Cooper:** What about you, Mike? Would liferafts have helped with *Bonita*?

**Scales:** We were going to use the Y class inflatable dinghy originally but we realised that with the swell running up the deck of the ship, the amount of water and its force, there was no way that the people would have been able to get into either their liferaft, off the bridge deck, or even into our dinghy, had we veered her down.

**Cooper:** What if they had put liferafts over from the stern?

**Scales:** No, they wouldn't have been able to get into them. While we were doing a circle around for a run in, one of

the swells carried away a man who was waiting for the heaving line. The wave just picked him off and he was lost; he wasn't wearing a lifejacket. Getting close to the water to get into the liferaft they would have been swept away. There was so much suction down the side of the vessel, because of her size.

**Gilchrist:** The trawler was smaller than either of your two merchant vessels and it was easier.

**Scales:** We had another problem. During the course of the rescue the wind shifted, went round to the north west and increased. Therefore the side which had been sheltered and which was close to the water, was then to windward.

**Hutchens:** With this liferaft manoeuvre, of course, you get a law of diminishing returns. We started off with 11 crew on *Tungufoss*. The naval helicopter had already taken off three by the time we got there. Three men were able to jump into the liferaft, one at a time, because the rest of the crew pulled it in. But by the time the three of them had come off, and there were three in the helicopter, the five that were left, with the increasing angle of heel, didn't have the strength to haul the liferaft in.

**Cooper:** But, from listening to you all talking, there is something to be said, in a disciplined environment, for using liferafts to recover the people, rather than going alongside the casualty?

**Gilchrist:** Aye, in certain circumstances. There is less danger of people getting hurt. *Erlo Hills'* crew had to clamber on to the rail of the trawler first of all, before they could get on to the lifeboat, which was dropping down the side of their boat and coming up. Some would lose their nerve and they had to be snatched off as the lifeboat was coming up. But with the liferaft you have got them clear.

**Hutchens:** Preferably the men should get into the liferaft one at a time.

**Gilchrist:** If there could be two ropes from the liferaft, one tethered to the ship and another roping the liferaft in, and if you could keep station you could pull it across. You would have more control.

**Cooper:** In other words, using a liferaft but with the breeches buoy rig?

**Gilchrist:** That idea. It wouldn't have done in Mike's situation, of course, with the wind shifting, but for me, and maybe Maurice, the wind was steady from one quarter.

**Hutchens:** The trouble was we had limited time. We could see the vessel going down as well as increasing her list; she was disappearing. It was pretty horrific to see this vessel going out of

sight with the people still there. The last two we got away came from the stern. They slid down the transom top, which would normally be horizontal. That was the most difficult job and that was where we sustained a little damage to our stem and to the planking, trying to station the lifeboat against her stern; her movement was pretty violent.

The last man off, the skipper . . . if it hadn't been for the helicopter I have got an awful feeling he would have been sucked under with her. You know, there is a lot of suction with these vessels.

**Cooper:** *Tungufoss* eventually went down as the skipper was picked off?

**Hutchens:** He was left standing in the water on the boat deck and the lifting strop came straight in his mouth. He just grabbed it and away he went. *Tungufoss* was under the water by the time he was up 50 feet. We were steaming in over her because I thought at least we would be in there, in the turmoil, so that if he came off we could have a stab at getting him.

**Cooper:** This was taking place without any communication with the helicopter at all?

**Hutchens:** None whatsoever. We had such a . . . I don't know what it was . . . an understanding. It was nothing conscious on my part, I can assure you, He was right there. That boy flying the helicopter was above us all the time. Nick Houghton is a very skilful pilot.

**Scales:** Getting together with the helicopter crews, perhaps after an exercise, is very useful. It is surprising how much our brains are thinking alike. We are on the same wavelength.

**Hutchens:** Talking to Nick Houghton afterwards, he said, '*The greatest problem I had was to know whether I should keep the light on.*' I told him, '*I can assure you, from the lifeboatman's point of view, any illumination, even if you just struck a match, would be better than putting the light out.*' The more light you have at sea, the better off you are. Then you can see what you are doing. When *Tungufoss's* lights went out, the helicopter lights made a terrific difference.

**Scales:** We had a naval helicopter overhead . . . the same sort of thing . . . illumination. Also at the back of my mind was the thought that if people did break away from the ship and go down her side, then at least the helicopter could track them.

**Gilchrist:** That's true, even point them out to you and illuminate them.

**Cooper:** So, in bad weather, with a merchant ship that is listing and where there is a good chance of wreckage in the water, the approach is difficult. Do

you think it is best to stand off the ship, keep clear of the wreckage and either use the liferaft method or Mike's method with the heaving line or, if nothing else, perhaps encourage the survivors to jump into the water?

**Hutchens:** It depends on the circumstances. Whether the ship is going to sink or whether she is just listing. Some vessels with a list can continue steaming.

**Scales:** Also, if you are in control of the situation, it is important not to get too many people in the water at once. With the heaving line sometimes two at a time were jumping in and, once or twice, one of them broke away from the line as I was pulling away. I had to keep an eye on the bloke in the water and also watch what was going on down the side. I couldn't use my engine on that side while the man on the rope was being dragged along to the cutaway to be brought aboard. All the time I was waiting for the first possible moment I could use the other propeller to go and pick up the man in the water. The great thing was the number of crew we had.

**Cooper:** You carried extra hands?

**Scales:** We had eight crew, which is my standard callout. We could not have done that job with less crew. They were physically shattered after 3½ hours, the time it took to get the 29 people off.

**Hutchens:** I would rather take three extra hands than go short.

**Cooper:** How did your boats handle? Alastair, you haven't had your Arun very long. Were you happy with her?

**Gilchrist:** Oh aye. The boat herself was the best of tools. There was no question of doing a job badly because you hadn't the right tools. The Arun is a good boat and you have got so much at your fingertips, so much at your disposal.

**Scales:** The boat was the least of my worries. I didn't even think about it. With an Arun you have complete con-

trol of the vessel and you just worry about your crew and the survivors. The boat will do whatever you ask of her.

**Cooper:** Maurice, you have a Rother, a slightly smaller and less powerful boat. How did she perform?

**Hutchens:** As a small boat, I am quite happy with our Rother, though I should like a bit more power and I should like a bit more weight. We are a westerly station and when, in bad weather with a south-westerly or a north-westerly wind, we are punching a head sea, I should like to have a heavier boat. Our previous 41ft Watson was an excellent sea boat but I wouldn't swap her for a Rother. After you have had a Rother for a while it gives you a great feeling of confidence that she is a self-righter.

**Cooper:** Well, gentlemen, I think the discussion is drawing to a close. Thank you all for taking part. It has been most interesting. Is there anything else you would like to add?

**Gilchrist:** Just to say, when we bring survivors ashore, how much is done for them by the Shipwrecked Mariners' Society . . .

**Hutchens:** . . . and by the National Mission to Deep Sea Fishermen. And, of course, at the end of the day, we were very pleased to come back from *Tungufoss* with seven men on board. It made us feel good. It is what it is all about.

**Cooper:** And a last word from me . . . It is well to remember again that all the manoeuvres described in such a matter-of-fact way were carried out in winds up to strong gale, storm or hurricane and wild seas as high as 50 feet; also that the people from the two listing merchant vessels were taken off in the hours of darkness. For Sennen Cove's Rother lifeboat, the service started with a hazardous launch and both St Peter Port and Campbeltown Arun lifeboats were laid over a number of times during the passages to or from the casualty.

*St Peter Port 52ft Arun* Sir William Arnold. *Campbeltown also has an Arun*, Walter and Margaret Couper.

photograph by courtesy of Brian Green



# Lifeboat People

## Long service

Early last year members of Bognor Rotary Club presented an inscribed chair for Selsey lifeboat station's crew room. It was in memory of the late Mr R. D. Bray, a Rotarian who had been associated with Bognor Regis RNLI branch for over 50 years. Mr Bray was president of the branch from 1968 until his death, at the age of 92, and had served as honorary secretary before that. Bognor Regis branch officers have a fine tradition of long service. The



*Fathers and sons: Richard and Andrew Tollett, both crew members of Rye Harbour D class inflatable lifeboat, are the first Rye father and son to go out on service together since complete families were lost in the lifeboat disaster of 1928.*

photograph by courtesy of Mary Lestocq

*(Below) . . . and Eric (r) and Colin Pavey, father and son, serve together in Weymouth's 54ft Arun lifeboat Tony Vandervell. Eric received the long service badge last year and Colin, who joined the crew in 1980, is now assistant mechanic.*

photograph by courtesy of  
Royal Marines, Poole



*Ramsgate: Rear Admiral W. J. Graham, director of the Institution, show Mrs Irene Tew, a visitor from Canada, the figurehead from the cargo ship Indian Chief. Mrs Tew is a great-granddaughter of Coxswain Charles Fish who was awarded the gold medal for the rescue of 12 men from the Indian Chief, wrecked on Long Sand, 30 miles off Ramsgate, in 1881.*

photograph by courtesy of  
Associated Kent Newspapers



present honorary secretary, Mrs Vera Johnson, has been connected with the branch for over 40 years; she was appointed honorary assistant secretary in 1957 and honorary secretary in 1968. Mr K. Johnson, the honorary treasurer, has also been associated with the branch for more than 50 years.

## MBE

Ringwood branch honorary secretary, Dennis Carr, has been awarded the MBE. In his capacity of South West Regional Manager of the General Council of British Shipping he organised crews for merchant ships involved in the Falklands campaign.

## A helping hand

The comedian Russ Abbot is a good friend to the lifeboats. During summer seasons in both 1980 and 1982 he gave his support to Great Yarmouth and Gorleston's lifeboat day. In 1982 Russ helped man the Market Place stall at lunchtime, selling RNLI souvenirs and signing autographs. In all the day raised a magnificent £4,000.

## Thank you . . .

Miss Edith Scarlett of Chelmsford is one of the most loyal supporters of Witham and District branch. She is a pensioner, living alone and suffering severe illness. Nevertheless, each year for the past eight years Miss Scarlett has

sent £5 for the Christmas bazaar and £5 for the annual flag week. Last November she doubled her gift, sending £10 for the Christmas bazaar.

## Obituary

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

### March

Mrs C. M. Kennedy, a member of Kirkintilloch, Lenzie and District ladies' guild committee for many years. Mrs Kennedy served as honorary secretary from 1965 to 1972 and as president from 1972 to 1974.

### August

George Stonall, coxswain of New Brighton lifeboat from 1955 to 1962, after serving as second coxswain of the No. 2 boat from 1928 to 1932 and of the No. 1 boat from 1939 to 1941; he was awarded the bronze medal in 1957.

### September

Alderman Cecil Baker, MBE JP FRICS, Eastbourne station honorary secretary from 1953 to 1982 after serving as joint honorary secretary from 1949 to 1953. Mr Baker was awarded binoculars in 1960, the gold badge in 1975, honorary life governorship in 1979 and the thanks of the Institution inscribed on vellum in 1982.

James Hinton, a founder honorary treasurer of Queensferry station branch in 1967, serving until 1977. Mr Hinton was of great assistance at the formation of the station and was always a tower of strength.

### October

Sydney Strowger, second coxswain of Aldeburgh lifeboat since 1978 after serving in the crew since 1950; he was awarded the long service badge in 1982.

### November

Norman Mabe, Fishguard station honorary secretary from 1953 to 1979. Mr Mabe was awarded binoculars in 1964, the gold badge in 1978, the thanks of the Institution inscribed on vellum in 1980 and also honorary life governorship in 1980.

\* \* \*

*. . . And a young son: Craig, the eldest son of Coxswain Fred Walkington of Bridlington, ready to take his place as one of the crew of the lifeboat float for the Bridlington Lions carnival last summer. The float won a cup and it also won £10 for RNLI funds.*



In memory of Christina Margaret Barnard, a member of Barnoldswick ladies' guild for many years and honorary treasurer for three, £107 was donated by guild members in lieu of flowers.



FOR WESTON-SUPER-MARE station branch last August 21 was a day of double celebration because 1982 was its centenary year and also a new D class inflatable lifeboat, donated by Farnham branch, had come on station. So, at 7.30 that Saturday evening, officers, crew and other members of the branch together with their families and friends met outside Weston Bay Yacht Club for an act of dedication and re-dedication.

First, Raymond Cory, a member of the Committee of Management, presented the centenary vellum to the branch. It was accepted by the branch president, Mrs E. M. Miller Barstow, who in turn handed it to the Mayor of Weston-super-Mare for safekeeping. Then, Mrs H. Elphick, chairman of Farnham branch, presented to the RNLI the new D class lifeboat; the lifeboat was received on behalf of the Institution by Mr Cory and into the care of the station branch by the honorary secretary, John Williams. The service which followed was conducted by the Prebendary J. T. Hayward with an address by the Rt Reverend A. K. Hamilton.

To mark its centenary year Weston-super-Mare launched an appeal to raise the money to fund a new Atlantic 21 rigid inflatable lifeboat which, in 1983, will replace its present 18ft 6in McLachlan lifeboat.

photograph by courtesy of West Air Photography



### Promotion in Scotland

THE CO-OP and Ind Coope Alloa Brewery ran a joint promotion in Scotland last autumn to raise money to purchase at least one lifeboat under 10 metres. Marked ring pulls from ICAB cans of Diamond Export, Diamond Heavy, Alloa Pale, Skol, Jaguar or Lowenbrau Pils were collected in special bins in most Co-op stores in Scotland; for each ring pull the Co-op contributed 2p. The project was launched in Clydebank by Chief Superintendent Archie MacKenzie and in Dundee by Captain T. A. C. Keay, both members of the Scottish Lifeboat Council. By the end of November the fund was well on its way to its target of £12,000.

*In support of the Lord Mayor of Birmingham and BBC Pebble Mill lifeboat appeal, the BBC staged a Pebble Mill Dash last October; it was a competition to find who could arrive at the Birmingham TV studios by the most unusual means. The first day's prize for ingenuity was won by Crew Member Paul Edwards of Penarth who, aided and abetted by Captain Graham Sommerfield, station honorary secretary, and fellow crew members Michael Hill and Martyn Bromley, made the journey in a packing case travelling by 'express post'; his prize of £50 was immediately donated to the lifeboat appeal. The Penarth lifeboat men also won a handsome crystal vase, the prize for collecting the most sponsorship money; £1,066. Altogether the 'Dash' raised £6,000.*

photograph by courtesy of Western Mail and Echo



Appledore ladies' guild celebrated 50 years of service in 1982. The guild was formed in 1931 and the photograph on the left was taken of the committee members in 1932. Half a century on and (below left) are the members of the present-day committee who carry on the same fine tradition. One lady, Miss E. M. Moberly, was honorary secretary for the greater part of those years, from 1933 until 1979 when she retired because of ill health; she was awarded the gold badge in 1970.

On Saturday evening August 7, 1982, a joint event was held by Beer and District branch and the Axminster Girl Guides Association, which was attended by about 12,000 people and raised about £850 for the lifeboats. There was a camp fire with traditional songs, stalls, sideshows and a barbecue. Then, as darkness fell, 874 lighted 9in square rafts, commemorating the number of lives saved by lifeboats in Lyne Bay during the past decade, were launched on the River Axe at high water to float on the ebb tide towards the sea (see below—a time exposure). The rafts were built by Ron Keech whose wife, Cynthia, is Area Guide Commissioner and comprehensive sea trials were carried out by former RNLI trials officer Roy Harding.



# Some Ways of Raising Money

A Welsh Folk Night was held last August at the Royal Pier Pavilion, Aberystwyth, to raise funds for the station's new lifeboat. Soloists, including Helmsman Alan Blair, provided the Welsh flavour but the evening ended with a hilarious can can performed by the lifeboat crew; crew dance training was by Mrs Mari Raw-Rees, a member of the ladies' guild. All this with chicken and chips! A much enjoyed evening raised £200.

When Bushey and Bushey Heath branch sent a cheque for £3,000 to Poole HQ last autumn it included a most generous gift of £2,000 from Mrs F. L. Tanner of Ruislip to be put towards the cost of a future lifeboat.

*It had never been done before—not surprisingly—so this intrepid group set out to do it: (l to r) Ray Healey, his wife Maureen, Remo Mele, Gillian Earles and George McLeod. The feat was to water ski the 50 miles between Lochinver and Stornoway. Generous sponsorship from the public and the fishing industry produced over £1,000 for the RNLI.*

photograph by courtesy of Aberdeen Journals



*Lifeboat supporters keep on running! Scotland's first People's Marathon was run in Edinburgh on September 5 and a third of the funds raised in the sponsorship which is to be dispersed by the organisers, the South-East Scotland Round Table, will be donated to Dunbar lifeboat appeal. Of the 3,100 runners who took part in the marathon, battling through wind and rain, the fourth woman to finish was Marjorie Thoms; she raised £135 for Dundee ladies' guild, of which her mother, Mrs T. H. Thoms, is president.*

photograph by courtesy of The Scotsman

Portstewart's 1982 annual summer sale of garden produce, gifts and nearly new clothes raised £1,050 for the lifeboats in two hours.

Students of the navigation class at Wigston College, Leicester, preparing to sail their 500 miles 'ocean qualifier' for the RYA yachtmaster's certificate, decided to make it a sponsored sail across the Bay of Biscay in aid of the RNLI. *Westwind of Hamble*, a 38ft cutter, was chartered for the 517 nautical miles voyage from Falmouth to La Coruna, in Spain, followed by a cruise home calling at La Rochelle, La Baule and Cameret; in all 1,386 miles. Eddie Taylor was skipper, Rob Eardley, Alex Mackay, Garry Rigby, Arthur Grant

and Timothy Swain were the crew. The weather was good on the outward voyage but gales and high seas were met on the return passage. Back home the crew collected £614 in sponsorship, mostly from their colleagues at work, and presented it to Leicester branch.

Some of the children at Hatchford Primary School, Chelmsley Wood, West Midlands, have never even seen the sea, but after an RNLI film was shown a collection of £10 was made for the lifeboats. Those in class 6, aged from seven to nine, decided that they wanted to make their own special extra effort; they organised a toy sale, selling off all the toys they had outgrown, and they raised £16.95½. A further £26.56

*Mrs Asa Richman explains the art of spinning at the craft fair held last autumn by Wembury Peninsula branch, Plymouth. Other demonstrations were given by a potter, glass engraver, macramé worker, pewter worker, flower arranger, screen printer, weaver, water colour artist, cake decorator and embroiderer. There were also displays of Clem Spencer's paintings and the branch's own handiwork, as well as an RNLI souvenir stand. A profit was made of £300 and so great was the interest shown that the event will be repeated next year.*





Watford branch has raised more than £10,000 since it was re-formed in 1980. During its 1982 lifeboat week £2,091.23 was raised and hard at work, with the support of Councillor Ted Amy, are (l to r) Chris Rawling, Vic Cardwell, branch honorary treasurer, and Nigel Marwick, chairman. photograph by courtesy of Watford Observer



While Paul Squire, singer and comedian, was appearing in Bridlington for last summer's season, he helped to raise money for the RNLI time and time again—nothing was too much trouble. So, when the time came for him to leave, Coxswain Fred Walkington and the lifeboat crew presented him with a framed photograph of Bridlington lifeboat and an RNLI tie.

was made from a souvenir stall for parents; everybody was delighted and the grand total was presented to Marston Green and District branch.

As if it was not enough for the crew of *Stena Seaspread*, usually an oil rig support ship in the North Sea, to be occupied with the repair of damaged ships of the Task Force in the South Atlantic, during their tour of duty they also managed to collect the remarkable sum of £270 on board for the RNLI.

Townsend Thoreson ferry *Nordic* also took RNLI collecting boxes with her to the Falklands—and in all sent back £91 to Felixstowe branch.

Nicholas Morris, bosun of the Portland based Royal Maritime Auxiliary Service tug *Typhoon*, brought home with him from the Falklands the ensign of the crippled Argentine submarine *Santa Fé*. He gave it to his father, Lt-Cdr Barney Morris, honorary secretary of Weymouth lifeboat station, who, in turn, gave it to the RN Submarine Museum at HMS *Dolphin*, Gosport. £100 was donated to the lifeboats.

Alexander Cubie, famous as the artist who created Rupert Bear, also paints seascapes. Robert Jardine of Westcliffe Hotel, Girvan, bought two of Mr Cubie's paintings recently and by a gentlemanly agreement it was decided that the paintings were worth £200 and that this amount should be given to the RNLI. The paintings are now on view in the Westcliffe Hotel.

Swimmers from Downsland School and Downsland Lodge, Leatherhead, raised over £1,300 for the RNLI in August. Participants were sponsored for the number of lengths they were able to swim in 20 minutes and with 87 children between the ages of 8 and 13 taking part some very strong swimming must have been seen during the event.

Captain Mellors of Trimley St Martin near Felixstowe encounters generous support for the RNLI both at work and at home. His two daughters, Sarah aged 13, and Julia aged 10, organised a fête at home and raised a remarkable £239.90. Meanwhile on board his ship the sale of soft toys to officers and crew raised an additional £57.



Effective fund raisers in front of their effective fund-raising vehicle. The ladies of Walton and Frinton guild raised over £900 during lifeboat week selling souvenirs from this caravan which they purchased themselves. They have enjoyed a very successful year enabling them to hand over £2,300 in total to the RNLI.



The Duke of Atholl, the RNLI's chairman, meets members of the Lake District branch aboard a steam-boat at Windermere Steam-Boat Museum. The branch held a two-week fund-raising drive to coincide with Windermere Festival. Shepherds, a firm of boatbuilders, lent its forecourt to display an inflatable lifeboat where collectors stood daily. A family barbecue and flag day were also organised by the branch and the total proceeds amounted to £1,476. (Top left) David Jones, regional organiser (NW).

Photography by courtesy of *The Westmorland Gazette*

The summer sale held on the Fish Quay at Whitby and organised by Whitby ladies' guild lasted five hours and in that short time the remarkable sum of £1,736 was raised.

An exhibition of marine art by amateur artists was organised by Mrs Ida Teuton of Coastguard Studio, Helen's Bay, Northern Ireland. The profit on pictures sold, £302.78, was given to the RNLI.

In November the tiny village branch of Parbold in Lancashire celebrated its tenth anniversary. It has taken this village only that time in which to raise nearly £9,000 for the RNLI.

Kent Police, well known for their enthusiastic support for the RNLI, contributed over £1,000 towards a grand total of £3,500 raised this year at the annual raft race organised by Herne Bay branch. £8,500 was forwarded to headquarters by the branch last year making a total of £21,000 in the past three years, a remarkable contribution from a relatively small town with a population of 25,198.



An RNLI official, hurrying to catch a train in London one wet and dreary October evening, waved down a taxi—and arrived at his destination much cheered. The taxi driver learning that his passenger was concerned with the lifeboats would not take the tip; instead he made a 50p donation to Institution funds, a generous gesture which was much appreciated.

Runcorn ladies' guild held a Nibble and Noggin evening at the Social Club of the Linnets (Runcorn Football Club) last autumn which raised a magnificent £455. For £1.50 a head about 200 people enjoyed paté (mostly home-made), salads, cheese and wine. As well as raffles and the sale of RNLI souvenirs, there were games of darts and indoor putting and, for the last hour of the evening, dancing.

Michael Porter and Ken Smith decided to organise a joint exercise in fund raising and lifesaving at Hunstanton. They put to sea in a small rubber dinghy in front of a beach crowded with



The village of Carbost, on the shore of a sheltered sea loch on the west coast of the Isle of Skye, together with the villages of Portnalong and Fiskavaig, forms a small community mostly of crofters and farmers. One perfect summer day last June, Neil Campbell of Talisker Farm (l) suggested he would like to organise sheep dog trials in aid of the RNLI. The idea gained the support it deserved but the day chosen for the trials, in August, turned out to be very wet indeed. No one's enthusiasm was dampened, however, the sheep and dogs ignored the weather and the competition was won by Calum MacLeod (r) and his dog Midge. With the help of a raffle and an RNLI souvenir stall, £210 was raised and given to the Isle of Skye branch.



Grace Darling, alias Barbara Leverett, and her father, alias Herbert Argent, row purposefully through Steeple Bumpstead Carnival, held last May; the RNLI souvenir stand took £100 that day. In August the same float was again to be seen at Haverhill Fair and in September Bumpstead District branch made £250 at a fête held in the grounds of Captain Ken Knight.



On June 13, 1982, Halesowen branch held its second Fun Gala for the 12 primary and junior Stourbridge schools whose children come for their swimming lessons to Mrs Jean Hadley (centre), the branch honorary secretary. It was indeed fun, with more than 300 boys and girls taking part in a variety of inter-school relay races as well as a sponsored swim. Later, a cheque for £1,500 was presented to branch chairman Barry Billingham. All together, Halesowen raised a record £3,100 for the lifeboats last year.



Torquay Sea Cadet Corps raised £200 in a day with a teddy bear raffle. Here their chairman, Mr P. Carter, hands over the proceeds to Coxswain Arthur Curnow of Torbay lifeboat. On the left is Captain Barry Anderson, honorary secretary of the station. Another young group of fund raisers helped Torbay lifeboat station when the Third Cockington Brownies earned £100 by cleaning 262 pairs of shoes.

Photograph by courtesy of Crew Member Nigel Coulton



Following the example of Henley-on-Thames branch (THE LIFEBOAT, winter 1981/82) Lymington branch held a car boot sale last August Bank Holiday Sunday in Lymington Town Hall car park. Cars were charged at £4 each, with no charge to buyers, and takings at the end of the day came to £470. The ladies' guild ran its own 'RNLI car boot', selling donated items, and also manned a souvenir stall.



Throughout the summer of Maritime England Year the Marquess of Bath displayed his collection of tiny Channel Island cowrie shells in two huge glass urns in the Great Hall at Longleat. Visitors making a voluntary contribution to the RNLI were invited to guess the total number of shells and, as a result, at the end of the summer £775 was presented to Warminster and District branch. The winner, Mrs Lilian Jones, a nursing sister from Aylesbury, came within 42 of the correct number: 120,114. Her prize was a Guernsey Air Line ticket for two and a week's holiday for two at La Favorita Hotel, Fermain Bay, Guernsey.

photograph by courtesy of  
The British Tourist Authority



The thirtieth year of Helensburgh ladies' guild was celebrated with some successful fund raising. £500 was made at a coffee morning run by Mrs Joan Robertson; a curry supper at the Royal Northern and Clyde Yacht Club brought in £792; flag day and house-to-house collections organised by Mrs Caroline Robertson raised a record £2,112 and souvenirs and Christmas cards sold throughout the year brought in over £300. Yet more money was raised with a carol concert, the collection of foreign coins and the sale of secondhand paperbacks. This photograph shows some of the guests at the guild's thirtieth birthday party: (l to r) Sir Charles McGrigor, a vice-president of the Institution and convenor of the Scottish Lifeboat Council; Helmsman George Hulley of Helensburgh lifeboat; Mrs R. Brownrigg, committee member; Mr G. Gardiner, honorary treasurer; Lady Cunningham-Graham, guild chairman and an honorary life governor; and Dr P Campbell, chairman of Helensburgh branch.

photograph by courtesy of Craig M. Jeffrey

holidaymakers then let off a distress flare. Nobody except the lifeboat crew knew that this was a staged distress and therefore as the lifeboat launched and raced to the rescue, holidaymakers were given an impressive display by the Atlantic 21 crew. The two men in the dinghy had been sponsored to the tune of £86 and a further £28 was collected by Mr Porter's daughter, Fiona, from spectators on the beach.

The Clifton Arms Hotel, Lytham, was the setting last October for a Fur and Fashion Spectacular presented by Malcolm and Sandra Jaffa for St Annes ladies guild. The audience were delighted with the magnificent display of fur cape coats, coats and jackets, and also a display of beautiful matching co-ordinates for both day and cocktail wear. The mannequins were all professional. It was a night to remember and, including a raffle which brought in £118, it raised £500 for the lifeboats. Mr Jaffa of Gladys Whitaker, Queen Street, Blackpool, would be willing to put on fashion shows to raise funds in other parts of the North West.

Longridge and District branch has had a successful year for fund-raising. Its house-to-house collection brought in £1,000; the local darts league ran a raffle and the clay pigeon shooting club held its charity shoot in aid of the RNLI, making £433. On Midsummer's Day a cabaret supper was organised with the amateur theatrical society RATS from Roman Ribchester which put on a musical show; the capacity audience had a great time and contributed a further £365. £2,000 was sent to RNLI headquarters at the end of the year.

A private luncheon party given in the Royal Ulster Yacht club, Bangor, by Mrs George Ralston and friends raised over £600 for the RNLI.



These four men from Bridport and West Dorset Golf Club set off at 5 o'clock in the morning to play 100 holes of sponsored golf for the RNLI. Their marathon ended at 7 o'clock in the evening after the completion of six rounds—no less than 108 holes. Total proceeds from this round-the-clock golf were £350. (l to r) Cleveles Palmer, Mike Patrick, Trevor Knight and Peter Seed.

Photograph by courtesy of  
P. E. and M. E. Payne

Shaftesbury branch has recently used a novel and effective way of making the most out of a painting presented to them by Mr and Mrs B. W Brickell, of their local Weymouth lifeboat. The painting, by John Lee, was put on display in the window of the Shaftesbury branch of the Leicester Building Society and passers by were invited to telephone in the amount that they were prepared to pay for the painting. The highest bidder was Ken Harris of Swindon who offered £75 and he was duly handed the painting.

The RNLI enjoys considerable support from the various building societies around the country particularly on a local basis. Recently at the Dorchester Agricultural Show, Dorchester branch of the London and South of England Building Society organised a balloon race which raised £53.68 for Dorchester RNLI branch.

Ightham and District branch, consisting of 17 small rural villages in the heart of Kent, has continued support for the RNLI over the past 20 years. Each village, besides holding its annual house-to-house collections, also organises a social event bi-annually, so that every month funds are being raised. Last year the branch raised more than £3,200.

Four men from Dover, Dave Skelton, Brian Phipps, Martin Vaughan and Neil Vaughan, who ran in the London Marathon contributed the grand sum of £463 to Dover station branch.

In June the organisation CAMRA (Campaign for Real Ale) held a Grand National Breweriana Auction at The Clarendon Hotel, Hammersmith, London. Items on sale included commemorative beer bottles, mats and bar towels, beer engines, glasses and trays and even old pub signs. Half the proceeds, £454.05, were presented to the RNLI.

A class of six to seven-year-old children at Malvern Link Infants School started collecting used postage stamps for the RNLI in September 1980. Remarkably each one is counted and since then 113,600 stamps have been collected. In the last school year alone 52,602 were amassed.

Glenkens lifeboat guild, Kirkcudbrightshire, held its annual fund raising event in two halves last year. There was tea from 2 o'clock until 4 o'clock, then coffee from 7 o'clock to 9 o'clock. There were raffles and side shows including an impressive display of locally worked embroidery and also a graphic representation of the local railway line. Visitors placed coins on the track, occasionally winning a prize if their coin was put on a lucky space. The railway raised £20 and overall £379 was made on the day.





The autumn ball held by Wells branch at the Bishop's Palace last September was an outstanding success and very much enjoyed. As well as a raffle there was an auction for a cricket bat signed by Somerset and Gloucestershire cricket teams and donated by Cheltenham and Gloucester Building Society; seen here inspecting the bat are (l to r) Jenny Cavender, Rocky McNeil, Wells branch chairman, Harry Greig and Ian Cavender. Altogether the event raised more than £1,000.

Jim Clarke is a West Mersea lifeboat helmsman, his wife Lily is vice-chairman of the ladies' guild; their son Stuart is obviously an original thinker when it comes to devising ways of raising money for the RNLI. His idea was a sponsored crab hunt which duly took place with 36 children competing and £100 eventually being raised. Chief crab catcher turned out to be Thera Green who managed to haul in no less than 27. Three children shared the prize for the biggest crab caught which was 7cm. A bit small for eating, and the day's catch was returned to the sea when the hunt was all over.

At Epsom and Ewell Swimming Club's September Gala Mr H. Sayer, honorary secretary of Epsom and District branch, was given a cheque for £363; it had been raised by a sponsored swim and brought the amount raised for the lifeboats by this club in the past eight years to £2,270. The branch also held a ploughman's lunch in October which raised a further £407.

Because his wife was ill Don Robinson could not leave his greengrocery business during Brighton's lifeboat day. Instead he set up a souvenir stall in the forecourt of his shop complete with collecting boxes. His customers couldn't fail to notice it was lifeboat day and he made £49.75 as a result.

Donaghadee ladies' guild doubled its 1981 total with its 1982 flag day and cake fair, raising £775.

Secondhand books have for many years been very useful money earners for the RNLI. Bob Smith, licensee of the Travellers Call, Great Moor, Stockport, knows this well and in his pub since 1975, through selling books to his customers and from collecting boxes, he has raised £1,000. He is also a very generous personal contributor to the RNLI and proudly displays an RNLI plaque on the wall of his bar.

One of the prizes of a grand draw organised by Bridgnorth branch was this delightful decanter entitled May Day being shown by its designer and donor, John Smith, to Councillor Michael Ridley, Mayor of Bridgnorth. The Mayor drew the winning tickets in the draw, which raised £452. Also pictured are branch honorary secretary, Mrs H. Northwood (background) and Alan Manning, branch chairman.



There must be easier ways of raising money! Firemen hose down players after a game of football in mud, organised annually in Eastney Lake, Portsmouth, by Locks Sailing Club in support of the lifeboats. A hard-earned £32, collected from spectators, was presented to Portsmouth South branch.



Three souvenir sellers and two competitors (one four-legged, the other two) pictured at Wootton Creek branch's gymkhana held at Guildford Farm, Havenstreet, Isle of Wight, last summer. There was beautiful weather and with gate money and souvenir sales £406 was raised on the day for the lifeboats.



An evening of Gilbert and Sullivan: £250. A nearly new sale of clothes: £362.95. A sausage sizzle: £107.84. Flag day: £1,205.74. An auction: £700. A sherry party at the home of Mr and Mrs Bryan Vernon: £136.62. These are a selection of the varied and lucrative fund-raising events of West Wight ladies guild in recent months.



Councillor Mrs Sheila McQueen, Mayor of Bournemouth, sets Bournemouth lifeboat day on its way, buying the first sticker from ladies' guild chairman, Mrs Majorie Agar. The total collected in flag week 1982 by all Bournemouth branches and guilds was £3,346.37.

photograph by courtesy of Bournemouth Evening Echo



Andrew Cruickshank and Kenneth Connor were appearing at Nottingham Theatre Royal the week the box office opened for 'Premises Premises', the show performed free for Nottingham and District branch by Cambridge Footlights on July 18. So, the two well-known actors bought the first tickets. The show, which was the second to be given for Nottingham branch by Cambridge Footlights, was a complete sell-out and £2,250 was raised for the lifeboats, almost double the amount raised by the previous year's show.

photograph by courtesy of Derby Evening Telegraph



# Shoreline Section

ONCE AGAIN another year has passed and 1982 has been the best year yet for Shoreline recruiting, due largely to the great support that we have had from our existing members. Our membership now stands at more than 92,000 and I am certain that if we can keep up our present impetus, one day in 1983 we shall reach—and pass—that magic figure of 100,000. Perhaps you will be the one who enrolls that 100,000th member?

Because of the large increase in numbers last year there have been times when it has been difficult to keep abreast of correspondence and, from sheer quantity, we have not been able to answer some letters as quickly as we should have liked. We are back on an even keel again now, I am happy to say, but if at any time you have had to wait for a reply we are very sorry and send our apologies. But please, do keep writing to us. We are always delighted to receive your letters and to hear your various suggestions; some we are able to take up, but others, unfortunately, are too difficult to implement. Never mind. From the steady stream coming in, some well worth while ideas can often be netted.

One very interesting letter arrived on my desk just after the autumn journal had gone to press. It was from Mr J. E. Bowden, an amateur radio enthusiast. He is wondering whether any other Shoreline member has the same hobby and, if so, whether it would be possible to set up a Shoreline radio net on 80 metres in the evening. Mr Bowden suggests Monday and Wednesday evenings at 1930 GMT on frequency 3770. His call sign is G2AYQ—and he will be listening out for you! I shall be most interested to hear how many of you 'meet' on the air.

A letter from the honorary secretary of Leicester branch invites any Shoreline members in that area who are interested in joining in local RNLI activities to telephone Stephen and Suzanne Gamble (Leicester 695481)

who are responsible for putting the programme together.

Another letter, this time from a ladies' guild honorary secretary, asks for the help of Shoreline members. The Isles of Scilly guild is collecting decorative plates to auction in aid of RNLI funds. Anyone visiting Scilly within the next year who would like to donate a plate for this collection is asked to bring it with them and leave it with either the secretary, Mrs M. Soar, 6 Harbour View, St Mary's, or with Mrs H. Williams, Rosevean, Church Road, St Mary's. A little help from a lot of holidaymakers could make this auction a tremendous success.

The 37ft 6in Rother class lifeboat *Shoreline*, which was funded by the great efforts of our Shoreline members and which has been stationed at Blyth since 1979, has a new posting. For operational reasons, *Shoreline* has been replaced at Blyth by a 44ft Waveney lifeboat and, after a routine fit out, she went on station shortly before Christmas at Arbroath, on the east coast of Scotland.

It is hoped that a dedication ceremony will be held at Arbroath in the early spring. Any member who would like to attend this ceremony should write, enclosing a stamped addressed envelope for reply, to the RNLI Scottish Office at 26 Rutland Square, Edinburgh EH1 2BW. Please give your Shoreline number and mark the envelope carrying your letter 'Shoreline Dedication'.

Four new Shoreline clubs were formed during 1982, bringing the total number to ten. I have already told you about the clubs at Scarborough, Peterborough and Coventry. The latest club, No. 10, is at Hastings. Any Shoreline member who would be interested to join should write to Tony Taunton, 1 Willow End, Hastings, East Sussex, or telephone Hastings 438411. Tony will be very pleased to hear from you.

As you know, Fred. Olsen Travel has arranged a number of cruises or special group travel departures for RNLI supporters in the past few years. More are planned, the next being an Easter cruise to the Canary Islands in ss *Blackwatch*. Full details can be obtained either from Shoreline office at Poole or from Fred.

Olsens direct; their address is 11 Conduit Street, London W1R 0LS (telephone 01-491 3760).

Since the group departures started, we have received a number of enquiries from our members asking if it is possible to make other, individual, holiday arrangements through Fred. Olsen Travel. I am pleased to announce that the answer is now—yes! The RNLI and Fred. Olsen, working together, have formed the Supporters of the RNLI Travel Club. The Travel Club will be based at 11 Conduit Street and will be operated on the RNLI's behalf by Fred. Olsen Travel. Sylvia Beamish has been appointed secretary of the club and you can telephone or write to her at the Conduit Street address (see above).

Because the Travel Club is operated by Fred. Olsen Travel, a wide range of knowledge is at your disposal. Sylvia and her colleagues have visited many of the areas in which you may be interested and can, therefore, give you first hand information. As well as putting this experience at your disposal, Fred. Olsen is making regular donations to the RNLI and the club will send you a travel bond voucher worth £5 every time you make a booking spending between £100 and £199, £10 every time you make a booking spending between £200 and £299, and so on. These travel bond vouchers have no cash value but may be used in one of three ways:

1. They can be put towards the cost of further travel arrangements booked through the Supporters of the RNLI Travel Club.
2. They can be put towards the cost of any item in the range of Shoreline insignia or from the RNLI souvenir catalogue.
3. The travel bond vouchers can be sent to Shoreline as a donation to RNLI funds.

One way and another, 1983 looks like a year of promise. We are nearing



Another of the lifeboatmen's best friends! Littlecreeks Jack Dempsey; a Newfoundland dog well known in the canine world, who has retired from show life. Now, his owner Richard Farrington of Hoe, near Battle, a keen Shoreline member, walks Jack suitably attired at lifeboat functions. So far, in the short period he has been on parade, Jack has raised more than £50.

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.

membership of 100,000 and there are already ten active Shoreline clubs scattered round the country, with arrangements well in hand for the formation of four more. The support you give to the lifeboat service and the efforts you make to help provide the funds the RNLI needs are greatly appreciated—but it is not all hard work: perhaps we shall meet on holiday! To all members, at home and abroad, we send our best wishes for a happy, successful and peaceful New Year.—PETER HOLNESS, *membership secretary, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.*

#### Grant Close

Following a suggestion made by Bernard Symmons, a Shoreline member, a new land development at Selsey has been named Grant Close after the late Coxswain Douglas 'Jack' Grant. Douglas Grant joined Selsey crew in 1916, served as bowman from 1936 to 1942, as second coxswain from 1943 to 1952 and as coxswain from 1952 to 1960. He was awarded the silver medal for the rescue of 18 people from *Bloodhound*, *Maaslust* and *Coima* during the Channel gale of July 29, 1956. His son, Michael, is now coxswain at Selsey.

#### London Marathon

An RNLI team is being formed for the London Marathon. If you are running in the marathon or know anybody who is, please contact Ray Kipling,

PRO, RNLI, 202 Lambeth Road, London, SE1, who is organising the team. Sponsorship forms and special RNLI stickers will be available for the runners, and any branches wishing to collect sponsorship for the team can credit the money to their branch accounts. Please support your runners—they've got 26 miles to cover.

#### Peace, culture and charity

The Irish-American Ireland Fund, set up in 1976 to promote peace, culture and charity throughout all Ireland, has already raised over one million pounds which have been awarded to a number of different organisations and charities under these three headings. Last summer the chairman of the fund, Dr A. J. F. O'Reilly, presented a cheque for almost £600 to Mr R. M. Delany, a member of the RNLI's Committee of Management, towards the provision of a radar for a lifeboat to be stationed at Arklow in the future.

#### First day covers

Stanley Paine, designer of the GPO's British Motor Cars stamp issue, presented a cheque for more than £400 to David Waterhouse, RNLI display co-ordinator, at Bournemouth and Poole College of Art last November. Mr Paine, who is head of the technical illustration department of the college, raised the money by signing first day covers; at his request, it will be used for Buckie lifeboat station.

#### Newmarket Races

An RNLI Charity Race will be run at Newmarket Race Course on Saturday, June 25. The first race starts at 1.30 pm and three of the races during the afternoon will be televised. There will be reduced rates for RNLI branches and guilds; full information will be sent out with the spring issue of THE LIFEBOAT.

#### Mini Metro draw

Southern Region's 1982 Mini Metro car draw raised more than £25,000 for the lifeboats. The winning tickets were drawn by David Kennett, the coxswain of Yarmouth lifeboat, at Poole HQ on October 15 and the first prize, the Mini Metro supplied by Mill Road Garage, Yarmouth, Isle of Wight, was won by Mrs Jeffery of Dagenham, Essex. There were 11 other prizes, which included ferry tickets donated by P and O Ferries and a number of vouchers or attractive goods given by commercial firms.

#### In memory

Yarmouth lifeboat station has received a gift of £1,500 to fund a VHF direction finding unit for its 52ft Arun lifeboat *Joy and John Wade*. The money was raised by Mr and Mrs C. Brown of the Star Hotel, Southampton, in memory of their son Michael.

## Supporters of RNLI – Group Tours 1983

### 14-DAY EASTER CRUISE

On Fred. Olsen's "Black Watch". Prices from £530 per person, departing on 31 March, visiting Madeira, Lanzarote, Tenerife and Las Palmas.

This is your opportunity to join a special ship on its Easter cruise and take advantage of special group prices.

### 5-DAY BURGUNDY WINE TOUR

Departing Tilbury on 9 October. From London by coach at a cost of £159 per person.

You do not need to be a wine connoisseur to enjoy this holiday; you will travel with a group who quickly become friends enjoying one of the most hospitable regions of France with the opportunity to sample the fine Burgundy wines.

### 14-DAY FAR EAST TOUR

Departing on 14 May. Price from £1,099 per person.

A perfect opportunity to sample the mystique of the East. You travel by Japan Airlines to Tokyo, spending two nights in one of the largest capital cities in the world.

On to Hong Kong, spending four nights, enjoy its bustling harbour full of sampans or its busy narrow streets with ever-growing skyscrapers.

Fly to Singapore where you spend two nights in this cosmopolitan city of people and cultures, where East meets West.

Finally it's on to Bangkok, spending two nights amongst majestic temples, palaces and waterways, the home of the floating market.

*Please send me full details and booking form as indicated:*

Easter Cruise ☐

Burgundy Tour ☐

Far East Tour ☐



NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_



**Return to: Mr. D. Cooper, Fred. Olsen Travel, 11 Conduit Street, London W1R 0LS (Tel: 01-491 3760)**

# Lifeboat Services

from page 154

*James Cable* launched at 1158 under the command of Coxswain William Burrell, BEM, and set out on a southerly course. *Cachalot* was reached at 1248 and found to have a crew of two. By that time the wind had increased to near gale, force 7. The fishing vessel weighed anchor, a tow rope was passed and the lifeboat towed her into the River Ore, leaving her safely moored alongside another fishing vessel at 1340.

*James Cable* had just started on her return passage to Aldeburgh when, at 1345, a radio message was received from Thames Coastguard reporting that the yacht *Wombat* was in difficulties five miles south east of Sizewell. The lifeboat altered course and about an hour and a half later came up with *Wombat*; she was found to be a 19ft yacht, disabled, with a crew of three and she was being escorted by the 24ft yacht *Mako*. The gale had now increased to force 8 and the sea was very rough.

*Wombat*, which was on passage from Holland to Orford, had been in difficulties since about midnight. Her standing rigging had been damaged so that she had had to make temporary repairs, and she had been uncertain of her position. Another yacht which had been in company with *Wombat* had had to go on ahead when her own navigation lights failed, to avoid collision. *Mako*, however, had kept company with the limping yacht, helping her with navigation. It had been a prolonged and testing escort because, in order to maintain enough speed to manoeuvre in the waves, *Mako* had had to keep circling round *Wombat*. When, during the hours of darkness, *Wombat's* navigation lights also failed, keeping station with her had proved very difficult.

By midmorning, with the wind rising, the repairs to *Wombat's* standing rigging were beginning to fail, and *Mako's* crew were worried that if the smaller yacht's mast did come down they might lose track of her in the rough seas; there was also the worry that, although a well maintained yacht, in that weather and with constant gybing and tacking to keep station, *Mako* herself might well break some gear.

When the lifeboat arrived she went alongside *Wombat*, took off the three crew and then took the yacht in tow to the River Ore and up to Orford Quay, arriving at 1700. *Mako's* crew were now able to increase sail to get full control of their yacht and continue at their own speed. *James Cable* was back on station at 1934 and once again ready for service at 2010.

A few days after this service the following letter, very much appreciated, was received by Coxswain Burrell from *Mako's* owner:

*'You may remember the incident off Orfordness Lighthouse . . . This letter is merely to express my admiration to you*

*and your crew, making difficult conditions look like a Sunday walk. I would like to stress that the very presence of the lifeboat gave a tremendous amount of reassurance to all who saw her, inspiring confidence even in those not needing help . . . By midmorning Wombat was in trouble . . . her makeshift repairs to the standing rigging were beginning to fail for the second time: however, the courage of the girl on board her astounded Mako's crew. She was under water, feet above her back lying on the cabin roof, constantly swept by green water as she worked on the foredeck changing foresails and yet she went back again several times to crawl over the cabin to complete the work as best she could . . .*

*'When you and your crew of brave gentlemen arrived, the relief with which Mako's crew were able to shed the responsibility was enormous. Suddenly we could look to ourselves, put up the sail we needed to control the boat and start trying to avoid the breakers instead of just having to do the best we could (Mako is a very light 24ft racing keelboat).*

*'The waves in the overfalls off Orfordness were quite large for Mako, in wind against tide conditions, but we had to use the favourable tide to best advantage, so we had to go through them. But now the ship had speed up she could be made to dodge the worst of them. Your presence up wind was most reassuring.*

*'So, I have to buy a new Shoreline flag, as my old Yachtsmen's Lifeboat Supporters' Association one got rather shredded in that wind! I cannot thank you enough for being around, and I am very aware that whereas the seas built up gradually for us, you are always suddenly thrown into the middle of it. Please accept the enclosed cheque—and it comes with great respect from the crew of Mako.'*

## Lifeboat Services June, July and August, 1982

### Aberdovey, Gwynedd

Atlantic 21: June 30, July 26, August 5, 8, 12 (twice), 20 and 27

### Abersoch, Gwynedd

Atlantic 21: June 2, July 4, 5, 27, August 5 (twice), 10, 11, 18 and 19

### Aberystwyth, Dyfed

D class inflatable: June 1, 20 (twice), July 11, 18, 30, 31, August 4 (twice), 7 and 9

### Aith, Shetland

52ft Barnett: June 20 and August 7

### Aldeburgh, Suffolk

37ft 6in Rother: June 18 and August 13 (twice)

### Amble, Northumberland

37ft 6in Rother: June 5, 27 and July 4 (twice)  
Relief D class inflatable: June 5 (twice), 27, July 4, 31 and August 27

### Angle, Dyfed

46ft 9in Watson: August 22

### Anstruther, Fife

37ft Oakley: June 4, 7 (twice) and July 19

### Appledore, North Devon

47ft Watson: June 5, 24, July 7, 17, August 8, 9, 17 and 22

Atlantic 21: June 4, 5, 20, 22, 23, 24, 27, July 7, 8, 17, 19, 20, 21 (twice), 28, August 3, 8, 9, 17, 22 and 30

### Arran (Lamlash), Buteshire

D class inflatable: July 25 and August 29

### Arranmore, Co Donegal

52ft Barnett: August 11 and 14

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

Atlantic 21: August 19 and 29 (twice)

### Ballycotton, Co Cork

52ft Barnett: July 4, August 3, 6 and 29

### Baltimore, Co Cork

47ft Watson: June 19, August 1 and 18

### Bangor, Co Down

D class inflatable: June 2, July 14 and 18

### Barmouth, Gwynedd

37ft 6in Rother: June 9 and July 13

D class inflatable: June 10, July 12, 20 and 30

### Barrow, Cumbria

47ft Watson: August 20

Relief D class inflatable: June 13, 30, July 5, 24, 26 and August 1

### Barry Dock, South Glamorgan

Relief 44ft Waveney: June 3, 23, July 4, August 8, 22 and 28

### Beaumaris, Gwynedd

Atlantic 21: June 13, 26, July 25, 26 and August 26

### Bembridge, Isle of Wight

48ft 6in Solent: July 30, August 17 and 30

D class inflatable: June 6, July 20 and August 12

### Berwick-upon-Tweed, Northumberland

Atlantic 21: June 22, 26, July 6, 9 (twice), 16, 20 and 27

### Blackpool, Lancashire

D class inflatable: July 1

Relief D class inflatable: July 1 and 3

### Blyth, Northumberland

37ft 6in Rother: June 12 and August 17

### Borth, Dyfed

D class inflatable: June 19, 20, July 6, 18 (three times), 20 (twice), 22, 26, 30 and August 8

### Bridlington, Humberside

D class inflatable: June 13 (twice), July 10, 25, August 1, 2, 4 (twice), 5, 7, 8 (four times), 22 (twice), 29 and 30

### Brighton, East Sussex

Atlantic 21: June 6, 19, July 4 (twice), 10, 11, 12 (twice), 19, 23, August 4, 22 (twice) and 30

### Broughty Ferry, Angus

52ft Arun: June 5 and July 12

D class inflatable: June 5, 13, 25, 27 and July 12

### Buckie, Banffshire

47ft Watson: August 19

### Bude, Cornwall

D class inflatable: June 5, July 17, August 4, 5 and 9 (twice)

### Burnham-on-Crouch, Essex

D class inflatable: July 19, August 20 and 29

### Burry Port, Dyfed

D class inflatable: July 28, August 14 (twice) and 22

### Calshot, Hampshire

40ft Keith Nelson: June 10, 19, 23, July 2, 4, 11, 13, August 12, 24 (twice) and 27

### Campbeltown, Argyllshire

52ft Arun: June 9, 15, 20, August 9, 12, 17 and 18

### Cardigan, Dyfed

D class inflatable: June 3, 27, August 8 (three times), 16 and 28

### Clacton-on-Sea, Essex

37ft Oakley: June 4, 27, July 3, 27, August 19 (twice) and 29 (twice)

D class inflatable: June 30, July 19, August 1, 12, 13 and 22

### Clogher Head, Louth

35ft 6in Liverpool: August 20

### Clovelly, North Devon

Relief 71ft Clyde: June 5, 6, 7, 17, 28, July 5, 22, 29, August 19, 26 and 30

### Conwy, Gwynedd

D class inflatable: June 27, July 9, 21, August 10 and 13



**Courtmacsherry Harbour, Co Cork**  
 47ft *Watson*: June 27 and July 11

**Craster, Northumberland**  
*D class inflatable*: July 18, August 15 and 24

**Criccieth, Gwynedd**  
*Relief D class inflatable*: July 6, 12, 19, 26 (three times), August 6 (twice) and 8

*D class inflatable*: August 15, 22 and 30

**Cromer, Norfolk**  
*D class inflatable*: June 4, July 18 (three times), 24, 25 (twice), August 6, 10 and 29 (three times)

**Cullercoats, Tyne and Wear**  
*D class inflatable*: June 12, July 3, 9, August 6 and 11

**Donaghadee, Co Down**  
 44ft *Waveney*: June 7, July 11, 14 and 31

**Douglas, Isle of Man**  
 46ft 9in *Watson*: August 22

**Dover, Kent**  
 50ft *Thames*: June 1 (twice), 20, 27, 29, July 4 (twice), 18, 23, August 12 (twice), 17 (twice), and 19 (twice)

**Dunbar, East Lothian**  
*D class inflatable*: August 12

**Dungeness, Kent**  
 37ft 6in *Rother*: June 19, July 11, August 7 and 12

**Dun Laoghaire, Co Dublin**  
 44ft *Waveney*: June 8, 14 and August 29

**Dunmore East, Co Waterford**  
*Relief* 46ft *Watson*: August 1

**Eastbourne, East Sussex**  
 37ft 6in *Rother*: July 4 (twice), August 12 and 24

*D class inflatable*: June 26, 27, July 4, 11 (three times), 15, 26, 28, August 12 (four times) and 15

**Exmouth, South Devon**  
*D class inflatable*: June 1 (three times), 2, 20, 27 (twice), July 3, 27 (twice), 29, August 15 and 30

**Eyemouth, Berwickshire**  
 44ft *Waveney*: July 27 and August 11

**Falmouth, Cornwall**  
 52ft *Arun*: July 14

18ft 6in *McLachlan*: June 2, July 20, August 17, 18 and 30 (twice)

**Filey, North Yorkshire**  
 37ft *Oakley*: June 13 and July 30

*D class inflatable*: June 5, July 4, 15, 29, 30, August 5, 7, 8 (three times), 9 (three times), 11, 16 (three times), 17 and 26

**Fishguard, Dyfed**  
 52ft *Arun*: June 24, 26, July 23 and August 23

**Flamborough, Humberside**  
 35ft 6in *Liverpool*: June 13, July 25 and August 12

**Fleetwood, Lancashire**  
 44ft *Waveney*: July 7, August 7, 28 and 30

*D class inflatable*: June 7, 26, July 3 and August 8

**Fowey, Cornwall**  
*Relief* 46ft 9in *Watson*: June 11, 22 and 25

**Galway Bay, Co Galway**  
 52ft *Barnett*: June 5, 9, 13, July 11, 29, 31 (twice), August 10, 21 and 24

**Girvan, Ayrshire**  
 42ft *Watson*: July 24 and August 3

**Great Yarmouth and Gorleston, Norfolk**  
*Relief* 44ft *Waveney*: June 5

44ft *Waveney*: July 4 (twice), 9, 18, 25, 27, August 13, 20 and 29

*Relief Atlantic 21*: June 1, 12, 17, July 4, 6, 25, 27, August 1, 2, 3, 5, 6, 8 and 9

**Happisburgh, Norfolk**  
*D class inflatable*: June 5, August 8, 15, 22 and 29

**Hartlepool, Cleveland**  
*Relief* 44ft *Waveney*: July 3 and 8

*Atlantic 21*: July 1 and 21

**Harwich, Essex**  
*Relief Atlantic 21*: June 11, 25, July 8, August 13, 24 and 29 (twice)

**Hastings, East Sussex**  
 37ft *Oakley*: August 20

*D class inflatable*: June 22, 24, July 13, 18, 20, 30, August 12 and 30 (twice)

**Hayling Island, Hampshire**  
*Atlantic 21*: June 2, 3, 5 (twice), 17, 19, 26, 27, July 2, 4 (twice), 12, 15, 18, 28, 29, August 10, 14, 15 (twice), 21, 22, 29 (four times), 30 and 31

**Helensburgh, Dunbartonshire**  
*Atlantic 21*: June 6, July 24 (twice), August 22 and 29

**Holyhead, Gwynedd**  
 52ft *Arun*: June 10, 18 (twice), 20, July 27, August 6 and 29

*D class inflatable*: June 10

**Horton and Port Eynon, West Glamorgan**  
*D class inflatable*: July 24, 26, August 5, 9, 19 and 20 (twice)

**Howth, Co Dublin**  
 47ft *Watson*: July 4 (three times) and August 15

*Relief D class inflatable*: June 4, July 11 and August 10

**Hoylake, Merseyside**  
 37ft 6in *Rother*: July 23, August 29 and 30

**Humber, Humberside**  
 54ft *Arun*: June 2, 6, 7, 8, 29, July 4, 26, August 6, 8, 20, 22, 25 and 31

**Hunstanton, Norfolk**  
*Atlantic 21*: July 6, 11 (twice), 26, 28, 29 (twice) and 30 (twice)

*Relief Atlantic 21*: August 3, 10 and 29

**Ilfracombe, North Devon**  
 37ft *Oakley*: June 28, July 25, August 3, 14, 15, 19, 25 and 31

**Islay, Argyllshire**  
 50ft *Thames*: July 11 and August 16

**Kilmore, Wexford**  
 37ft *Oakley*: August 13

**Kinghorn, Fife**  
*D class inflatable*: July 4, 21, 24, August 1 and 8

**Kippford, Kirkcudbright**  
*D class inflatable*: August 8 and 21

**Kirkwall, Orkney**  
 71ft *Clyde*: August 6

**Largs, Ayrshire**  
*Atlantic 21*: June 6, 16 (twice), 17, 18, 22 (twice), 24, July 17, 29, 30, August 1, 2, 8, 12 (twice), 21 and 29 (twice)

**Lerwick, Shetland**  
*Relief* 52ft *Arun*: June 27, July 6 and 15

**Little and Broad Haven, Dyfed**  
*D class inflatable*: June 4, July 6 and 11

*Relief D class inflatable*: August 2

**Littlehampton, West Sussex**  
*Atlantic 21*: June 5, 6, 30 (twice), July 4 (twice), 5, 11, 12, 13, 21, August 4, 8 (twice), 12 (twice), 15 (four times), 21, 24, 25 and 29

**Littlestone-on-Sea, Kent**  
*Atlantic 21*: June 9, 20, 29, July 3, 6, 28, August 1, 2, 8, 12 (twice), 15, 17, 19, 20 and 22

**The Lizard-Cadgwith, Cornwall**  
*Relief* 52ft *Barnett*: August 4 (twice), 22 and 28

**Llandudno (Orme's Head), Gwynedd**  
 37ft *Oakley*: August 7 and 29

*D class inflatable*: June 19, July 11, 23, 28, August 7, 10, 12, 21, 22 and 29

**Lowestoft, Suffolk**  
*Relief* 47ft *Watson*: August 1, 4 and 13

**Lyme Regis, Dorset**  
*Atlantic 21*: July 2, 4, 14, 28, August 3, 4, 15, 17, 19 and 29

**Lymington, Hampshire**  
*Atlantic 21*: June 17, August 10 (four times), 14, 23, 24 and 29

**Lytham-St Annes, Lancashire**  
*Relief* 46ft 9in *Watson*: August 29

*D class inflatable*: June 4, 28, July 3, 15, 21, August 3 and 22

**Mablethorpe, Lincolnshire**

*D class inflatable*: July 4 (twice), August 1 (twice), 2, 13, 15, 22 and 23

**Mallaig, Inverness-shire**  
 52ft *Arun*: July 26, 30, August 7 (three times) and 21

**Margate, Kent**  
 37ft 6in *Rother*: June 6, July 15, 25, August 1, 13, 17, 20 and 21

*Relief D class inflatable*: June 9, July 13, 15, 21, August 1, 15 (twice), 21, 28 and 29

**Minehead, Somerset**  
*Atlantic 21*: July 2, 15, 16, 28, August 12 (twice), 13 and 16

*Relief D class inflatable*: June 4

**Moelfre, Gwynedd**  
*Relief* 37ft *Oakley*: August 6

*D class inflatable*: June 18, August 6, 11, 12 and 18

**Morecambe, Lancashire**  
*D class inflatable*: June 1, July 12, 23, 24, August 4 and 22

**Mudeford, Dorset**  
*D class inflatable*: June 26, 30, July 3, 25, August 1, 8 (twice), 12 (twice), 15 (three times), 17 (three times), 19 (three times), 24 (twice) and 30

**The Mumbles, West Glamorgan**  
 47ft *Watson*: June 28, July 15, August 13 and 29

*D class inflatable*: June 27, July 6, 20 and 30

**Newbiggin, Northumberland**  
*Atlantic 21*: June 1, 15, July 21 and August 16

**New Brighton, Merseyside**  
*Atlantic 21*: July 4 (four times), 14, 17, 25 (twice), 26, 31, August 15, (twice) and 29

**Newcastle, Co Down**  
 37ft *Oakley*: August 8

**Newhaven, East Sussex**  
 44ft *Waveney*: June 6, 16, 19, 25, July 2, 14, August 8 (five times), 9, 19 (twice), 24 and 26

**Newquay, Cornwall**  
*Relief D class inflatable*: June 5, July 4, 5, 7, 27, 30, August 7, 11, 14 (twice), 18, 20 (twice) and 29

**New Quay, Dyfed**  
 37ft *Oakley*: June 26

*D class inflatable*: June 1, 23, July 6, 22, August 6, 8 (three times), 26 and 29 (three times)

**North Berwick, East Lothian**  
*D class inflatable*: June 13, July 16, 20, 27 and August 29

**North Sunderland, Northumberland**  
 37ft *Oakley*: June 10, July 4 and 13 (twice)

*D class inflatable*: July 7, 13, 17 and 23

**Oban, Argyllshire**  
 33ft *Brede* (on station for operational evaluation): June 29, August 7, 10, 11 and 17

**Padstow, Cornwall**  
 48ft 6in *Oakley*: June 28, July 5, August 6 and 30

**Peel, Isle of Man**  
*Atlantic 21*: June 5 and 16

**Penarth, South Glamorgan**  
*D class inflatable*: June 2 and August 22

*Relief D class inflatable*: June 19, July 6 and August 2

**Penlee, Cornwall**  
 46ft 9in *Watson*: June 22, August 7, 29 and 30

**Peterhead, Aberdeenshire**  
*Relief* 48ft 6in *Solent*: June 7 and August 27

**Plymouth, South Devon**  
 44ft *Waveney*: July 8, 26, August 7 and 10

18ft 6in *McLachlan*: June 1, July 11 (twice), August 8, 12 and 14

**Poole, Dorset**  
 44ft *Waveney*: August 13, 19, 21 and 30

*Dell Quay Dory*: June 5, 10, 17, 19, 23 (twice), 29, July 10, 19, 20, 23, 29, August 5, 9, 22, and 26

**Portaferry, Co Down**  
*D class inflatable*: June 1, 2, July 5, 20, 25, August 25 (twice) and 26

**Porthdinllaen, Gwynedd**

47ft Watson: June 17, 20, 30, July 11, August 13, 16 and 24

**Port Isaac, Cornwall**

*D class inflatable:* June 9 and 21

*Relief D class inflatable:* June 30

**Portpatrick, Wigtownshire**

*Relief 46ft 9in Watson:* June 3 and 22 (twice)

47ft Watson: August 24

**Portrush, Co Antrim**

52ft Arun: June 30, July 10 and 13

**Portsmouth (Langstone Harbour), Hampshire**

*Atlantic 21:* June 2, 5, 18, 19 (twice), July 4 (three times), 6, 9, August 15 (five times), 21, 22 and 30

*D class inflatable:* June 2, 24 (twice), July 6, 22, 30, August 10, 15 (twice), 21 and 25

**Port St Mary, Isle of Man**

*Relief 52ft Arun:* July 25, August 13, 29 and 30

*D class inflatable:* June 11, July 1 and August 8

**Pwllheli, Gwynedd**

37ft Oakley: July 9

*D class inflatable:* July 4 and August 21

**Queensferry, West Lothian**

*Atlantic 21:* June 14, 23, July 4, 27, 29, August 22 and 23

**Ramsey, Isle of Man**

37ft Oakley: July 4 and 7

**Red Bay, Co Antrim**

*D class inflatable:* July 19, August 1 and 14

**Redcar, Cleveland**

*D class inflatable:* July 7, 20 and August 29

**Rhyl, Clwyd**

37ft Oakley: August 7, 8 and 30

*D class inflatable:* June 5, 13, 20, July 28, August 7 (twice), 11 (twice) and 31

**Rosslare Harbour, Co Wexford**

*Relief 46ft Watson:* July 4 and 15

48ft 6in Solent: August 1 and 12 (twice)

**Rye Harbour, East Sussex**

*D class inflatable:* June 19, 27, 29, July 4 (twice), 6 (twice), 11 (six times), 18, 22, 25, 28, 29 (twice), August 6, 8 (three times), 14, 19, 27 and 31

**St Agnes, Cornwall**

*D class inflatable:* June 2, July 22, 28 and August 6

*Relief D class inflatable:* August 10 (twice)

**St Bees, Cumbria**

*D class inflatable:* June 16, July 14, August 29 and 31

**St David's, Dyfed**

47ft Watson: June 4 and July 15

**St Catherines, Channel Islands**

*D class inflatable:* August 7

**St Helier, Channel Islands**

44ft Waveney: June 4, 9, 13, 14, July 3

(twice), 11 (twice), 19, 23, 24, 25, 31, August 5, 10, 18, 19 (twice), 24, 29 and 30

**St Ives, Cornwall**

37ft Oakley: July 12, 15, August 4 (twice), 13, 17 and 23

*D class inflatable:* June 15, 22 (twice), 29,

July 4 (four times), 15 (twice) and 16

*Relief D class inflatables:* July 24, 25 (twice), 28, 30, August 1, 4, 8 (twice), August 11, 15 (three times), August 19 (six times), 21, 22 (twice), 23, 24, 25, 28 (twice), 29 and 31

**St Mary's, Scilly Isles**

52ft Arun: June 22 (twice), August 5 (twice) and 22

**St Peter Port, Channel Islands**

52ft Arun: July 11 (three times), 12, 15 (twice), 19, 20, 24, 25, August 1 and 31

**Salcombe, South Devon**

47ft Watson: June 12, July 4, 8, 25, August 3, 6 and 17

**Scarborough, North Yorkshire**

37ft Oakley: August 9

*D class inflatable:* June 8, 9 and August 24 (twice)

**Selsey, West Sussex**

48ft 6in Oakley: June 1 (twice), 26, July 4 (twice), 9, 16, 31, August 7 and 19

*D class inflatable:* August 7

**Sennen Cove, Cornwall**

37ft 6in Rother: June 17, 22, August 5 and 23

**Sheerness, Kent**

44ft Waveney: June 11

*Relief 44ft Waveney:* June 25, July 6, 11, August 1 (twice), 20, 21, 22, 23 and 29

*Relief D class inflatable:* June 11, 12, 16, 21, 27 and July 11

*D class inflatable:* August 1, 15, 20 and 22

**Sheringham, Norfolk**

*Relief 37ft Oakley:* August 24

**Shoreham Harbour, West Sussex**

37ft 6in Rother: June 27 (twice), July 4 and August 28

*D class inflatable:* June 4, 17, 26, 27 (three times), July 2, 10, 12, 13, 21, 25, August 12 (four times), 15, 21, 22 and 28 (twice)

**Skegness, Lincolnshire**

*D class inflatable:* June 29, July 3, 10, August 10 (three times), 11 (twice), 12, 14, 17 (three times), 20 and 29

**Skerries, Co Dublin**

*Relief D class inflatable:* June 6, 21, July 11 and August 2

**Southend-on-Sea, Essex**

*Relief Atlantic 21:* June 6, 26, 27, 28, July 4, 10, 27, August 8 (three times) and 30 (three times)

*Atlantic 21:* June 12, July 24, 25 (three times), 30, August 4 and 29 (four times)

*D class inflatable:* June 10, 27, 28, July 25, 27, 29, August 8, 9, 21 and 28

*Relief D class inflatable:* July 18 and August 30

**Southwold, Suffolk**

*Atlantic 21:* June 13, 24, July 24 (twice), 30, August 1, 13 (twice), 14, 15, 19, 21, 22 (twice) and 29

**Staithe and Runswick, North Yorkshire**

*Atlantic 21:* July 27, August 12 and 29

**Stonehaven, Kincardineshire**

*D class inflatable:* July 22

**Stornoway (Lewis), Ross-shire**

48ft 6in Solent: July 16, August 10 and 22

**Stranraer, Wigtownshire**

*D class inflatable:* June 2, 22, July 7, 11 (three times), August 11 (twice), 16, 19 and 24

**Sunderland, Tyne and Wear**

47ft Watson: July 4

*D class inflatable:* June 4, 20 and July 16

**Swanage, Dorset**

37ft 6in Rother: June 10 (twice), 13 (twice), 16 (twice), July 11, 18, 21, August 5, 10 (twice) and 19

**Teemouth, Cleveland**

47ft Watson: August 4

**Tenby, Dyfed**

46ft 9in Watson: June 30, July 17, 27, August 13, 21 and 31

*D class inflatable:* June 2, 7, 27, 28 (twice), 29, 30, July 1 (twice), 3, 4, 5, 8, 14, 24, 29,

August 2 (twice), 7, 12, 18 (three times), 20 (three times), 21, 23, 24 (three times), 29, 30 and 31

**Tighnabruaich, Argyllshire**

*D class inflatable:* June 22, July 12, 31,

August 11 and 30 (twice)

**Torbay, South Devon**

54ft Arun: July 4, 17, 28, August 11, 18 and 29

18ft 6in McLachlan: June 11, 22, 25, July 1, 5, 8 and August 15

**Tramore, Co Waterford**

*D class inflatable:* August 22

**Trearddur Bay, Gwynedd**

*D class inflatable:* July 4, 17, 20, 22, 24, August 8 and 14

**Troon, Ayrshire**

*Relief 44ft Waveney:* June 6 (three times), 12, 27, July 4, 12, 25, August 4, 9, 14, 21, 29 (twice) and 31

**Tynemouth, Tyne and Wear**

52ft Arun: August 12 and 15

*D class inflatable:* June 5, 19, 29, 30, July 7, 8, 26, August 12 (three times) and 20

**Valentia, Co Kerry**

52ft Barnett: June 13, 16, 26, July 29, August 3, 22 and 26

**Walmer, Kent**

37ft 6in Rother: June 7, 22 (twice), July 24, August 4, 9 and 13 (three times)

*D class inflatable:* June 27, July 16, 24 and August 8

**Walton and Frinton, Essex**

48ft 6in Oakley: June 16, July 25, 27, 28, 29, August 17, 22, 24 and 26

**Wells, Norfolk**

37ft Oakley: June 12

*D class inflatable:* August 10

**West Kirby, Merseyside**

*D class inflatable:* June 3, 28, August 20 and 30

**West Mersea, Essex**

*Atlantic 21:* June 3, 20, July 2, 3 (twice), 11, 12, 18, 21 (three times), 31, August 16, 19 (twice), 21, 22 and 30 (twice)

**Weston-super-Mare, Avon**

18ft 6in McLachlan: June 6 (twice), July 9, 19 (twice), 26 (twice), 30, August 8 and 22

*D class inflatable:* June 6 (twice), 8, July 4, 15, 19 (twice), 22, 26 (twice), and 30

*Relief D class inflatable:* August 8 (twice) and 19

**Weymouth, Dorset**

54ft Arun: June 10, July 18, August 16 and 20

**Whitby, North Yorkshire**

44ft Waveney: July 3, 14, 17, 24, August 7, 10 and 29

*D class inflatable:* June 5, July 17, 26, August 5, 8 and 30 (twice)

**Whitstable, Kent**

*Atlantic 21:* June 7, 17, 23, 24, July 11, 12, 17, 28, August 4, 10, 13, 14, 15, 17, 19, 20, 22 and 30

**Wicklow, Co Wicklow**

42ft Watson: July 28, August 13 and 17

**Withernsea, Humberside**

*D class inflatable:* July 4, 11, August 16 and 22 (twice)

**Workington, Cumbria**

47ft Watson: June 16

**Yarmouth, Isle of Wight**

52ft Arun: June 6, 19 (three times), July 21, August 3, 6 (twice), 8, 12 (twice), 19 (twice), 21 and 22 (twice)

**B541 on trials**

*Atlantic 21:* June 17 (three times)

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

January 1, 1982, to October 31, 1982: Services 2,891; lives rescued 1,033

**THE STATION FLEET**

(as at 31/10/82)

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

**LIVES RESCUED 108,691**

from the Institution's foundation in 1824 to 31/10/82, including shoreboat services

# Letters...

## Keep on running . . .

I refer to the autumn issue of THE LIFEBOAT and would appreciate your forwarding to me a supply of marathon sponsorship forms, say 60.—JOHN A. GALLAGHER, *divisional welfare secretary, London Fire Brigade, L Division.*

*That's the spirit! The forms have been sent with pleasure.*—EDITOR.

## Yes, I'd do it all again

The article by Rosemarie Ide, wife of Coxswain/Mechanic Frank Ide of Poole, published in the autumn issue of THE LIFEBOAT, aroused great interest and was read with much pleasure. Here are some of the comments received by Mrs Ide and at HQ:

I would like to congratulate you on your most excellent article . . . not only was it most interesting in its content, but oh so well put together. Well done.—R. L. WESSEL, *Committee of Management member, Salcombe.*

I congratulate you on your splendid

article, so naturally told and so true in every way.—JOAN LIDDON, *wife of the late Coxswain Arthur Liddon of Dover.*

Congratulations on the article in the journal. It was a good read and well written. We hope that it will show more people the important rôle that wives play in the lifeboat service.—LEN and FRAN PATTEN, *coxswain of Newhaven lifeboat and his wife.*

I am particularly grateful for the article by Mrs Rosemarie Ide. It conveys what it feels like to be a lifeboatman's wife quite wonderfully—so vivid in fact that I could imagine her just chatting to me in the room.—BRYAN L. RICHARDS, *life governor, London N6.*

Please pass on my thanks and congratulations to Mrs Rosemarie Ide for her truly excellent contribution; a real pleasure it was to read.—M. S. RAWDING, *Shoreline member, Nottingham.*

## Everybody's friend

Hundreds of schools throughout the country will be saddened to hear that Jacko Harris suffered a fatal heart attack during the recent Sea Sunday Service at Appledore. He was aged 70 and had been boathouse attendant for the past 14 years. His work was entirely voluntary as he had a pacemaker in his

heart, the first in North Devon, a fact of which he was inordinately proud.

Before 1968 no one ever visited Appledore boathouse, but Jacko, almost singlehanded, made it one of the most attractive in the country. He was awarded the Institution's silver badge for his outstanding work.

A man of very small stature but with a great heart he will be most sadly missed by everyone but especially by the thousands of school children he loved to show round his boathouse. The masses of letters to him on the walls testify to his popularity. It was most fitting that his last living sight was of the place where he spent most of his waking hours.—COLIN LOWRY, *Captain RN, chairman of Appledore branch, Buckleigh House, Westward Ho!, Devon.*

## Methodist youth

On Saturday May 15, 1982, in the Royal Albert Hall, London, the Methodist Association of Youth Clubs held its annual show. The RNLI was deeply involved in one of the items put on by the Whitby and Scarborough area clubs: 'Regardless of the Consequences'. This involved the construction in a very limited time of a replica lifeboat and the transfer of a young girl across the arena by breeches buoy; when she reached the 'lifeboat' the applause was most generous. As a member of the regular stage crew for this show it was my privilege and pleasure to be a witness of this item.

While there were no financial benefits directly resulting, I am sure that the publicity gained can only be of great value to the RNLI. The display was watched by some 10,000 people.—J. F. EVANS, *Shoreline member, 3 Little Court, Roxborough Avenue, Harrow, Middlesex.*



*The late Jacko Harris with just a few of the many thousands of school children he showed round Appledore lifeboat house in the last 14 years of his life.*

## Atlantic Watch

from page 157

to the transom. The return trip was extremely difficult as the man hanging in the sea created a drogue effect and there was a rough following sea. Joe Houlihan eventually managed to beach the boat and land the two men, by which time he was nearly exhausted himself.

A remarkable account of weather conditions off Valentia survives in the form of a letter to *The Times* in 1866. It concerns the trials of two five-oared lifeboats built in the style of whaleboats, one made by Forrest of Limehouse, the other by Whites of Cowes. According to the letter . . .

*'The 26th of November last opened on the west coast of Ireland with a very heavy gale from WNW. The force of the wind was 10. A tremendous sea was running and breaking wildly on the headlands of Dingle Bay. In one place it was observed some miles off, bursting over a cliff more than 100ft high.'*

Considering the severity of the conditions and the size of the boats it seems

incredible that the correspondent, a local JP, wrote:

*'Everything was considered suitable for a thorough trial of the lifeboats.'*

As the boats set out, the gale whipped the oars out of the rowlocks and over the men's heads, but they kept going. The Coastguard inspector, Mr White, was determined to see what the boats could do and told one of them to lie in the shelter of an island while he and his crew took the other out into the bay. As they struggled to mount the rollers, the crowd on shore saw a huge wave gathering a mile to seaward . . .

*'Like a mighty Andes towering above the lesser mountains, this Atlantic giant swept in . . . as the water shoaled, that which had been a rolling mountain rose into a rushing cliff of water.'*

The men strained at their oars as the crest of the wave towered above them. Men were thrown all over the place, including the steersman who . . .

*'... was caught head downwards as she passed, then found himself suddenly freed and rising rapidly. On reaching the surface he met his chief boatman already afloat, but looking very much confused.'*

Here, the account becomes even more extraordinary as it states:

*'She (the lifeboat) had been shot about a quarter of a mile under water . . . she must have been about two minutes under water.'*

She probably, in fact, was out of sight in a boiling mass of water. What was clear was that the sea had ripped off the rudder and swept away the oars but had not capsized the boat. The other lifeboat went to her aid and both reached harbour safely.

Although the lifeboatmen on the west coast of Ireland still look out at the same Atlantic swells, none will describe them so graphically. Dermot Walsh of Valentia merely says,

*'We don't bother with weather forecasts. We can feel it.'*

And Joe Houlihan adds,

*'You know your own waters. If you cannot see the swell, you can feel the motion.'*

Quietly, efficiently, the men of Arranmore, Galway Bay and Valentia continue their lonely vigil out into the Atlantic.



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### PAINTINGS

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